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The XIANG RUI KOU arrived loaded with the KULLUK in Singapore
Photo : Piet Sinke ©

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The advertisement for Franklin Offshore Europe features a background image of two workers in high-visibility gear inspecting a large, coiled rope. On the left, the text reads "FRANKLIN OFFSHORE EUROPE" in bold, followed by "Your provider of integrated mooring and rigging services!". On the right, there is a logo consisting of a blue globe with a white 'F' inside, and the text "FRANKLIN OFFSHORE" below it. At the bottom right, contact information is provided: "tel. +31(0)78 - 618 78 77" and "www.franklin.com.sg".

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EVENTS, INCIDENTS & OPERATIONS

Multraship confirms order for two new Damen ASD 2810 tugs



LEADING towage and salvage specialist **Multraship** has continued its fleet renewal programme with confirmation that it has bought two new **Damen ASD 2810-type** tugs with state-of-the-art FiFi 1 firefighting capabilities. The tugs, to be named **Multratug 26** and **Multratug 27**, are building in Romania for delivery in June/July 2013. Contracts for the two tugs were signed during the course of **Multraship's** annual client gathering in Terneuzen on April 18, where Multraship managing director **Leendert Muller** said, "We are delighted to have concluded deals for these vessels, built to a proven design by a yard with extensive experience and expertise in this sector."

"The new tugs will be mostly engaged in harbour towage activities in the **Zeeland Seaports** and Antwerp areas. In addition to their primary duties, they will also be on standby, ready to respond in the event of fire- or explosion-related emergencies in the western and central part of the River Scheldt, as part of a February 2013 commitment entered into with the **Zeeland Safety Region** to keep two FiFi 1 tugs on standby."

"These new tugs provide confirmation of **Multraship's** commitment to investing for both the present and the future. In the towage and salvage sector, if you don't invest, you risk getting left behind. It is also important to demonstrate to all sectors of the maritime industry that you are prepared to invest money, time and resources in everything from research & development to fleet renewal in order to provide a valuable towage, emergency response and salvage capability," said **Muller**, who currently serves as vice-president of the International Salvage Union.



18-04-2013 : From left to right **Pepijn Nuijten**, **Leendert Muller**, **Arnout Damen**, and **Meindert Wiesenecker**

The tugs will have a minimum bollard pull of 62.5 tons and a maximum speed of 13.5 knots. They are being built at **Damen Shipyards** in Galati, Romania, in which country **Multraship** has a representative office and provides towage and salvage services as part of its strategic coverage of the Black Sea area.



North P&I Club flags up break-bulk cargo stowage problems

The 'A' rated 170 million GT **North P&I** club has experienced an increase in claims arising from poor stowage and securing of break bulk cargoes, particularly on ships departing from China. Such cargoes - typically of bags and timber as well as construction components and plant - can put people, cargo and vessels at risk if they start shifting whilst a vessel is at sea.

According to North's head of loss prevention Tony Baker, 'Poor loading practices of break bulk cargoes are particularly prevalent in Chinese ports and have led to cargo shifting and stows collapsing during voyages. This in turn has resulted in damage to vessels and cargo and to items of cargo being lost overboard, resulting in substantial claims.'

Baker says the problems include over-stowing incompatible cargoes and the improper or insufficient use of lashings, dunnage and shoring. 'For example we have seen heavy cargoes such as steel girders, vehicles and containers stowed

over jumbo bulk bags, and lashings tied to ship's ladders and pipework that are obviously not designed for the task,' he says.

North has highlighted the issue in the latest issue of its loss prevention newsletter Signals, in which it reminds masters of their obligations under the International Convention for the Safety of Life at Sea (SOLAS) to ensure all cargoes are loaded, stowed and secured appropriately for the intended passage - even if charterers are responsible for loading.

'We are aware of instances where masters have challenged stevedores on the method of stowage and securing of the cargo and yet stevedores have ignored these objections,' says Baker. 'It is vital in such situations that masters exercise their authority and stop further loading until satisfied the stowage and securing is safe.'

The club says it is worth involving charterers as soon as any problems are discovered to minimise disruption. If concerns are not addressed by stevedores, a written note of protest should be issued. North also recommends shipowners appoint a competent supercargo to improve communications with stevedores.

The club has also published a new loss prevention poster to help raise awareness of problems resulting from poor break bulk stowage. Entitled Stowage and Securing, the new poster in North's Cargo Wise series shows the aftermath of poor stowage and provides brief guidance on how to carry it out properly. **Source: North of England P&I Club**



Due to strong winds last Thursday the **AIDALUNA** arrived in Rotterdam-Europa harbour instead of going to IJmuiden, above the **AIDALUNA** is seen departing from Rotterdam Europoort whilst the **PRIDE OF ROTTERDAM** is entering the Europoort **Photo : Kees Torn ©**

India approves two Iranian ship underwriters

India has approved two Iranian ship underwriters among nine new ship insurers who are not part of a global body and whose liability cover against risks, including oil spills and collisions for foreign ships calling at India's ports, will be accepted by the port authorities.

The applications filed by Kish P&I Club, founded by a group of Iranian ship owners on Kish Island located in the Persian Gulf, and Tehran-based Moallem Insurance Co. have been approved by the Directorate General of Shipping (DGS), its deputy nautical advisor and senior deputy director general of shipping (technical), Deepak Kapoor, wrote in a 28 March circular reviewed by Mint. DGS is India's maritime regulator.

Other new ship underwriters approved by the maritime regulator include Royal & Sun Alliance Insurance, Russia's Ingosstrakh Insurance Co., Hellenic Mutual P&I and War Risk Association, Navigators Insurance Co., Germany's Hanseatic Underwriters, British European and Overseas P&I Facility and Osprey Underwriting Agency Ltd.

The approval comes as India implements new rules, making it mandatory for foreign ships entering the country's ports to hold a valid third-party liability cover against maritime claims.

Such third-party liability risks have to be insured with the London-based International Group of Protection and Indemnity Clubs (IG Clubs) or such other insurance company authorized by the government, according to the new rules that took effect from 20 April last year.

In December, the maritime regulator had authorized QBE Insurance (Europe) Ltd. represented by British Marine, Amlin Corporate Insurance NV represented by RaetsMarine Insurance BV, Korea Shipping Association and Korea Shipowners' Mutual Protection and Indemnity Association under the provisions of the Merchant Shipping (Regulation of Entry of Ships into Ports, Anchorages and Offshore Facilities) Rules 2012.

In shipping, third-party liabilities arising from operating ships such as oil pollution, wreck removal and damage to port property are commonly referred to as protection and indemnity (P&I). Globally, such third-party risks are insured with the IG Clubs, a 13-member group based in London that provides liability cover for about 90% of the world's ocean-

going ships, placing a \$1 billion limit on individual claims that involve pollution damage and wreck removal. As the global shipping industry goes through a prolonged downturn, fleet-owners are taking cover from non-IG Clubs to cut their operating expenses. The implementation of new port entry rules would have posed a problem if non-IG Club firms that insured ships calling at India's ports were not approved by the government.

There are other reasons for India to approve non-IG Clubs.

The European Union has banned the purchase, transport, finance and insurance of Iranian oil from 1 July, reacting to its nuclear programme. Following the EU ban, IG Clubs have stopped providing third-party liability cover to ships hauling Iranian crude oil.

India, the second-biggest buyer of Iranian crude after China and struggling with the fallout of the embargo, has adopted a two-pronged strategy to deal with the EU ban. It has allowed state-run oil refiners to buy crude with ships and insurance arranged by Teheran on a case-to-case basis. It also asked state-run insurer United India Insurance Co. Ltd to provide cover to Indian ships hauling Iran crude for state-run oil refiners.

Accordingly, in July 2012, United India Insurance launched a \$50 million third-party liability cover against pollution damage, wreck removal and personal injury claims for local ships transporting Iranian crude. The firm also agreed to extend a separate \$50 million cover for hull and machinery to protect local ships against physical damage.

Both the strategies have met with limited success mainly because the National Iranian Tanker Co. does not have enough ships that are suitable to call at Indian ports, while local tanker owners said the United India cover was inadequate for them to travel to Iran to lift the crude.

Mohammadi Banaei, chief executive officer of Kish P&I Club, said that the recent developments, mainly political, have affected the shipping business. "This had led to a tendency to form new P&I Clubs, insurance companies which could loosen the stranglehold of ship underwriters based in Europe," he said in a phone interview from Iran.

"Ship insurance business controlled by a group or limited number of nations cannot be fair and cannot serve the best interests of the people," Banaei said. "The IG Clubs based in Europe have a political face and have become more of a political business rather than give a fair service to the people. They want to control everything; they want to control the world. By controlling shipping, they can control the trade."

Kish P&I Club can cover ship owners' liabilities up to \$500,000 and has reinsured their liabilities above \$500,000 up to \$1 billion with a consortium of Iranian Insurers backed by a sovereign guarantee from the government of Iran, Banaei said. The cover can be taken by any ship, not necessarily Iranian, that hauls crude oil and petrochemical cargo exported by that country. **Source: Livemint**



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Turkey raises the stakes on pollution fines

The Turkish authorities have implemented a revised Pollution Fine Tariff that will apply to pollution incidents taking place in this calendar year. In an urgent alert to **American P&I Club** members, the managers, following advice from their correspondent in Turkey, Vitsan A.S., Istanbul, recommend that shipowners and their masters take all possible

steps not to cause any pollution by leakage/spillage of any kind of materials (ie, paint, oil, bilges, clean and dirty ballast, all kinds of residue, garbage, dirty water, sewage, water, laundry water with detergent, lavatory soap water, shower water, dust, rust etc.) during ship visits to Turkey.

The very stiff fines, calculated on a per gross ton basis, apply to petroleum and its derivatives discharged into the sea by tankers, also the discharge of dirty ballast; petroleum derivatives or dirty ballast discharged by ships or other seagoing vessels; and solid wastes or domestic waste waters discharged by tankers, ships or other seagoing vessels.

Shipowners Claims Bureau Inc., the managers, note that if a fine is paid prior to the vessel's sailing or within a maximum of 30 days' notification of the Administrative Sanction Decree, the owner may be granted a 25% reduction of the total fine amount. **Source: American P&I Club**



Several container vessels passing the Suez canal as seen from the **COSTA DELIZIOSA**

Photo : Adri van de Wege ©

Interisland ferries save on fuel with go slow

Two **Interislander** ferries will be putting the brakes on through Cook Strait during winter in a bid to conserve fuel.

From this week, a slow-steaming timetable will be introduced that will increase the **Arahura's** sailing time by 20 minutes and the **Kaitaki's** by 15 minutes. Interislander general manager Thomas Davis said last year's slower timetable, combined with fewer sailings, delivered significant fuel efficiency.

The Kaitaki cut its fuel consumption by about 10 per cent, and the Arahura by about 8 per cent. The installation of new propeller blades on Arahura in August provided another 5 per cent fuel saving. The **Aratere** is allowed to travel at speeds of up to 19 knots within the Marlborough Sounds as long as it complies with the wave-height rule. The **Kaitaki** can operate up to 18 knots in Tory Channel and up to 19.5 knots in Queen Charlotte Sound. The ferries will also reduce power consumption for heat, lighting and cooking.

Source : The Dominion Post / Ferries outside Europe

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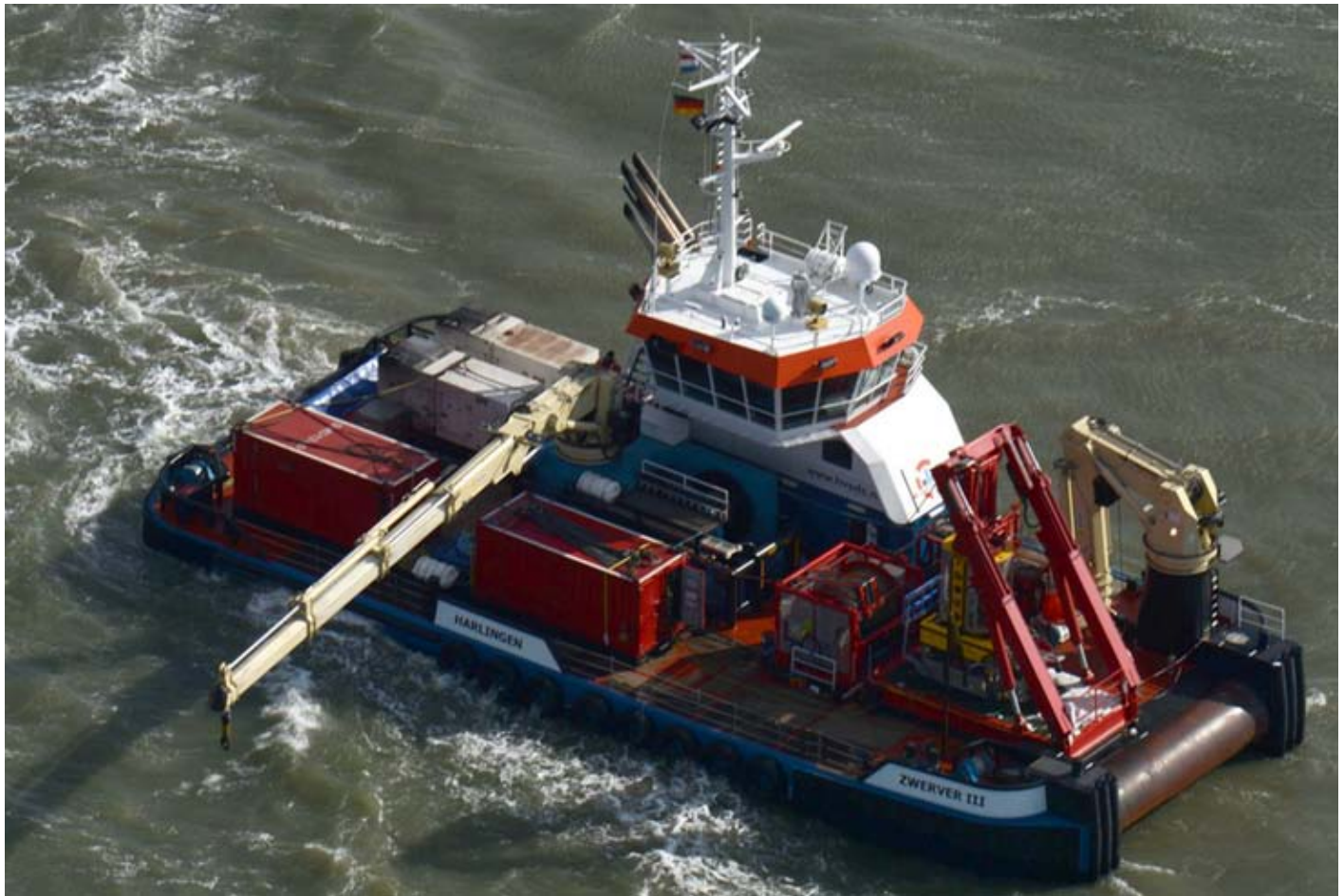
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CSC Phoenix losses more than doubled

Just when investors thought it was impossible for things to get any worse with one of China's most financially crippled shipping lines, **CSC Phoenix** has announced today that it has revised its previously announced RMB805m annual losses for 2012 to RMB1.88bn.

CSC Phoenix said the change is due to different accounting opinions regarding a transfer deal of 13 vessels and some liabilities to its parent company last year. The company has consulted relevant authorities and decided to make the change. **CSC Phoenix** has been suffering from losses for two consecutive years and a "special treatment" label on its listed shares seems inevitable. **Source: Sino Ship News**



The Multi Purpose DP-1 Support Vessel "**Zwerver III**" – **HvS Dredging Support BV** – www.hvsds.nl
Operating as ROV support vessel near German Island Borkum for **Heinrich Hirdes EOD Services GmbH**
Photo : Heinrich Hirdes EOD Services GmbH ©

Vale mega ship enters China port, first time since ban

Top global iron ore miner Vale's mega ship called at a port in eastern China this week, marking the first entry of the vessels since Beijing banned them in January 2012. China banned Brazilian Vale's giant ships, called Valemaxes and measuring around 400,000 deadweight tonnes, over safety concerns and to protect its own ocean-freight industry as a glut in vessels globally dragged down shipping rates.

It was unclear if China had lifted its ban on the vessels to allow the Valemax to enter the port, although Vale has said it has been in talks with Chinese authorities to regain entry. "We've been aware of this on Tuesday evening and already reported this to the National Development and Reform Commission and Ministry of Transport," Zhang Shouguo, secretary general of the China Shipowners' Association told Reuters by phone.

Ministry of Transport officials were not immediately available for comment. Vale's office in China declined to comment, according to a spokeswoman. The Valemax ships, the world's biggest dry bulk vessels, are large enough to hold three soccer fields end-to-end on their decks. They are central to Vale's efforts to cut transport costs and better compete with Australian miners BHP Billiton and Rio Tinto, whose mines are closer to China, the world's biggest iron ore consumer.

EN ROUTE TO SINGAPORE

Vale Malaysia, measuring 402,285 dwt, entered the Lianyungang port in China's Jiangsu province on Monday and left on Wednesday after unloading its cargo, according to Reuters shipping data and sources with knowledge of the matter.

A shipping source in China said the ship unloaded about 220,000 tonnes of iron ore and was still carrying nearly 87,000 tonnes when it left the port. The ship is headed for Singapore and expected to arrive on April 26, according to shipping data.

Before this week, the last time a Valemax entered a Chinese port was in late December 2011 when the 388,000-dwt **Berge Everest** called at the port of Dalian and which shipping sources said then was probably a fluke. No Chinese ports have regulatory approval to receive dry bulk carriers of more than 300,000 tonnes. With Beijing closing its ports to the Valemaxes, Vale built a transshipment hub in the Philippines to stay closer to its biggest market. A transshipment centre in Malaysia is scheduled to open in 2014. Still, Vale said it was losing \$2-\$3 per tonne in iron ore shipping costs because of China's ban on its Valemaxes since Vale has to transfer the ore from the Valemaxes at sea to smaller vessels to deliver them to China. **Source: Reuters**



The **ANNE BORCHARD** spotted in Haifa – **Photo : Peter Szamosi ©**

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Baltic Dry Index remains at the level of 885 points

On April 18 2013, the Baltic Dry Index was 885, no change against the level of April 17. BDI is a number issued daily by the London-based Baltic Exchange. Not restricted to Baltic Sea countries, the index provides "an assessment of the

price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a timecharter basis, the index covers Handysize, Supramax, Panamax, and Capesize dry bulk carriers carrying a range of commodities including coal, iron ore and grain. Because dry bulk primarily consists of materials that function as raw material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production. On 20 May 2008, the index reached its record high level since its introduction in 1985, reaching 11,793 points. On 3 February 2012, the index had dropped 647 points, the lowest since 1986.



Some Squid boats moored in alongside Port Louis, [photo : Fran Drew ©](#)

Chile rushes to aid ship in Antarctica after fire

A Chilean military tugboat was heading to Antarctica on Thursday to prevent an environmental disaster by retrieving a Chinese fishing ship that caught fire and began to drift dangerously near sharp glaciers.

The [Kai Xin](#) vessel burned off the coast of Antarctica on Wednesday. Its 97 crew members were rescued by the [Juvel](#), a Norwegian ship, about 55 kilometers (34 miles) from Chile's Bernardo O'Higgins research base near the Antarctic peninsula.

The [Kai Xin](#) is now unmanned, and a navy tugboat left port in Punta Arenas, near the southern tip of South America, to tow the ship to harbor.

"The ship has been drifting in zigzags and circles at about 5 knots per hour. It's very close to glaciers and we've sent the tugboat in case it hits the coast causing an oil spill," said Capt. Juan Villegas, maritime governor for Chile's portion of Antarctica. The [Kai Xin](#) left port in Uruguay and Chilean officials don't know how much fuel it's carrying. Fog forced Chile's air force to cancel a flight on Thursday to check on its condition.

"The ship seems in good conditions from the photos we've seen," Villegas told The Associated Press. "The fire seems to have taken place at the engines and there's no risk of sinking." A Panamanian-flagged Chinese ship, [Skyfrost](#), also was nearing the area to help tow the ship, he said.

Officials at [Olympic Seafood AS](#), owner of the [Juvel](#), said they were part of the rescue of the [Kai Xin](#), but downplayed their role. "Yes, we took the Chinese crew onto our ship. Of course, we help people who are in distress," said Even T. Remoey, the sales and marketing director of Olympic Seafood, based in Fosnavaag, a western Norwegian coastal town. The 104-meter (341-foot) Chinese vessel was built in 1990, according to the website of the Commission for the Conservation of Antarctic Marine Living Resources. The [Kai Xin](#) is operated by Shanghai Kaichuang Marine International Co., a company that specializes in deep-sea fishing, fisheries products and processing. The ship uses pelagic trawling for fishing and can sail in loose pack ice, according to the commission.

Officials at Shanghai Kaichuang, a state company ultimately owned by the Shanghai government, confirmed in a phone interview that the crew had been safely transferred to other vessels. They referred further queries to a statement issued on the Shanghai Securities News website, which serves as an official channel for announcements by Chinese-listed companies.

The statement posted Thursday said a fire occurred while the ship was fishing and that Kaichuang will investigate the cause of the accident and the extent of the damage before releasing more details. The environmental group Greenpeace has said that the Chinese ship is part of an international fleet of about 50 vessels authorized by the Commission for the Conservation of Antarctic Marine Living Resources to fish off the Antarctic coast.

Greenpeace said the ship has authorization to fish for krill. China's krill market is growing due to strong demand for its use in fishmeal as well as medical and dietary products. Greenpeace opposes Antarctic fishing for krill, saying it can affect the ecosystem because it is a pillar of the entire ocean's food chain. **Source : Springfield Sun**

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First Ukraine built Zubr class LCAC officially delivered to Chinese Navy (PLAN)



On April 12, 2013 in Feodosiya, representatives of the state-owned defense conglomerate "Ukroboronprom" and Chinese Navy officials signed the certificate of acceptance for the first Zubr (project 1232.2) amphibious hovercraft. On the Ukrainian side the document was signed by Dmitry Peregodov, Ukrspecexport General Director.

Ukrspecexport is a state-owned intermediary company for export and import of Ukrainian military products and services. During the ceremony, Chinese officials expressed their appreciation for the quality of work performed by

Ukrainian enterprises. The first **Zubr** LCAC for China was built at "**Feodosiya shipbuilding company**" and adapted to Chinese Navy needs. Construction of the second ship is ongoing for the Chinese customer. The Chinese Navy has placed an order for four craft at a reported cost of 315 million US dollars. Two are being built by Feodosiya shipbuilding company, and a second pair of vessels will be built in China under the supervision of Ukrainian technicians. Currently the world's largest hovercraft, development of **Zubr** landing ships started in the USSR in 1978, and the first serial ship joined Soviet Navy in 1988. Its carrying capacity is 3 main battle tanks with overall mass of 150 tons or 10 armored personnel carriers weighing up to 131 tons plus 140 marines, or 8 infantry fighting vehicles with mass up to 115 tons. If not carrying armor, Zubr is capable to accommodate 366 men.

Back in October 2012 we reported that several pictures had emerged showing the first Zubr for China conducting trials. **Source : Navyrecognition –**

U.S. Navy adds seven vessels

The U.S. Navy is adding seven modern newbuilds to its fleet, including an auxiliary general oceanographic research (AGOR) ship that features fuel-efficient diesel electric propulsion systems, the Department of Defense says.

The new ships, which were named last week, also include three joint high speed vessels (JHSV), two littoral combat ships (LCS) and an amphibious transport dock ship.

The AGOR ship, to be named the **R/V Sally Ride**, will use multi-drive, low voltage diesel electric propulsion systems to maintain efficiency and reduce maintenance and fuel costs. The **Sally Ride** is being built by Dakota Creek Industries Inc. in Washington State. Read more: <http://shipandbunker.com/news/am/412575-us-navy-adds-seven-vessels>

NZ buys choppers rejected by Australia

THE New Zealand government has approved spending \$200 million on buying eight navy helicopters rejected by Australia for reasons including concerns about safety.

The eight new Super Seasprites will replace the New Zealand navy's existing fleet of five ageing Seasprites, NZ Defence Minister Jonathan Coleman said today. The first three will arrive late next year. Australia tried for more than 10 years to resolve operations problems with Seasprites, ordered for the navy's Anzac frigates, but cancelled an order for 11 of the helicopters in 2008.



The **Super Seasprite** being tested off the NSW coast, before Australia rejected the aircraft. Source: Supplied

An Australian audit of the \$A1.4 billion project found the helicopters had a failure rate assessed at up to 20,000 times greater than air regulations allowed.

The Seasprite's crash worthiness was below contemporary standards, it could not be flown in bad weather, the cockpit was too small for some crewmen and the advanced computerised combat system never worked properly. The computerised flight control system also tended to make unpredictable movements of flight controls, known as hard-overs. Dr Coleman said the NZ Defence Force and Ministry of Defence were "acutely aware" of the Australians' problems with the Seasprite. Australia had wanted its helicopters to be flown by a crew of two, but New Zealand would fly with crews of three and not need the "no-hands" technology. All other technical issues have been resolved by the manufacturer Kaman, he said. The Ministry of Defence had also invested "considerable resources" over two years in

looking into the Seasprites, including an independent study by Canada's Marinvent Corporation. The ministry believed the Seasprites would "prove a very capable purchase, meet all of the New Zealand Defence Force's requirements, and can be introduced into service".

"What's more the price is very good with alternative helicopter replacements costing three times the amount." Defence Force pilots had flown the helicopter and were impressed by the step-up, Dr Coleman said. The entire Seasprite fleet, made from refurbished former US Navy airframes, has a total of 1200 flying hours. They have a service life of another 17 years. **Source : Australian**

China's first aircraft carrier to set out on high-sea voyage



China's first aircraft carrier, the **Liaoning**, is set to begin a high-sea voyage at an appropriate time within the year, Xinhua reports.

The **Liaoning** and its crew members have been conducting a series of scheduled tests and training drills since it anchored at its homeport of Qingdao, in east China's Shandong Province, in February, according to a report on Thursday by national broadcaster China Central Television.

The **Liaoning** has finished over a hundred exercises and experiments since it was

delivered to the People's Liberation Army Navy and put into commission last year.

SHIPYARD NEWS



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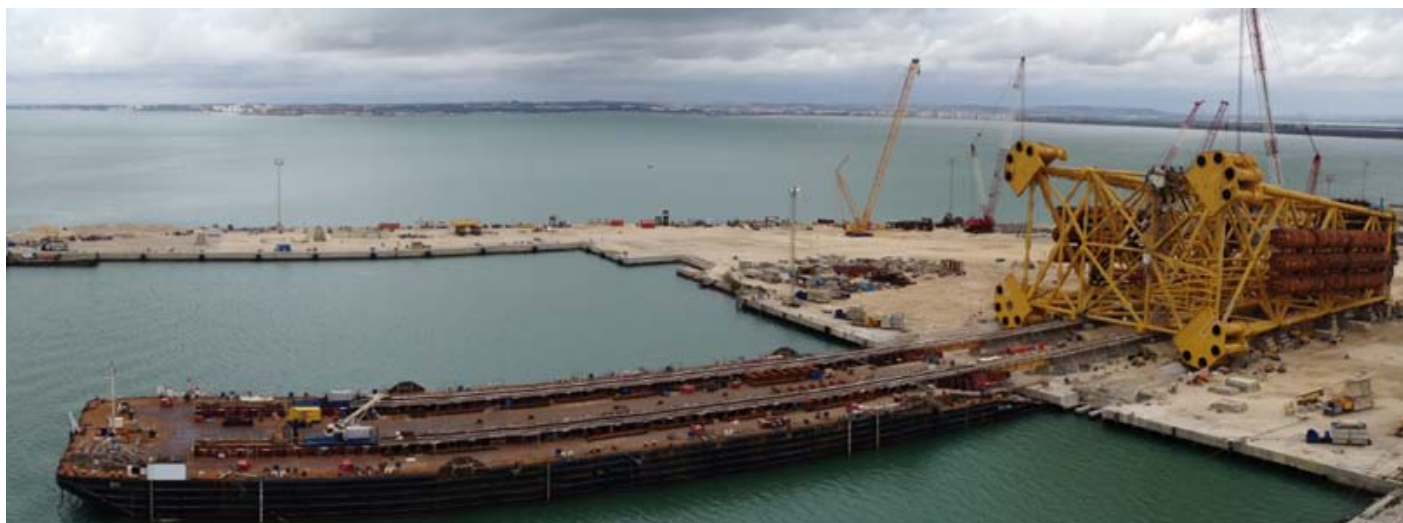
Wilson Sons inaugurates second shipyard in Guarujá

Wilson Sons second yard in Guarujá opened on April 18th.

The Wilson Sons Group inaugurated the second Wilson Sons Shipyards unit in Guarujá on April 18th. As a result of a US\$60 million investment, the shipyard, which builds tugboats and offshore support vessels, is expected to double its capacity. The shipyard, which has been named Guarujá II, is equipped with a drydock which is 26m wide and 135m in length. These dimensions will allow for the construction of a wide range of larger vessels with higher specifications, amongst which are PSVs, AHTS, pipelay vessels, ROV support vessels, and oil spill recovery vessels.

"Our production capacity at Guarujá II will be 5,500 tonnes/year. This means that the installations can undertake the annual production of approximately four offshore support vessels and up to six tugboats, as well as a sophisticated vessel for third parties," said Arnaldo Calbucci, COO of Shipyards, Tugboats, Offshore at the company.

The first vessel to be built at Guarujá II, a 4,500 series PSV, is due to be delivered to Wilson Sons Ultratug Offshore in June. The company is also building a ROV Support Vessel ordered by Fugro Brasil, delivery of which is expected to take place by mid-2014. "In total, we will have built four PSVs and four tugboats before the end of 2013. Over US\$200 million are being invested in these new vessels" says Calbucci. **Source : Offshore Shipping Online**



A bird view of the Load Out the latest Jacket built in **Dragados Offshore Cádiz** for **Eldsfisk Project**.

Photo : via Antonio Fernandez Acosta

Samsung Heavy holds naming ceremonies for two Evergreen's boxships

Ever Livein, the tenth in a series of L-type containership to be operated by Evergreen Line, was christened by S.S. Lin, the Evergreen Group's First Vice Group Chairman, at the Samsung Heavy Industries shipyard in Korea on Thursday, the Group's press release said.

The official rope-cutting of the new 8,452-TEU vessel was performed by Mrs. Tsai Su-Hua in a ceremony attended by dignitaries from Taiwan, Korea and other nations.

The conglomerate's Vice Group Chairman Kuo Shiu-an-Yu will preside at the naming ceremony of Ever Logic, the eleventh vessel in the series on April 19; the rope-cutting on this occasion will be conducted by Mrs. Kuo Yeh Chiung-Yu.

The two ships will join Evergreen Line's Far East - Europe routes after their delivery into service in late April. From a fleet deployment perspective, the L-type containerships are very flexible, fulfilling the demands of various markets. In addition to the east-west long-haul trades from Asia to Europe and North America, L-type ships can be employed on north-south routes linking Asia to South Africa and South America. Equipped with such vessels, Evergreen Line believes it is more able to adjust its fleet capacity across a number of trades to meet the variable demand of the global market as a whole. **Evergreen Group** commenced its new shipbuilding programme in 2010 with an order for 20 L-type vessels from **Samsung Heavy Industries**. In 2011, Evergreen ordered a further 10 vessels of the same specification from Taiwan Shipbuilding Corp. Eighteen of the thirty newbuildings are expected to be delivered by the end of 2013. **Source : PortNews**



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Royal Bahamas Defence Force contracts Damen

for fleet of long range patrol craft

Following a six-year acquisition program, the Government of the Bahamas has announced the signing of a Letter of Intent to acquire 9 vessels for the Royal Bahamas Defence Force and construction work for their naval bases. The contract has been placed with **Damen Shipyards Group**, headquartered in Gorinchem, the Netherlands. In announcing the contract, the Minister of National Security, the Hon. Dr. Bernard Nottage, stressed that his Government was determined to protect the security and economic well-being of the people of the Bahamas and this order was a powerful endorsement of this commitment.

Naval base construction works

The project will include the acquisition of a fleet of various vessel types and the upgrading and construction of three bases in the Bahamas. There will be additional dredging works to facilitate the new long range patrol craft and to provide the Defence Force with first class facilities.



New fleet

The fleet of vessels includes a dedicated roll-on, roll-off landing craft (a **Stan Lander 5612**) which will be fitted with a 25 tonne crane and demountable disaster relief equipment. Special containers will be acquired to provide emergency relief, medical facilities, desalinated water and sanitary equipment which will rapidly be deployed in the event of a natural disaster. In addition, eight patrol vessels, four of the **Damen Stan Patrol 4207 type** and another four type SPa 3007, will join the Bahamas' fleet.

Damen Coastal and Offshore Patrol Vessels already operate for years in the coastal waters of the USA, Canada, Jamaica, Barbados, Mexico, Honduras, Cape Verde and the Netherlands. The specialised long range patrol craft are designed to operate in the shallow waters of the Bahamas and will help to plug the gaps in the security network while

addressing the concern of local fishermen who have been demanding more protection for this vital sector of the economy.

Bahamas Class upgrade

Included in the contract is a mid-life upgrade of the Bahamas Class vessels that entered service in 1999. This upgrade will be undertaken in the Bahamas under Damen's supervision and will extend the operational lifecycle of these vessels for several years.

Partnership with Van Oord

Damen has been in business for over 85 years. In that time Damen has not only specialised in vessel design and shipbuilding, but also in the logistical and civil engineering challenges that often surround major new building projects. For the Royal Bahamas Defence Force project the company is partnering with one of the world's largest dredging companies – Van Oord – to deliver the entire package in the shortest possible time frame, commencing in early 2014. The contract will include a spares and training package and great emphasis will be placed on skills transfer to ensure the vessels can be maintained and operated by Bahamians.

Much of the work to be undertaken by Van Oord will be subcontracted to local partners and will enhance access to Matthew Town in Greater Inagua and Gun Point in Ragged Point. Additional works and marine assets are earmarked in Bimini and Grand Bahamas to ensure the northern zone is also fully protected. **Damen** Area Director Americas, Mr Sander van Oord, said: "Damen is a company that prides itself on the quality and performance of the ships we build. We are delighted to welcome the Government of the Bahamas to our family and will strive to deliver this package on time and within budget. These are the hallmarks of Damen that have helped us become market leader in the Caribbean."

VIDEO

A short video is available at youtube.com:

<http://www.youtube.com/watch?v=SUblRaPMDA0&list=UUjXU22pqwU2oD4mgfY4qQcw&index=1>

Sinopacific holds naming ceremony for first PX105 PSV for Deep Sea Supply

On April 16 in Aberdeen UK, a seaport city on the North Sea, **Sinopacific Shipyard** and **Deep Sea Supply** together held a naming ceremony for the first PX105 platform supply vessel (PSV) among 12 ones contracted between Sinopacific and Deep Sea Supply. The vessel was named "**SEA FALCON**", the shipbuilder's news release said.

The state-of-the-art PX105 PSV was designed by Ulstein Design & Solutions.

The ceremony was attended by about 80 delegates from offshore oil and gas manufacturers, OSV ship-owners, operators and designers, marine equipment suppliers, classification society, news media, legal and financial services institutions. **General characteristics:**

LOA - 88.8m, LBP - 82.0m, Breadth - 19.0m, Depth molded - 8.0m, DWT - 4543t, service speed - 15.7 knots (at 5.0m draft).

PX105 PSV features Ulstein's X-BOW design hull. Generator exhaust emission meets European Automobile Emission Standard and the entire vessel meets Class 3 standard in noise, vibration, temperature, humidity and comfort; fully prepared upon hardware and software for the functional upgrading demands on floating oil recovery and fire control.

SINOPACIFIC has participated in the design and building of 21 types of OSVs. Currently, SINOPACIFIC has about 10 OSV products of proprietary design, which covers both standard design and customized design. More than 130 OSVs that have been delivered to ship-owners are now in stable and reliable operation. The **Sinopacific Shipbuilding Group** is a fast-paced, joint venture in China's shipbuilding industry. The company's core business includes ship design, shipbuilding and international trade. In 2010, the Group achieved more than RMB10 Billion output value and delivered 57 vessels

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Iskes tug **TRITON** the **MERCUUR** and a pilot tender, seen in IJmuiden during the last trip of pilot **Klaas Wester** before his retirement **Photo : Guido Akster ©**

Pacific Basin expands fleet as charter rates rise

Pacific Basin outperformed the underlying Handysize spot charter market by minimising the number of unladen voyages to load cargo.

Pacific Basin Shipping has continued last year's spending spree on vessel acquisitions despite what the company said was a weak outlook, "with moderate seasonal variations", for the dry bulk market this year.



Pacific Basin's **CHAMPIONS BAY** in Rio Grande – **Photo : Marcelo Vieira ©**

The firm added a ninth dry bulk vessel to the eight it has agreed to buy for US\$122 million since September last year.

No details of the ship or the price paid were given in the firm's first quarter trading update issued yesterday. But the company said its "strategic objective is to expand our dry bulk core fleet at attractive prices".

Six of the nine vessels have already joined the fleet while the remaining three will be delivered by the middle of this year. They comprise seven Handysize vessels of 25,000 to 39,999 deadweight tonnes and two Handymax ships of 40,000 to 64,999 dwt.

Pacific Basin, the largest Handysize operator in the world, paid an average US\$15.25 million for the eight ships. It said the value of a five-year-old 32,000 dwt Handysize ship had risen to US\$17 million, from US\$16 million in the second half of last year.

Pacific Basin outperformed the underlying Handysize spot charter market by minimising the number of unladen voyages to load cargo.

It said average time charter equivalent earnings for its Handysize fleet was US\$8,820 per day in the first quarter.

By comparison, the average daily spot rate was US\$6,530 for Handysize ships, although the average daily charter rate had risen to US\$8,192 by last week.

Pacific Basin said 50 per cent of the Handysize revenue days for the rest of the year had been contracted at a net US\$9,500 per day.

The firm, which owned and chartered 143 Handysize vessels up to last Monday, said the Handysize market "has followed a similar pattern to last year with a weak start giving way to improved rates going into the second quarter".

Chinese imports of minor bulk cargos such as logs, soyabeans and fertiliser grew 14 per cent in the first two months of this year.

Overall, Clarkson, the British ship broker, and Barclays Research forecast that global minor bulk cargo volumes would climb to 1.46 billion tonnes, from 1.38 billion tonnes last year. **Source : South China Morning Post**



The **APL TEMASEK** outward bound from Southampton following her maiden call **Photo : Chris Bancroft ©**

Noble gets contracts for newbuild drillships

Noble Corporation reported that it has entered into two three-year term drilling contracts with Plains Exploration & Production Company for the Noble Sam Croft and the Noble Tom Madden, two of Noble's new ultra-deepwater drillships currently under construction at the Hyundai Heavy Industries Co. Ltd. (HHI) shipyard in Ulsan, South Korea. The drillships, which are being constructed on a fixed price basis, are expected to be utilized for operations primarily in the U.S. Gulf of Mexico under these contracts.

The Noble Sam Croft is expected to be delivered from the shipbuilder in the second quarter of 2014, followed closely by the Noble Tom Madden, which is expected to be delivered in second half of 2014. The contracts are expected to commence following mobilization to the U.S. Gulf of Mexico and customer acceptance. Revenues to be generated over the three-year terms are expected to total approximately \$693 million per rig, including mobilization fees, representing in excess of \$1.3 billion in total potential backlog. With the award of contracts for these two units, all four ultra-deepwater drillships under construction for Noble at HHI are now under contract.

"With the addition of these units to our U.S. Gulf of Mexico fleet, Noble will have one of the most modern and capable fleets in the region, a fact that demonstrates the fundamental change going on across the company," noted David W.

Williams, Chairman, President and Chief Executive Officer. "At the same time, these contracts provide us with significant additional backlog, while expanding and diversifying our customer base as we grow our relationship with an important new customer."

The **Noble Sam Croft** and the **Noble Tom Madden** are two of the four ultra-deepwater drillships being constructed for Noble by **HHI**. All four drillships are based on a **Hyundai Gusto P10000 hull design**, capable of operations in water depths of up to 12,000 feet and offering a variable deck load of 20,000 metric tons.

The **Noble Sam Croft** and **Noble Tom Madden** will be fully equipped to operate in up to 10,000 feet of water while offering DP-3 station keeping, two complete six-ram BOP systems, multiple parallel activity features that improve overall well construction efficiencies and accommodations for up to 210 personnel. Both rigs also will also be equipped with a 165-ton heave compensated construction cranes to facilitate deployment of subsea production equipment, providing another level of efficiency during field development programs. **Source : Marine Log**



The **EMMAGRACHT** moored in Gibraltar unloading yachts – **Photo : Francis Ferro ©**

New Directors Appointed at BMT

To facilitate further growth and to support the Managing Director, BMT ARGOSS (BMT), a subsidiary of BMT Group Ltd, announced today the appointment of two new Directors. Both Directors will help to drive business improvements and further enhance the effective management of the company.

Shane Amaratunga whose career with BMT dates back to 2000 will assume the role of Director of Internal Affairs, while Wilfred Aldriks will take the position of Director of External Affairs.

Focusing on internal strategies, Shane's main responsibility will be to ensure the effective execution of overall conformance activities within each of the company's business lines in order to achieve excellence in areas such as technical, operations, IT and HR, and to secure maximum profitability and sustainability for the company.

Commenting on his new role, Shane explains: "I am excited to be part of a company where demand for its products is increasing. Improving energy efficiency is continuing to dominate the minds of ship owners and operators around the world due to economic pressures and the introduction of new legislation. Products such as our suite of SMARTSERVICES and REMBRANDT will provide us with an opportunity to be part of a growing market, placing us in a strong position now and in the future."

Previously Director of Operations at Veolia Water Solutions & Technologies, Wilfred will focus on providing leadership and direction in the execution of marketing and sales strategies and will be based in BMT's Marknesse office. Wilfred says: "Further developing and promoting our capabilities in a buoyant market is key and I'm looking forward to

working with the team to recognise and maximise the market opportunities. Bringing together the excellent skills and expertise of BMT ARGOSS and our sister companies will also allow us to further strengthen our market offering."



The **HONG KONG EXPRESS**, another mega-ship inbound for Southampton both passing East Cowes, Isle of Wight -
Photo : Chris Bancroft ©

TransAtlantic: Viking Supply Ships Ltd Entering into a Contract with BP UK for Two Platform Supply Vessels: Idun Viking and SBS Tempest

Idun Viking is fixed firm until July 31, 2013 plus options with commencement the end of March 2013. SBS Tempest is fixed firm until January 31, 2014 plus options with commencement in direct continuation of its present charter.

The contract terms are in accordance with present market conditions. These recent contracts further add to the company's backlog, which now accounts for NOK 1.693 M, an increase of NOK 523 M or 45 % since 1st of January 2013. With these recent contracts the fleet has an estimated contract coverage including charterer options of 44 % for the remainder of 2013 and 30 % for 2014. **Rederi AB TransAtlantic (RABT)** is a leading Swedish shipping company with headquarters in Gothenburg, Sweden and additional offices in Europe. The company is organized into two business areas: Viking Supply Ships and Industrial Shipping. Viking Supply Ships, operating within offshore and icebreaking, is also a wholly owned subsidiary of RABT. The Industrial Shipping business area consists of three divisions: Bulk, Container and RoRo. The Group has about 800 employees and the turnover in 2012 was MSEK 3,274. The company's B-shares are listed on the NASDAQ OMX Stockholm, Small Cap segment. www.rabt.se TransAtlantic is obliged to make this information public according to the Financial Markets Act and/or the Financial Instruments Trading Act (Sw: lagen om värdepappersmarknaden and lagen om handel med finansiella instrument). The information was submitted for publication on April 18, 2013 at 08.30 a.m. Source : Cision



The **SANTA RITA** outbound from Rotterdam – Photo : Monique Davis-Mulder ©

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The **NOBLE GLOBETROTTER II** departed from **Huisman** in Schiedam for trials – Photo : **Guido van Ameijden** ©

Offshore Oil Drilling Stopped in Belize

Belize Court Nullifies Offshore Oil Contracts, Protects World's Second Largest Barrier Reef from Offshore
Belize's Supreme Court declared offshore drilling contracts issued by the Government of Belize (in 2004 and 2007) null and void, providing a dramatic and potentially definitive setback to The Government of Belize and the petroleum prospecting companies issued the contracts.

The ruling, handed down by Justice Oswald Legall, was in response to a case brought by Oceana, COLA, and the Belize Coalition to Save Our Natural Heritage. It effectively ends the Belizean government's immediate effort to allow offshore oil drilling in the Meso American Reef, the second largest barrier reef in the world.

The court overturned the contracts after determining that the government failed to assess the environmental impact on Belize's ocean, as required by law, prior to issuing the contracts. The court also found that contracts were made to companies that did not demonstrate a proven ability to contribute the necessary funds, assets, machinery, equipment, tools and technical expertise to drill safely. Oceana has campaigned against offshore drilling in Belize for more than two years. In 2011, after collecting the 20,000+ signatures required to trigger a national referendum that would allow the public to vote on whether or not to allow offshore oil drilling in Belize's reef, the Government disqualified over 8,000 of these signatures effectively on the basis of poor penmanship, stopping the possibility of a vote. Oceana answered by quickly organizing the nation's first ever "People's Referendum" on February 29, 2012 in which 29,235 people (Belize's entire population is approximately 350,000) came from all over the country to cast their votes. In this historic vote, 96% voted against offshore exploration and drilling. The government subsequently almost lost its

majority in the national election that followed these votes. Oceana is fighting for a complete ban on offshore drilling in Belize and believes the Government of Belize should allow the people to express their opinion in an official referendum.

"This is a great day for the people and country of Belize and its democratic process and it shows that we, as ordinary citizens, need not sit back and only complain about all the wrong decisions our Government makes, but that we can use the Judiciary system to settle them," said Audrey Matura-Shepherd Vice President of Oceana in Belize. Oceana has long voiced its concern about the potentially devastating impact of an oil spill on Belize's reef and its economy, which depends heavily on tourism and the barrier reef. The companies were granted the oil concessions essentially in secret. Princess Petroleum, whose contract was just overturned, began as a hotel and casino company before it was granted concession to explore for oil. The company was granted exploration rights by the Government of Belize over the Blue Hole, a UNESCO World Heritage Site and popular travel destination made famous by legendary ocean explorer Jacques Cousteau.

Bill Lahey, a senior partner at the law firm of Anderson & Kreiger that helped represent Oceana in this case said, "Anderson & Kreiger is honored to have helped Oceana win this major victory which protects one of world's most precious barrier reefs and tourism in Belize." Oceana is the largest international advocacy group working solely to protect the world's oceans. Oceana wins policy victories for the oceans using science-based campaigns. Since 2001, we have protected over 1.2 million square miles of ocean and innumerable sea turtles, sharks, dolphins and other sea creatures. More than 500,000 supporters have already joined Oceana. Global in scope, Oceana has offices in North, South and Central America and Europe. To learn more, please visit www.oceana.org



The **TERE MOANA** moored in Gibraltar – **Photo : Francis Ferro ©**

Shipping industry benefits from China's trade deficit

Shipping companies, struggling with a market downturn in recent years, will benefit from a strong increase in China's imports in March, which has led to a deficit in trade figures, companies and analysts said. Thanks to the ongoing debt crisis in Europe and fragile recovery in the United States, shipping companies covering the two destinations have been concerned over falling demand. Yet China's strong imports in March boosted their confidence, and may help them avoid losses this year, industry analysts said. China's imports jumped by 14 percent from a year earlier in March, leading to a \$577 million trade deficit for the country. Analysts believe this deficit will signal a turning point for China's economic cycle, as the government intends to develop its economy through boosting domestic consumption. **Source : China Daily**



Simacharters **VOYAGER** outbound from Maassluis – Photo : Peter Looij ©

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.... PHOTO OF THE DAY



On 31 December 2012, the 1983 built Royal Dutch Shell owned **Kulluk** ran aground off Sitkalidak Island in the Gulf of Alaska. Up until October the rig had been working in the Beaufort Sea, off the Alaska North Slope. It was being towed to its winter home in Seattle when it encountered a storm, and the incident occurred. The US Coast Guard evacuated its 18-man crew on 29 December. On New Year's Eve, tug crews were ordered by the US Coast Guard to cut the rig loose, leading to its grounding. The movement of **Kulluk** south for the winter was motivated, at least in part, to avoid a State of Alaska property tax on oil and gas extraction equipment. On January 6, 2013, the Kulluk was floated from the rocks. Satisfied the vessel was seaworthy, it was towed to shelter in nearby Kodiak Island's Kiliuda Bay where the Rig was loaded onboard the **XIANG RUI KOU** for transportation to Singapore for repairs

Photo : Piet Sinke ©