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**The newbuilding FUGRO BRASILIS seen fitting out in Sattahip (Thailand)**  
**Photo : Piet Sinke (c)**

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## EVENTS, INCIDENTS & OPERATIONS

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**Kingdom of Fife** approaching the Rhu Narrows outbound from the Gareloch, Firth of Clyde.

Photo : Iain Forsyth (c)

## Bowhead Transport Company and Crowley to create Alaska-based JV

**Bowhead Transport Company, LLC**, and **Crowley Marine Services, Inc.**, have announced the formation of a joint venture to provide marine services in Alaska's Arctic, the Crowley Corp. press release said. The new Alaska-



based joint venture will operate under the name UIC Bowhead-Crowley, LLC. Bowhead Transport is a wholly-owned subsidiary of Ukpeaġvik Iñupiat Corporation (UIC), the Alaska Native Village Corporation of Barrow, Alaska.

Both companies have longstanding histories of providing services in the Arctic with Bowhead Transport Company providing common carriage service for 30 years to the coastal communities of Alaska and Crowley providing marine transportation, energy support and petroleum distribution services for over 60 years throughout the state.

The companies' complementary business models offer clients a comprehensive package for their marine, logistics and transportation needs. The UIC Bowhead-Crowley joint venture will be mainly focused on the oil and gas industries and supporting their growing needs in the Arctic. Because of the companies' strong ties to the communities in which they work, they are able to facilitate local hire and provide local expertise.

Crowley has served the Alaska market since 1953 with a variety of services and today has more than 650 employees statewide. Crowley supports the energy industry on the North Slope with summer sealifts of large production modules along with various marine transportation and project management services. At the southern terminus of the trans-Alaska oil pipeline, Crowley provides tanker escort and docking services in Valdez Harbor and Prince William Sound for Alyeska Pipeline Service Company's Ship Escort/Response Vessel System, utilizing some of the most technologically advanced and powerful tugboats in the world. As a leader in the Alaska fuel industry, Crowley provides transportation, distribution and sales of petroleum products to more than 280 communities across Alaska.

UIC is the Alaska Native Village Corporation of Barrow, Alaska and provides social and economic resources to over 2,500 Iñupiat shareholders and their descendants. UIC has over 2,000 employees worldwide and provides services to clients in a variety of industries, including operations in Barrow, construction, architecture and engineering, regulatory consulting, information technology, marine operations, logistics, and maintenance and manufacturing. Bowhead Transport Company is based in Seattle, WA and an experienced provider of marine car go transportation. Their diverse fleet of vessels serves the coastal communities of the North Slope of Alaska.



The **SVITZER INTREPID** assisting the **MAERSK KITHIRA** in Felixstowe – Photo : Andrew Moors (c)

## Shipowners "not lying" about scrapping scheme

The Danish Shipowners' Association has denied accusations that it, along with other lobbyists, lied about factual matters in their opposition of a proposed ship scrapping levy, Ship & Bunker reports. The European Parliament recently

voted down a proposal by Swedish member Carl Schlyter to stop unsafe scrapping practices, which included plans for a scrapping fund that would be paid for through a levy on ships using European ports.

After the plan was defeated, Schlyter filed a complaint accusing ship owners' groups of using false arguments in lobbying against it, but the industry says it used the same data that Schlyter did in calculating the costs of the fund to shipping companies.

Read in full: <http://shipandbunker.com/news/emea/206403-shipowners-not-lying-about-scrapping-scheme>



The **ASUKA II** moored in Cape Town – Photo : Aad Noorland (c)



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The Charles Willie coaster **CELTIC ENDEAVOUR** outward in the Humber on Sunday morning. She first arrived on the Humber on April 13th and grounded beyond her intended berth at Grove Wharf in stormy conditions on the evening of April 14th. An attempt to refloat her with local tugs the following day failed. With receding tides the vessel remained aground until she was able to refloat herself on a sufficiently high tide on April 24th. Sunday morning she sailed from Blacktoft Jetty bound for Figueira Da Foz. Photo: Simon Smith ©

## SHIP MANAGEMENT JV



CGG and **Louis Dreyfus Armateurs Group (LDA)** have announced the creation of a ship management joint venture, **Geofield Ship Management Services**. Co-owned 50 % by CGG and 50 % by Louis Dreyfus Armateurs Group, the new joint venture will provide maritime ship management services for five of CGG's high-capacity 3D seismic vessels.

This equal ownership reflects the common vision of **CGG** and Louis **Dreyfus Armateurs** to combine their seismic and maritime expertise and experience in order to align QHSE systems, streamline communication and define the JV's strategy. This move also underlines the commitment shared by both parties to establishing a reliable maritime platform and maximizing the overall seismic performance of the five vessels managed by the joint venture.

The joint venture will be based in Suresnes, France. Alain Coatanhay from Louis Dreyfus Armateurs will be the Chairman of this new joint venture and David Rapidel from CGG has been appointed as Managing Director.

Jean-Georges Malcor, CEO of CGG, said: "This second joint venture marks another milestone in our performance action plan. It reinforces our strategy to streamline the number of our maritime partners, following our first ship management joint venture with Norwegian shipowner, Eidesvik Offshore, in May 2011. We are confident that by pooling our expertise, culture and history with Louis Dreyfus Armateurs Group, a leader in marine activities and our long-term partner since 1990, within this new joint venture, we will provide first-class ship management services to meet the expectations of our clients." Philippe Louis-Dreyfus, President of Louis Dreyfus Armateurs Group, declared: "This joint venture further strengthens our ties with CGG, which started in 1990. This move comes as recognition of the skills and commitment of our teams. The sea offers great opportunities and I am proud of this new step forward in our strategy of partnerships with large industrial groups, such as CGG, a worldwide leader in geoscience."



Evening departure of the **Arklow Meadow** from the Botlek terminal Rotterdam in ballast bound for San Ciprian North Spain. **Photo : Matthew Wilkins 2nd Mate Pacific Orca. ©**

## Royal Caribbean to continue reducing European capacity

Royal Caribbean Cruises is to continue reducing capacity in Europe despite reporting improved overall profits in the first quarter of the year. The parent company of Royal Caribbean International, Celebrity Cruises and Azamara Club Cruises said demand for a two-month European summer 2014 deployment of the world's largest cruise ship, **Oasis of the Seas** to coincide with scheduled maintenance dry-dock in Rotterdam had been "exceptionally strong".

However, the organisation said: "Despite this micro-deployment, the company expects to further reduce its European deployment year-over-year by another 10% and also expects that European itineraries will be approximately 25% of its overall 2014 capacity." The number of Royal Caribbean International ships in the Mediterranean is being reduced for the second year running in 2014, from six to four, while three vessels will continue to run ex-UK sailings and one will operate northern Europe departures.

Announcing first quarter net profit of \$76.2 million against \$47 million in the same period last year, Royal Caribbean said both onboard revenue and ticket pricing improved, contributing to a rise in net yield of 3.6%. Booking levels for 2013 are on average 5% ahead of last year with improved load factors, despite the impact of negative media coverage of ship troubles at rival Carnival. "The overall demand environment is in line with the company's expectations from February, but as usual there are regional fluctuations," the company said. "Bookings from North America have

remained strong since the beginning of the year, with the exception of a modest disruption to Caribbean demand which the company attributes to adverse industry media coverage.

"Despite the difficult economic news in the EU, demand from European-sourced guests strengthened in early February and the company expects pricing improvement from the region for the year. "Demand from China has weakened somewhat due to itinerary changes related to the territorial dispute with Japan." Chairman and chief executive Richard Fain said: "It was a gratifying first quarter.

"Ticket revenues were better than expected, costs were well controlled and it was encouraging to see record guest satisfaction and noticeable improvements in onboard spending as a result of our revitalisation efforts." Chief financial officer Brian Rice added: "Our brands have continued to generate solid demand despite a soft economy in Europe and recent adverse industry media coverage. "The consumer continues to recognise that we offer a great vacation at an excellent value." Source : Travel Weekly UK



**Almawashi** giving a nice smell to the port of Jeddah,

Photo : Crew Huta 14 ©

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## Harwich Ahoy!

Just published is the second bumper annual edition of **Harwich Ahoy!** the magazine of Harwich Lifeboat, with articles on 150 years of **Harwich Haven Authority**, Trinity House cadets, 50 Years of the RIB, Dredging and Tug activity, Cruise and Sailing calendars and other features. The printed edition is available locally and copies will be placed on the Stena Line Harwich-Hoek of Holland ferry. The online edition, which includes many hyperlinks to other sites, can be viewed at [www.harwich-ahoy.co.uk](http://www.harwich-ahoy.co.uk)



The SD ROVER and HAL's ROTTERDAM in Rotterdam – Photo : Ernst Lohmann ©



## DYNAMIC POSITIONING ASIA CONFERENCE & EXHIBITION

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The **Dynamic Positioning Asia Conference & Exhibition 2013**, for the 3rd year running, will bring together DP experts new technologies, a supporting exhibition and networking opportunities for the region's DP sector.

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Lifeboatday 2013 in Hoek van Holland with the lifeboat **JANINE PARQUI** with he SAR helicopter **OO-NHU** in action  
Photo : Frans de Lijster ©

See also **Kees Torn's** movie made during the Lifeboat day at : <http://youtu.be/IR31hxxDXW4>

## PGS unveils "ultimate" seismic acquisition ship



Oslo-listed Petroleum Geo-Services (PGS) has unveiled what it says is the "ultimate seismic acquisition platform," the 24-streamer **Ramform Titan** which was named today at the **MHI shipyard** in Nagasaki, Japan.

The new ship, which is the first in a series of four from the same shipbuilder, will be the most powerful and efficient marine seismic acquisition vessel ever and, with a width at the stern of 70 m, the widest ship in the world at the waterline. The design couples advanced maritime technology with the imaging capabilities of the GeoStreamer seismic acquisition technology. The 70 meter broad stern is fully exploited with 24 streamer reels: 16 reels aligned abreast and 8 reels further forward. The 24 reels with capacity for 12 km streamers give the vessel flexibility and redundancy for high capacity operations. She carries over 6,000 tons of fuel and equipment and will typically tow a network of several hundred thousand recording sensors over an area greater than 12 sq.km, or 3.5 times the area of Central Park.



### Ramform TITAN Fast Facts

Length 104.2 m

Width at stern 70 m

24 streamer reels - reel capacity 12 km

Fuel capacity 6000 tons

Tows several hundred thousand electronic sensors spread over a 12 sq.km area

The power station generates up to 1.8 MW

Bollard pull in acquisition mode 150 tons

Top speed in transit 16 knots

Crew capacity 80

Recreation suite includes 225 sq.m, ball court, fitness room, swimming pool, sauna, 3 TV lounges, auditorium

The **Ramform Titan** is propelled by three variable pitch propellers, each providing 6,000 kW of thrust. She offers a very safe work environment with a considerable degree of equipment redundancy that will enable more maintenance at sea, without interrupting production. The ship is fully operational with just two of her three propellers, permitting maintenance during production. Redundancy in the propulsion system extends further to dual, fully separated engine rooms. Power generation and auxiliary systems are completely separate. Equipped with two work boats, both stern-launched, the Ramform Titan can carry out acute or ongoing maintenance in marginal weather. New maritime inspection features for stern tubes and seals have extended the period between drydockings from 5 to 7.5 years.

Source : Marine Log



Sailing m/t **MOUNT HOPE** out of Chelsea Creek, Boston MA. Tug **LEO** on Starboard bow assisting.

Photo : Capt. Brian J Fournier - McAllister Towing (c)

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## NAVY NEWS



The Thai frigates **462 Phuttha Loetla Naphalai** built in 1970 as the **USS Ouellet, FF 1077** and the 1973 built **461 Phuttha Yotfa Chulalok** (ex **USS Truett, FFT 1095**) moored in Sattahip Naval Base (Thailand), the frigates are built as part of the **KNOX-class** frigates for the US Navy

The 461 transferred to Thailand on decommissioning from U.S. Navy on 31-7-19 94; 462, in reserve since 6-8-1993, was leased 27-11-1996 to Thailand and transferred 5-1998 after reactivation and refit by Cascade General at Portland, Oregon, arriving in Thailand during 11-1998. Both were on five-year lease, but 461 was donated outright during U.S. Fiscal Year 2000. Bow bulwarks and a spray strake were added forward to reduce deck wetness, a problem in this class; the addition added 9.1 tons and extended the overall length from the original 133.59 m. 461 has a TEAM (SM-5) computer system for the continual monitoring of the ship's electronic equipment. Anti-rolling fin stabilizers are fitted to both. The Prairie/Masker bubbler system is fitted to the hull and propellers to reduce radiated noise. **Photo : Piet Sinke ©**

## Canadian sailors opened fire in Jamaican waters, broke international law during war on drugs mission

Bad maps are being blamed after Canadian naval reservists participating in the U.S.-led war on drugs last year sparked a diplomatic flap by firing their weapons and intercepting fishing trawlers in Jamaican waters — without Jamaica's permission.

The embarrassing incident, which has never before been publicly reported, broke international maritime law — not the first time legal questions have been raised about Canada's increasing involvement in the drug war. On March 27, 2012, **HMCS Goose Bay** and **Kingston** were patrolling south of Jamaica as part of Operation Caribbean, Canada's contribution to an ongoing, U.S.-led anti-drug trafficking mission in the Caribbean and East Pacific.



Documents obtained by Postmedia News show that at one point, crew members on both vessels began firing their ships' weapons, including large 50-calibre machine guns, as part of a live-fire training exercise. The **Goose Bay** also deployed its small rigid-hulled inflatable boat on two occasions that day to intercept and identify 17 small fishing vessels to ensure they weren't carrying cocaine, marijuana or were involved in any other illicit activity.

The **Goose Bay** and **Kingston** also reportedly pulled up alongside one vessel that Jamaican officials said had a "retired senior political figure on board." The **Goose Bay** and **Kingston** are **Kingston-class** maritime coastal defence vessels that are much smaller than the navy's frigates and destroyers, crewed almost entirely by reservists, and generally used for patrolling Canada's coasts. It was only the next day, when the head of the Jamaican coast guard contacted Canadian authorities to complain, that defence officials realized the **Goose Bay** and **Kingston** had been in Jamaican territory and not international waters. "HMCS Goose Bay and Kingston inadvertently conducted live weapons training and other maritime operations in Jamaican territorial waters," the document reads, "in contravention of international maritime law." The mistake was quickly attributed to the Canadian vessels' maps.

"This was an oversight," according to the documents' talking points prepared in case media got wind of the story. "The ships were operating with navigation charts that did not accurately reflect the territorial waters of Jamaica. Consequently, the ships' captains thought they were in international waters when they conducted the exercises."

The notes go on to say that the Canadian Forces had "amended their navigational charts to accurately reflect Jamaica's claimed territorial waters, and future deployments of ships and aircraft to the region will ensure the correct charts are used to ensure that nothing similar happens in the future."

There was no explanation as to why the ships had the incorrect maps. The Defence Department did not respond to questions by press time. Canadian military vessels and aircraft aren't strangers to the Caribbean, particularly since the Conservative government first launched Canada's involvement in U.S.-led anti-drug trafficking efforts in 2006.

Canada's involvement there and throughout much of the Western hemisphere has grown substantially over the intervening years, with Canadian surveillance aircraft, naval vessels and even submarines an increasingly common sight during interdiction missions.

Documents obtained by Postmedia News indicate much of this "larger, more robust contribution" to the U.S.-led war on drugs has been driven by the military itself, which has seen the mission as a key opportunity in the aftermath of Afghanistan.

National Defence reports that the total cost of Operation Caribbe has increased from \$25.3 million in 2008-09 to an estimated \$282.2 million this year, reflecting that increased involvement as more military assets are dedicated to the mission. (Officially, National Defence says the actual cost of participating in Operation Caribbe was \$7.4 million in 2008-09 and \$9.6 million this year because the rest of the costs would have been incurred whether the mission was undertaken or not.)

This expanded role, which has gone largely unreported, has included some prickly legal questions beyond the actions of the **HMCS Goose Bay** and **Kingston**. In 2010, for example, the Conservative government agreed to let armed U.S. Coast Guard boarding teams ride in Canadian military vessels despite what was described in internal notes as "the unique nature of this arrangement and complex legal issues."

More recent briefing notes have indicated an interest in having Canadian authorities actually boarding vessels suspected of illicit activities and making arrests, which would raise other legal questions.

A federal government program designed to send military-grade tactical gear to Latin America, including boots, pistol holsters and boats, to help battle organized crime groups was scrapped last month after questions about its legality were raised.

The Defence Department briefing documents estimate that transnational criminal organizations in the region are worth more than \$40 billion US, with cocaine being their main source of income.

The organized crime groups are a "corrosive" threat to governments and populations throughout the Americas, particularly in Central American countries such as Honduras, Guatemala and Panama, the documents add.

Canada's involvement in tackling this threat started in 2006 with the deployment of a maritime patrol aircraft to the region after the U.S. military diverted half of its surveillance planes to the Middle East and the Dutch retired its fleet of patrol aircraft. The Conservative government has made the Western hemisphere one of Canada's foreign policy priorities. **Source : Postmedia News**

# INS Vikramaditya poised to meet latest deadline

The **INS Vikramaditya** has undergone a complex operation at Russia's Sevmash shipyard ahead of the final stage of trials and delivery to the Indian Navy later this year. With 10 weeks still left until July 3, 2013, when the final sea trials are due to begin, tug boats carefully manoeuvred the giant ship to a drainable pool. There the Vikramaditya will once again be put on a frame. Once the water has been drained, engineers will inspect the hull of the ship and all its outboard parts and components.

According to the head of the commissioning team, Igor Leonov, all the procedures in the dry dock - which are



ompulsory for a ship after repairs - will take two months. So far, the project remains strictly on the latest schedule. The April 25 deadline for putting the ship in the dock has been met, Leonov said. Ekaterina Pilikina, spokeswoman for the Sevmash shipyard, gave the media details of the elaborate operation. The main complication was that there were only a few centimetres to spare between the hull of the enormous ship and the sluice gate. To make matters worse, the team worked in strong winds and had only an hour at the peak of the high tide to complete their task. The operation was observed by senior Sevmash executives; the head of the White Sea naval base, Vladimir Vorobyev; the captain of the Indian crew of the **Vikramaditya**, Suraj Berry and the head of the Indian observation team, Kudaravalli Srinivas. Both Indian representatives were impressed with what they saw.

108 days at sea spent in 2012 by the **Vikramaditya** crew and commissioning team during trials in the White Sea and the Barents Sea.

Srinivas said this was the second time he saw such an operation. The first was back in 2008, when the ship was being taken out of the drainable pool after repairs. "Now Sevmash specialists have once again demonstrated their professionalism," the Indian representative said. "They have coped very well with their task."

The chief executive of the shipyard, Mikhail Budnichenko, expressed confidence that all the remaining work in the dock "will be done well and on schedule." Sergey Novoselov, head of defence export projects at Sevmash, explained the nature of that work: "In accordance with the contract, we must inspect the state of the hull, the propeller-rudder system, and the sea valves. We will also restore the paintwork below the waterline, if necessary."

Novoselov added that most of the problems identified during the sea trials have already been fixed. The ongoing refurbishment of the main boilers involves specialists of the companies which designed and manufactured them. The refurbishment is scheduled for completion in May. All the interim results of the project are inspected by the Indian customer and by the Russian MoD.

Before the **Vikramaditya** can take to the sea once again, the Sevmash quality assurance specialists will be asked to present their findings on 435 separate items covering almost the entire ship, including tens of thousands of individual parts and components. In addition, much of the interior finish has yet to be completed.

"There are more than 2,500 compartments in the ship," Novoselov says. "That includes combat stations, bays, cabins, engine and boiler rooms, power plant compartments, and a 120 metre-long hangar, which is about the same length as a football pitch. We must paint all these compartments, install the hardware, properly insulate all the piping and frame elements, and present the whole thing for the customer's inspection. In addition to the engineers setting up the main equipment, we also have painters, joiners, fitters, insulation technicians and other specialists working on the Vikramaditya."

On occasions there will be more than 3,000 people on board the **Vikramaditya** this year because the schedule of the sea trials is very tight. The maximum number recorded in 2012 was only about 2,000. The Indian crew will account for the bulk of that increase; 1,326 Indian officers and sailors will begin their practice on the carrier at sea. Sevmash is already making plans for quartering all the sailors, members of the commissioning teams, pilots, mechanics and other air support specialists on the ship. The Vikramaditya's three galleys will be working flat out nearly round the clock to provide catering.



In the autumn of 2012, the Vikramaditya was forced to return to Sevmash, where it had previously been repaired and refitted, to replace the fire-resistant insulation of the boilers, which began to deteriorate during trials in the Barents Sea. This and several other problems with the hardware had forced Russia to postpone the delivery of the Vikramaditya to the Indian Navy, which was previously scheduled for 2012.

The new delivery deadline is November 2013. Eight boilers must be refurbished before the end of May if that deadline is to be met. The ship is scheduled to take to the sea once again on July 3, so there will be a month left to test all the boilers of the main power plant, including operation at the maximum load. The next stage of the trials, which involves the planes and helicopters based on the Vikramaditya, is scheduled for August 3.

In mid-October the ship will return to Sevmash, where specialists will spend another month preparing it for the voyage to India.

#### **Trials schedule: Every day counts**

Sergey Novoselov, Head of defence export projects at Sevmash "On July 2013 the aircraft carrier will begin sea trials in the White Sea; we will spend a month testing all the boilers of the main power plant under various loads. The next stage of the trials will commence on August 3 in the Barents Sea, and end on September 30. It will involve the planes and helicopters based on the carrier; the aim is to test the operation of the entire carrier-aircraft complex. One of the critical parts of the trials is aircraft landings on the deck of the **Vikramaditya** during night-time. These flights will begin in late August or early September, once the midnight sun period north of the Polar Circle is over. **Source :**

Indrus

## **SHIPYARD NEWS**

An advertisement for Franklin Offshore Europe. The background is a close-up of thick, dark mooring ropes. On the right, two workers in high-visibility yellow and orange gear and hard hats are looking at something off-camera. The text "FRANKLIN OFFSHORE EUROPE" is in large, bold, white letters. Below it, "Your provider of integrated mooring and rigging services!" is in a slightly smaller white font. To the right of the workers is the Franklin Offshore logo, which is a blue globe with a white 'F' inside. Below the logo, the text "FRANKLIN OFFSHORE" is in blue. At the bottom right, the contact information "tel. +31(0)78 - 618 78 77" and "www.franklin.com.sg" is displayed in blue.

## **Nevsky Shipyard lays down fourth multipurpose salvage vessel of MPSV07 project**

On April 25th, 2013 the solemn keel-laying ceremony of the fourth in the series multipurpose salvage vessel, yard number 704, capacity 4 MW, project MPSV07 took place at **Nevsky Shipyard, LLC**. The construction of the vessels of the series is carried out in accordance with the State Shipbuilding Contracts for the Federal Marine and River Transport Agency and for the Direction of State Contractor of Marine Transport Development Program. The project is developed by Marine Engineering Bureau-Design-SPb, JSC.



Multipurpose salvage vessel of MPSV07 project has unlimited navigation area of high ice class and she is intended for following functions: search and assistance to vessels in distress; search, rescue and evacuation of people; refloat from ground damaged vessels and their towing; fire fighting on vessels, fire fighting of fuel burning on water; oil spills response; performance of deep-water diving operations at the depth down to 300 m; investigation of a sea-bottom and damaged objects on depth down to 1000 m. **Nevsky Shipyard** is building 4 vessels of MPSV07 project. In the end of 2012 the lead project vessel

"SPASATEL KAREV" was delivered to the Customer. The representatives of Customer, Russian Maritime Registry of Shipping, Russian River Register, Project Bureau, equipment and material Suppliers and employees of the Shipyard participated in the ceremony devoted to this event.

The Director General of **Nevsky Shipyard**, Vladimir Prudyus, greeted the honourable guests. There was a traditional christening of the base section of the vessel during the ceremony. After that honourable guests secured the Keel-Laying Board to the base section. **Nevsky Shipyard LLC** - one of the oldest enterprises of water transport in the northwest of Russia, is situated 40 km away from Saint Petersburg, in Shliesselburg. It started shipbuilding in 1952. The Shipyard includes shipbuilding, ship repair and maintenance works. The Shipyard's slipway allows to lift on a shore and to lower vessels up to 140 meters long and dock weight of about 3,000 tonnes. **Source : PortNews**



The DCI DREDGE XX fitting out at IHC-Merwede in Kinderdijk – Photo : Bram Plokker ©



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The **VALE NINGBO** and **VALE RIZHAO** under construction at the **Rongsheng yard** along the Yangtse river!  
Photo Hans Semeins ©

## Keel laying ceremony held for gas carrier Sibur Tobol ordered by Sovcomflot

On 22 April, 2013, a keel laying ceremony took place at the **Hyundai Mipo Dockyard Co.Ltd.** yard in South Korea for the second gas carrier ordered by Sovcomflot Group for operations under an agreement with petrochemical holding SIBUR, Sovcomflot states in its press release.

In March, 2012, Russia's leading shipping company Sovcomflot and petrochemical holding SIBUR signed a long-term agreement on the charter of two semirefrigerator gas carriers for the regular year-round transportation of liquefied petroleum gas (LPG). SIBUR plans to start exporting shipments of LPG in 2013 via its own terminal at the sea port of Ust-Luga.



The new vessels are being built under the supervision of two classification societies – Lloyd's Register (LR) and the Russian Maritime Register of Shipping (RS) – and have been designed in line with all relevant international requirements and standards. Their cargo-pumping system consists of 4 type-C tanks with a combined capacity of 20,600m<sup>3</sup>, designed to transport cargo under a pressure of 540kPa. The lead ship Sibur Voronezh is due to be

completed and delivered in mid July 2013, the second gas carrier **Sibur Tobol** is due to be completed in September 2013.



The new gas carriers have a cargo capacity of 20,600m<sup>3</sup> and were designed in collaboration with SCF Group experts according to SIBUR requirements. These vessels are equipped with the latest technological advances in the shipbuilding industry and have a range of competitive advantages over other existing ships of their class. These ships are specially designed to be fitted with a ballast water management system – a compulsory requirement for vessels from the end of 2013. The structural design of the

vessels includes a reinforced hull for year-round operations in the harsh climatic conditions of the North Atlantic. These robust vessels will have an active service life of 25 years, although this figure will significantly increase if they are used in normal climatic conditions. The design of these 1B ice class vessels (Ice3 in the Russian Maritime Register of Shipping) will allow them to operate effectively in the low temperatures of the Baltic Sea during their winter passages.

Technical characteristics of the vessel: Length: 159m, Beam size: 25.60m, Depth: 16.40m, Estimated draught: 10.90m, Deadweight: 22,760 tonnes, Propulsion engine power: 7,780kw

SCF gas carrier fleet includes eight vessels: six LNG (liquefied natural gas) carriers and two LPG (liquefied petroleum gas) carriers. These ships are in operation on long-term contracts with well-known gas companies, such as: Sakhalin Energy, Shell, Gas Natural, Transammonia, Geogas and others. SCF Group's shipbuilding programme provides for the expansion of its gas carrier fleet to include an additional six vessels. Four LPG tankers and two LNG carriers are currently under construction. All vessels are already engaged in operations according to long-term agreements with the world's largest gas companies – Gazprom Global LNG, Shell and SIBUR. SCF's development strategy provides for the further expansion of the company's LPG shipping operations, including provision for the development of new industrial projects in Russia's Arctic north. The company's longstanding experience of oil & gas shipping in challenging icy conditions means SCF can offer effective year-round LNG transportation solutions for even the most complex projects.

## Sembmarine SLP secures UK contract award

**Sembmarine SLP Limited (SLP)**, a subsidiary of Sembcorp Marine is pleased to announce that it has secured a contract worth approximately £7 million to fabricate the Bridge and Flare Structures for Nexen Petroleum UK Ltd's Golden Eagle Project. SLP is already the EPC provider for the Project's Living Quarters Platform which, together with the Bridge and Flare Structures, is scheduled for delivery in May 2014, said in the company's press release.

The Bridge has a span of approximately 70 metres with an estimated weight of 550 tonnes. It will provide personnel and services access between the PUQ Platform and the Drilling Platform. The Flare is also approximately 70 metres long with an estimated weight of 225 tonnes.

Mr Paul Thomson, SLP's Managing Director said "This is a very important award for us, as it underlines the confidence that the Nexen team has in SLP, and in addition it provides a step toward the growth and continuity planned for our business, employees, and client base. We are delighted for the opportunity to build on this strong partnership, and will continue to work closely with Nexen to achieve timely project deliverables, to the high levels of quality, safety, and environmental standards for which we are renowned." The contract is not expected to have any material impact on the net tangible assets and earnings per share of Sembcorp Marine for the year ending December 31, 2013.



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The **DUTCH EMERALD** enroute Amsterdam – Photo: Marcel Coster (c)

## Hamburg Süd's Santa Cruz sailing under Luxembourg's flag

Previously operated by Hamburg Süd under the Liberian flag, the container ship "**Santa Cruz**" (7,100 TEU) is now flying Luxembourg's flag, the shipping company's press release said.

The change of flag was carried out in the Port of Hamburg last week. The "**Santa Cruz**", which sails in the Europe – South America East Coast liner service, is the first Hamburg Süd vessel to be entered in Luxembourg's shipping register. HS press release said. The move brings Hamburg Süd a step closer to its aim of operating 60 per cent of its owned ships under European flags. Of the 36 Hamburg Süd-owned vessels, 18 currently fly the German flag and one that of Luxembourg. This puts the proportion of owned ships under a European flag at 53 per cent.

It is planned to increase this proportion further. In late May, Hamburg Süd is due to take delivery of the newbuilding "**Cap San Nicolas**" (9,100 TEU) from Korea's **Hyundai** yard and operate the vessel under a European flag.

Hamburg Süd worked with its long-standing partner YCF Maritime on the reflagging. YCF Maritime provides services in connection with the registration of ocean-going vessels in Luxembourg's register through its company EuroFlag Services SàRL.



## Union of Russian Shipowners votes for integration with National Shipping Chamber

The extraordinary general meeting of the **Union of Russian Shipowners (SOROSS)** held on April 26, 2013, in Moscow decided to integrate Soross with the National Shipping Chamber, Russian Shipping informs.

Initially, the idea to establish Russian National Shipping Chamber was supported by the general meeting of SOROSS in late January of the current year and by the general meeting of the Association of Shipping Companies in March 2013. According to the approved decisions, the Association of Shipping Companies was renamed into the Union "National Shipping Chamber" in April. According to the preliminary estimates, the fleet of ship owners – members of the National Shipping Chamber will make some 20 mln dwt **Source : PortNews**

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## Bid war for new Melbourne car terminal

Three operators are preparing to go head to head in a bid to operate Melbourne's new car terminal The Port of Melbourne has announced that Hutchison Port Holdings (HPH), Wallenius Wilhelmson Logistics (WWL) and Australian Amalgamated Terminals (AAT) have all been shortlisted as bidders to operate the new car terminal at Webb Dock.

This follows the three companies being shortlisted by the port following the expression of interest phase. The port says that all three have accepted the invitation to compete in the next stage of the bidding war.



The **SUNSHINE ACE** in Melbourne **Photo : Dale E Crisp (c)**

Port Strategy approached both HPH and WWL on the issue, but both seemed reluctant to comment at this early stage in the bid process.

Melbourne is already Australia's largest automotive port. The new car terminal is part of the port's AUS\$1.6bn Port Capacity Project which aims to reconfigure Webb Dock by building a new container terminal capable of handling one million boxes per year.

When completed, the facility will also have an automotive handling facility able to handle 600,000 vehicles annually. Both facilities are expected to be operational in late 2016. HPH and WWL have also reportedly been shortlisted for the

pre-delivery vehicle inspection hub which will be located next to the new terminal and responsible for preparing vehicles for direct delivery to dealerships across the Victoria State. But they have competition - the operators are up against three Oz companies for the tender – Autonexus, Patrick Autocare and Prixcar.

The successful bidder or bidders for the car terminal and the inspection hub should be announced before March 2014. The Port of Melbourne says that more than one operator could wind up being successful. Webb Dock terminal aims to take pressure off the port which has been suffering from the fallout of high cargo growth - the long-term plan also calls for a new container terminal at Hastings on the Mornington Peninsula. **Source : Port Strategy**

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Combined crew of **Schat-Harding** and **Willem Pot B.V.** seen re-hooking all lifeboats and tenders of HAL's **NOORDAM** at **Fincantieri**

**Cantieri Navali Shipyard, Palermo, Italy. – Photo's : Jeroen Dijkstra – Willem Pot BV ©**





## TSASKOS TAKES DELIVERY OF NEW SHUTTLE PRODUCT TANKER

**Tsakos Energy Navigation Limited** a leading product, crude and LNG tanker operator has taken delivery of its second fully coated DP2 suezmax shuttle product tanker, **Brasil 2014**, from South Korea, the company press release said. The **Brasil 2014** is a sister vessel to the **Rio 2016** that was delivered in March. Both vessels are being deployed on 15-year charters to a major South-American oil concern with contracts that are expected to generate \$520 million in gross revenues. This brings TEN's fleet to comprise of 28 product carriers, 19 crude tankers and 2 LNG carriers, including a newbuild.

TEN's fixed minimum contracted revenues exceed \$1.0 billion with an average secured fleet employment of 3.2 years per vessel. To date, TEN's fleet, including an LNG carrier under construction, consists of 49 double-hull vessels, a mix of product tankers, crude tankers and LNG carriers, totaling 4.9 million dwt. Of these, 19 are crude tankers ranging from VLCCs to aframaxs, 28 are product carriers ranging from shuttle suezmaxs to handysize and two are LNG carriers.

TEN's current newbuilding program includes LNG 86,000dwt/162,000 cbm Tri-Fuel. The newbuild is scheduled for delivery for H2, 2015.

**Tsakos Energy Navigation Ltd (TEN)** is one of the largest transporters of energy in the world and controls a versatile fleet of modern crude and product tankers with strong ice-class capabilities. With a fleet of 50 vessels (48 operational and 2 under construction) TEN provides worldwide marine transportation services to state and international oil majors and refineries under long, medium and short-term charters. TEN operates a young fleet with an average age of 6.5 years, compared to the world's average of 8.5 years. TEN's two newbuildings are expected to be delivered in Q4 2012 and Q1 2013 and the resulting fleet will include 23 crude carriers and 27 product tankers, 21 of which can operate in ice-class environments, that together with the company's LNG carrier enhance TEN's position in international seaborne trades. TEN Limited is incorporated in Bermuda, managed out of Athens Greece.

## OLDIE – FROM THE SHOEBOX



The little **SITKA** (built in Holland 1965) ran from Yamba on the Clarence River, NSW, Australia, to Lord Howe Island,



half way between Australia and New Zealand in the 1990s. With a crew of four, she entered the Lord Howe lagoon on the tide and settled on the beach to unload on the low tide. The crew knew the home of the residents and delivered food not to the door, but to the cupboards and fridges. Today she services the small islands of Tonga that cannot be serviced by the government ferry. As Master in 1996-7, I loved her like my daughter, she was such a charmer to handle. Cheers ! **Photo : Gerry Wright ©**

## **.... PHOTO OF THE DAY ....**



**FAIRPLAY 32** approaching **AWB DP3 Lancelot** for cargo operations offshore Angola

**Photo : Peter Lankester (c)**

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