

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 121



Number 121 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 01-05-2013

News reports received from readers and Internet News articles copied from various news sites.

The advertisement for Ned Marine services B.V. is a horizontal banner. On the left, there is a photograph of a large blue and red ship. To the right of the ship, the text 'Ultrasonic Thickness Measurements' and 'Non-destructive Testing' is displayed. Below this, the website 'WWW.NEDMARINE.COM' is prominently shown. Further right, there are images of ultrasonic testing equipment, including a blue and yellow device and a yellow device with two probes. On the far right, there is a logo consisting of a compass rose with a blue and green design. Below the compass rose, the text 'Ned Marine services B.V.' is written. At the bottom right, the words 'Maritime Equipment' are visible. The banner also includes the phrases 'Perfection for Protection' and 'Perfection in Inspection'.



30-04-2013 "In Darwin the TSHD Queen of the Netherlands crew are taking their hats off for Queen Beatrix and wishing her a well deserved retirement"

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
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EVENTS, INCIDENTS & OPERATIONS



PACIFIC HURON at Oshawa, Ontario, Canada on April, 28, 2013 to discharge imported steel.

Photo : Lorraine Morrill (c)

Five rescued in consecutive call-outs on Lough Derg over weekend

THE RNLI RESCUED five people in boats on Lough Derg over the weekend in two separate call-outs. The first incident on Saturday involved three people including two adults and a young child on board their 20ft cruiser, after their engine failed and the vessel was pushed on to the rocks near the Corrakeen Islands in Dromineer Bay. The volunteer crew launched its lifeboat at around 4pm and rescued the three who were described as "unharmd but anxious". They had

dropped an anchor to prevent further grounding and breakage. The boat was assessed to see if there were any holes and was towed back to the harbour by the crew. Lough Derg RNLI crew member Ger Egan, said that before going afloat after the long winter, boat users should make sure that their engines are fully serviced and make sure to use new fresh fuel. Shortly after returning to the station the crew was alerted for a second time with a request to go to the aid of two people who had abandoned ship to their liferaft when their 28ft cruiser was sinking beneath them. The lifeboat located the cruiser and the life-raft north of Coolbawn, on the eastern shore of Lough Derg, and was alongside at 6.13pm. The two people on board were unharmed, but the skipper was "greatly distressed". He had inadvertently veered off course and had glanced off a rock and holed his boat. A passing speedboat with two people on board also came alongside and gave assistance. The RNLI crew gathered the life-raft and it's contents into the cruiser cabin and, as the cruiser was rapidly taking water, they weighed anchor so that the lifeboat could beach the vessel and reduce risk of further damage. Once beached, it was then recovered **Source : thejournal.ie**



The **MERWEDIJK** inbound for Rotterdam – **Photo : Anko Staas (c)**

OCEAN BREEZE REFLOATED IN CHILE

Folke Bergstrom reports (as appeared in the morning paper "El Mercurio" and published in the Chilean Navy's web page) that the Hong Kong flagged bulk carrier "**OCEAN BREEZE**" was refloated just S. of the entrance to the port of San Antonio, where she went aground in a storm, last August 16th.

The operation was done by Titan Maritime (UK) with the assistance of tugboats "**Rhea**" and "**Puelo**" and with logistics vessel "**Caballo de Trabajo**". Vessel was floated off the sand bank at 04.35 hrs. (local) Friday 26th. She remains at anchor some 6 miles from the port of San Antonio where she will be inspected to determine as to whether to scrap her or sink her. **Source : Folke Bergstrom - Santiago de Chile**



The **ANL WANGARATTA** outbound from Melbourne – **Photo : Bill Barber (c)**

LIFEBOAT DAY IN KATWIJK



Last Saturday all **KNRM** lifeboat stations along the Dutch coast opened the doors for the public to show the public what is



happening at the KNRM stations ,
herewith a photo impression made at the **KNRM** Katwijk station - **All photos Maarten Barnhoorn (c)**



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The **MSC MAGNIFICA** in le Havre – Photo : Fabien Montreuil (c)

Ship capacity grows positively by just 7.1% last week, lowest since 2013

In a highly commoditized industry like the shipping industry, capacity is an important metric that directly impacts companies' top line, or revenue performance. When capacity grows faster than demand, competition will rise among individual shipping firms as they try to utilize idle ships and cover fixed costs. This will lower day rates, which will negatively affect bottom line earnings, free cash flows and share prices for companies such as **DryShips Inc. (DRYS)**, **Diana Shipping Inc. (DSX)**, **Knightsbridge Tankers Ltd. (VLCCF)** and **Safe Bulkers Inc. (SB)**.

Capacity rises least year-over-year in week ending April 19th

For the week ending April 19th, dry bulk ship capacity rose by 0.07% to 595.98 million dwt. On a year-to-year basis, capacity increased by just 7.10%, the smallest increase in 2013 and lower than last week's 7.32% increase. The lowest increase follows the on-going trend of fewer new deliveries, and continued scrapping of older ships.

While a reduction in capacity is generally positive for shipping rates, whether shipping rates will benefit right away or not is questionable. This is because firms tend to retire ships that are older, which are more fuel inefficient and more expensive to maintain. As capacity utilization is below 85%, the marginal shipping rate that a customer is willing to pay for could be less than the marginal cost of operating the ship that was just broken up.

Shipping rates supported by fewer new ship deliveries

Shipping rates have likely been supported by fewer new ship deliveries. With a majority of ship orders delivered in 2011 and early 2012, the pace at which new ships entered service fell, marked by the slope of the decline in the Dry Bulk Orderbook from mid 2012 onward in the chart above. Lower growth rate has also supported the Baltic dry index,

which is an indicator that reflects the daily equivalent shipping rate for transporting dry bulk materials in the spot market. As supply continues to grow, dry bulk firms, such as DRYS, DSX, SB, and VLCCF will continue to face headwinds in the short to medium term. Nonetheless, the lower growth rate seen in capacity since mid 2012 is a positive development, and is a sign of better times ahead for the companies mentioned earlier. But investors should be aware that some of these firms may go bankrupt if they are unable to pay maturing debt or interest. Thus, for a more diversified approach, investors may also want to consider the [Guggenheim Shipping ETF \(SEA\)](#), which invests in the largest shipping companies worldwide. **Source: Market Realist**



The **NOBLE GLOBETROTTER II** assisted by KOTUG's **SD REBEL** passing Hoek van Holland –

Photo : Frits Janse (c)



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Striking dockers agree to meet key contractor alone

By : Phila Siu

Striking dock workers say they have decided to meet the contractor at the centre of their month-long pay dispute, without the other contractors involved. The Union of Hong Kong Dockers had insisted it would not resume talks if they were only with contractor Everbest Port Services, which employs 300 of the 450 workers who walked off the job on March 28. But union spokesman Stanley Ho Wai-hong yesterday said they were willing to go back to the negotiating table with [Everbest](#) in an attempt to break the deadlock. "We are not giving in ... we are trying to resolve the dispute," Ho said. Another contractor caught up in the dispute, [Global Stevedoring Services](#), said it would close down after tomorrow. It employs about 130 of the striking dockers. The union also hopes to talk to the port operator,

Hongkong International Terminals (HIT), about the pay package and working conditions to be offered by the contractors who take over Global's work. A representative of HIT was present at the last three meetings, but only as an observer. The union is seeking a pay rise of about 20 per cent. Ho said there was room for negotiation but any offer must be a "double-digit figure". Separately yesterday, about 10 supporters of the striking workers urged tourists not to check in to a North Point hotel owned by Li Ka-shing, whose Hutchison Whampoa is the parent company of port operator HIT.

One of those outside the hotel was a tourist himself. Sanjay Garla, 36 of the United States, came to Hong Kong two weeks ago as a tourist and learned about the dispute while watching the local television news. He decided to show his support for the striking dockers by handing out fliers to tourists outside the Harbour Grand hotel in Wan Chai, urging them not to stay there. "By checking in, you are saying that this richest guy in Asia [Li] has the right to exploit the workers," Garla said. Hutchison Whampoa, whose subsidiary owns the hotel, said in a statement that the protesters were "troublemakers" for harassing its customers. **Source : South China Morning Post**



The **SAIPEM FDS 2** Off Cape Town – **Photo : Aad Noorland (c)**

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Via deze weg willen wij de "Maritieme" Nederlanders welke in de Singapore regio aanwezig zijn uitnodigen voor deze lunch, wat tevens een uitstekende plaats is om te netwerken, en kennis te maken met andere Nederlanders uit de industrie werkzaam in Singapore.

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The **HANJIN YANTIAN** outbound from Singapore Pasir Panjang Terminal – photo : Piet Sinke ©

Ore-Ship Rates Climb to a One-Month High as Charters Increase

Costs to haul iron ore and coal on Capesize ships, the largest carriers of the commodities, rose for a third session to a one-month high after more vessels were chartered.

Daily average rates gained 3.1 percent to \$4,744, the highest since March 27, figures from the London-based Baltic Exchange showed today. Sixteen Capesizes were reported hired for single voyages in the April 24-26 period, according to data from the exchange and London-based Clarkson Plc, the world's biggest shipbroker.

"Capesize rates saw a marginal increase due to a modest pickup in activity in the middle of last week, but remain depressed," investment bank Morgan Stanley said in a report e- mailed today. Returns were the lowest in seven months as of April 24.

Capesize earnings plunged 82 percent last year, the second retreat in three, as the fleet expanded more quickly than demand for commodities. The fleet's daily freight earnings averaged \$5,591 so far this year, according to Clarkson, on track for the lowest annual rate in records going back to 1998. The exchange's current return is 61 percent of the estimated \$7,758 a day that Capesizes need to cover operating expenses before paying for fuel, according to London-based accountant Moore Stephens LLP. The ships must earn \$16,700 daily to break even after covering loan payments, estimates by Oslo- based investment bank Pareto Securities AS show. **Source: Bloomberg**



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The bulker **MINERAL STONEHENGE** outbound from Amsterdam- Photo : Simon Wolf ©

Chinese tourists sail to Paracels Islands despite Vietnam protest

The first Chinese tour ship to visit the Paracels (Hoang Sa) Islands that Vietnam claims sovereignty over set sail on Sunday despite Hanoi's objection to the plans earlier this month.

China's sending the cruise ship to the Paracels was the latest in a series of unilaterally provocative actions in the area.

Last month, a Chinese ship shot flares at four Vietnamese fishing boats from Quang Ngai Province that were fishing in their traditional fishing grounds in the Paracels, a move that Vietnam criticized as "inhumane and dangerous".

Up to 100 passengers paid a ticket price between 7,000 yuan (\$1,135) and 9,000 yuan for the four-day voyage, which is set to become a monthly or twice monthly trip if the maiden trip proves successful, AFP quoted the Global Times as saying.

Only passengers in "good health, which includes having a normal weight" are permitted on the trip, the newspaper added, in a report which cites the Shanghai Morning Post. The plan to allow cruise tours follows rapid development of infrastructure in a new city -- Sansha -- along with the establishment of an army garrison in the Paracels last year, AFP said.

On April 5, Vietnam's National Border Committee under the Ministry of Foreign Affairs protested China's plans to sail the cruise ship, saying that Vietnam has "incontestable" sovereignty over the Paracels and Spratlys (Truong Sa) islands.

The cruise ship plans is against the spirit of the talks in which Beijing committed to fully follow the Declaration on the Conduct of the Parties in the South China Sea (DOC), the committee said in a statement.

It demanded that China cancel such plans.

A named commentary in the Global Times defended the decision to allow tourists to visit the islands, which are known as Xisha in China, AFP reported.

"China's Xisha tourism has nothing to do with its neighboring countries," it quoted Ju Hailong, a research fellow at the Institute of Southeast Asian Studies at Jinan University, in the southern city of Guangzhou, as saying. "Those who want to manipulate China's moves to make trouble are not admirers of international law and regional security."

China and four members of the Association of Southeast Asian Nations (ASEAN) – Vietnam, the Philippines, Malaysia and Brunei – are embroiled in sovereignty disputes over the East Sea, internationally known as the South China Sea.

China illegally claims sovereignty over 80 percent of the East Sea. The waters are thought to hold vast untapped reserves of oil and natural gas that could potentially place China, the Philippines, Vietnam, and other claimant nations alongside the likes of Saudi Arabia, Russia, and Qatar.

In 1974, taking advantage of the withdrawal of the American troops from the Vietnam War, China invaded the Paracel Islands. A brief but bloody naval battle with the forces of the then US-backed Republic of Vietnam ensued. Vietnam's behemoth northern neighbor has illegally occupied the islands ever since. But a post-1975 united Vietnam has never

relinquished its ownership of the Paracel Islands and continues to keep military bases and other facilities on the Spratly Islands.

Analysts say China will continue to develop the Paracels to demonstrate that it is in effective occupation of the islands and is exercising administrative control.

"The next move by China will be to impose its annual unilateral fishing ban in the South China Sea above 12 degrees north latitude, or the waters around the Paracel Islands," said Carl Thayer, a maritime analyst with the University of New South Wales in Australia. "Chinese civilian authorities may step up their arrest of those they consider 'illegal fishermen'," Thayer said.

Vietnam, as part of its efforts to maintain sovereignty over the Paracels and Spratlys, is closely following the claim filed by the Philippines against China, which is set to be arbitrated by a UN tribunal.

Manila is seeking a United Nations ruling on the validity of Chinese claims to the resource-rich sea, with a possible unfavorable verdict for China seen as a test of its willingness to yield over territorial disputes, AFP reported Friday.

On April 24, the President of the International Tribunal for the Law of the Sea (ITLOS) officially appointed arbitrators to serve as members of the tribunal. In response to questions from the media regarding Vietnam's position on the case, Foreign Ministry Spokesman Luong Thanh Nghi said Friday that "Vietnam follows with interest the developments of this tribunal." Analysts also say that the major development affecting the East Sea dispute is the action by the Philippines to seek the Arbitral Tribunal to make an award on the legal issues it has raised. "This initiative should be given every chance of succeeding," Thayer said. "Vietnam should not undertake any action that would give China the opportunity to create a distraction. China appears on the diplomatic back foot and is struggling to find a way to respond." **Source : Thanh Nien Daily**



Pacific Radiance newly acquired AHTS **CREST IMPERIAL** assume lead tow duty for the newly completed jack up rig (**ATWOOD ORCA**) in Singapore Strait. **Photo: Ey Kuet ©**



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LEONID STUKHMAN RETIRED



Today, Wednesday, 1st of May 2013, [Leonid Shukhman](#) will retire. He has been Chief Electrician on board of the [Stanislav Yudin](#) since her new-building in 1985. The [Stanislav Yudin](#) came under Seaway Heavy Lifting's management in 1991, so Leonid has worked for SHL for more than 21 years!

After such a long and pleasant Russian-Dutch cooperation it was prudent to give him, next to a watch, a pair of original Dutch wooden shoes to be used at his dacha near Kaliningrad....

Contact Group On Piracy Off Somali Coast To Meet In New York Today

The United States will chair a plenary meeting of the Contact Group on Piracy off the Coast of Somalia at the United Nations in New York on May 1, the US State Department said in a statement posted on its website.

It will be the fourteenth gathering of the Contact Group, which comprises of more than 85 countries, international organizations as well as organizations from the private sector.

The Contact Group is a growing diplomatic effort that is taking action against criminal activity that threatens commerce and humanitarian aid deliveries along one of the world's busiest shipping corridors.

Since its initial meeting in January 2009, the Contact Group has nearly tripled in size while successful pirate attacks have declined by 75 percent. This demonstrates the clear global consensus that has emerged against piracy, as well as the recognition that concerted coordinated international action was needed in response.

Since its inception, the Contact Group has facilitated the coordination of international naval patrols through the operational coordination of an unprecedented international naval effort from more than 30 countries working together to protect transiting vessels. The United States coordinates in these efforts with other multilateral coalitions such as Combined Maritime Forces, NATO's Operation Ocean Shield, the European Union's Operation ATALANTA, and individual nations like China, India, Japan, and Russia.

Besides, the Contact Group has partnered with the shipping industry to improve practical steps merchant ships and crews can take to avoid, deter, delay, and counter pirate attacks. According to the State Department, the Contract Group has strengthened the capacity of Somalia and other countries in the region to counter piracy, in particular by contributing to the UN Trust Fund Supporting Initiatives of States Countering Piracy off the Coast of Somalia.

The Group has also "advanced new initiatives aimed at disrupting the pirates' networks ashore through law enforcement approaches similar to those used to target other types of organized transnational criminal networks," the State Department statement added. **Source: RTT News**

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British Private Navy Warship Held in Spain

An ex-Royal Navy officer's converted warship has been seized by Spain amid fears he is a mercenary planning to fight pirates in Somalia. Former lieutenant Chris Enmarsh's decommissioned gunboat **Defender** has been stopped from sailing since being forced to stop off in Tenerife for repairs. The Spanish authorities are understood to be concerned that Mr Enmarsh and his five-man crew intend to operate as so-called guns-for-hire protecting oil platforms off the coastline of East Africa, reports the Daily Mail.

The 127ft boat was built in Lowestoft, Suffolk, in the mid-Seventies as a fast attack craft for the Sultan of Oman's navy in the Gulf. It was decommissioned in 2002, and Mr Enmarsh is thought to have bought it two years ago. Officials are understood to have been suspicious that the formidable looking vessel, which flies the British flag, was registered as a pleasure boat. **Source: Daily Mail**

International Association of Marine Warranty Surveyors launched

On Thursday 25 April 2013, at Lloyd's of London, a new professional body– the International Association of Marine Warranty Surveyors (IAMWS) – was formally launched. Around 120 representatives from the energy insurance market together with brokers and oil company representatives attended a seminar to announce the aims and objectives of the new association, said in the press release.

This new body will assess and provide accreditation to practicing marine warranty surveyors from across the world to ensure they operate to an acknowledged minimum professional standard and code of ethics. The benefits of a common standard have increasingly been discussed by the offshore oil & gas industry, and IAMWS has been created to promote a consistent and robust level of service.

The IAMWS offers accreditation to individual practicing marine warranty surveyors (not companies) allowing them to become Certified Marine Warranty Surveyors (CMWS). To qualify, surveyors need to demonstrate that they are capable of performing to a set of minimum standards. They will undergo testing, continuing professional development and be subject to the rules of the Association. Certification is currently limited to offshore development projects (oil & gas) but plans exist to extend this to include rig moves, rig location and energy related heavy lift operations. IAMWS is an all-inclusive association and, to date, around 30 marine warranty surveyors have been accepted and certified. It is thought that around 800 marine warranty surveyors will apply for membership from around the globe.

As well as providing certification, IAMWS aims to serve as a technical forum to share ideas, best practice and lessons learned as well as holding seminars to promote open dialogue with underwriters, oil & gas companies, contractors and other stakeholders in major offshore oil and gas development projects.

Speaking at the launch, the inaugural IAMWS chairman, Steven Weiss said:

"This new association will give the insurance sector additional confidence that the marine warranty surveyors attending operations are equipped to do the job that is required. It will also provide a platform to enhance the dialogue and develop a much closer relationship between surveyors, underwriters and other stakeholders in the offshore energy sector."

IAMWS an independent, not-for-profit professional body has been formed as an affiliate of the National Association of Marine Surveyors (NAMS Global), and will be governed by its own board, bylaws and committees. It was created by six founding members who are Braemar Offshore, GL Noble Denton, Global Maritime, London Offshore Consultants, MatthewsDaniel, and NAMS Global as well as representatives of the Joint Rig Committee. Its chairman is Steven Weiss who is VP at Liberty International Underwriters. **Source : PortNews**

Yellow submarine halted

THE Lapu-Lapu City Government ordered a halt yesterday to the operations of a yellow submarine, one of Cebu's newest tourism attractions, that ferries passengers to view Mactan Channel below the surface. What prompted it? A video, shot by a diver, which showed the vessel hitting a coral reef, causing some pieces to fall off.

Lapu-Lapu City Mayor Paz Radaza ordered the Cebu Yellow Submarine Undersea Tour Operation's business permit suspended immediately. She also ordered the firm to "cease and desist from operating the submarine pending investigation," as it violates Republic Act 8550, otherwise known as the Philippine Fisheries Code of 1989.

The Maritime Industry Authority (Marina) also ordered the same company to explain why it should not be penalized or fined for allegedly damaging some coral reefs.

In her order yesterday, Marina 7 Director Nannette Z. Villamor-Dinopol asked the company to explain why it failed to submit a marine protest or "to give immediate and effective notice within 24 hours" after the incident last week.

Mayor Radaza said the vessel "hit and caused damage to the corals and destroy the marine habitat within the municipal waters of the city." She gave the company five days from receipt of the order to explain why its mayor's permit should not be revoked permanently.

The order was issued four days after Radaza issued a notice of violation, through Lapu-Lapu City Administrator Teodulo Ybañez.

In that notice, she asked the vessel operator to submit requirements to Marina, the Coast Guard and the Department of Tourism. The company was given three days to comply with the provisions of the notice. The Cebu Yellow Submarine was launched early this month. Its operator is based in the Imperial Palace Waterpark Resort and Spa.

The submarine can accommodate up to 48 passengers. It descends to 35 meters during its trips, although it can withstand a depth of 100 meters. The vessel, built in Antwerp, Belgium, is 22.2 meters long, weighs 99 tons and has a maximum speed of five knots.

A yellow submarine hitting a coral reef is easily visible in a video titled "[Coral Crusher](#)," uploaded by a certain Satoshi Toyoda last April 24, 2013. A three-member team from the Department of Environment and Natural Resources (DENR) 7, led by Coastal Resources and Management Division and Environmental Management Specialist II Efren Cortes of the Environmental Management Bureau, will investigate the incident.

"We just can't ignore the potential damage to the corals if appropriate measures or interventions will not be institutionalized by the operator of this watercraft, taking into account the strong underwater current in Mactan," said DENR 7 Regional Executive Director Dr. Isabelo Montejo in a statement.

He said protection measures should be observed at all times so that these underwater ecosystems will be preserved.

"We will make the necessary recommendations to the issuing authority or agency once the report is completed and reviewed," he added. In a separate interview, Bureau of Fisheries and Aquatic Resources (BFAR) 7 Assistant Regional Director Allan Poquita questioned the permit to operate issued to the company, because a briefing on coral reef protection should have been a requirement before it was issued.

He said the agency was not informed of the submarine operations.

In a statement, Imperial Palace Waterpark Resort and Spa said last Friday that an explanation was requested from the submarine operator.

Public Relations officer Angela Emphasis said the results will be announced today during a press conference.

The resort also suspended the submarine's operations last week. Emphasis said in an e-mail that after the submarine's management submitted an explanation to the resort's mother company, Philippine BXT Corp., last Friday night, the ban on operations was lifted the following day. Atty. Rose Liza Eisma-Osorio, Coastal Conservation and Education Foundation Inc. (CCEF) director, told Sun.Star Cebu that she suggests submarine operations be stopped until proper guidelines have been formed. "I think this should be stopped as soon as possible, unless no damage is caused by this kind of eco-tourism activity and (when) appropriate regulations for submarines are issued," she said.

"Corals are critical marine habitats that are fully protected by our laws," she added. Coral reefs serve as the natural habitat and breeding grounds of various marine creatures such as fishes and mollusks. The reefs also serve as barriers protecting the shore from strong waves and currents. Marina's Dinopol, for her part, said the failure to submit a marine protest violated the Philippine Merchant Marine Rules and Regulations of 1997. Dinopol set the hearing of the case at 2 p.m. on May 22, 2013 at the Marina 7 office in Cebu City. "Failure to appear during the hearing or file its answer on time shall be construed as a waiver of its right to controvert the charge against the respondent, and the case shall be deemed submitted for resolution based on the evidence on record," read the order.

Last April 2, Anelito Gabisan, operation and safety manager of the yellow submarine, announced the company had received an authority from Marina 7 to operate as a tourist submarine. Gabisan recently retired from the Coast Guard. But last Friday, Dinopol said her office did not renew the submarine's permit, which expired last April 26. It is supposed to be renewed each month. In a separate interview, Capt. Weniel Azcuna, chief of the Cebu Coast Guard Station, said the agency will also request the submarine's operator to explain how the incident happened. "We will look into the integrity of the submarine's hull," Azcuna said. "Those who took the video and posted it in YouTube are urged to give their statement. Let's see the exact area. If there is no specific area, it would be too costly to locate it," Azcuna said. Source : Sun-Star

CASUALTY REPORTING



Two drown as cargo ships collide off south-west Greece

Two people drown and eight are still missing from crew of **Pirireis** after it hit ConSouth carrier 75 miles off Sapienza

Two people drowned and eight are still missing after two cargo ships collided off south-western Greece early on Monday, the Greek coastguard said. The drowned and missing crew were from the **Pirireis**, sailing under a Cook Islands flag, which was in a collision with the **ConSouth** carrier about 75 nautical miles off the islet of Sapienza, a coastguard official said.



The **CONSOUTH** - Photo by Capt. Lawrence Dalli - www.maltashipphotos.com ©

The ConSouth, sailing under an Antigua-Barbuda flag, was not seriously damaged and its crew of 16 was reported safe. "**Pirireis** had a crew of 17. The **ConSouth** ship recovered two drowned with eight still missing," said the official who declined to be named. The official said two coastguard vessels, joined by a navy helicopter and a C-130 aircraft, had launched search-and-rescue operations, assisted by five ships sailing in the area. "The weather was fine, the sea was calm," Dimitris Kafantaris, mayor of the nearby coastal town of Pylos, told state-run TV Net. "Authorities are also checking to see if there was any pollution from the sinking." The coastguard said the Pirireis, owned by the Turkish shipping firm Emiroglu, was transporting fertilisers from Algeria to Ukraine. Source : guardian.co.uk

NAVY NEWS



Thai OPV **551 HTMS KRABI** entering Sattahip (Thailand) naval base – **Photo : Piet Sinke (c)**

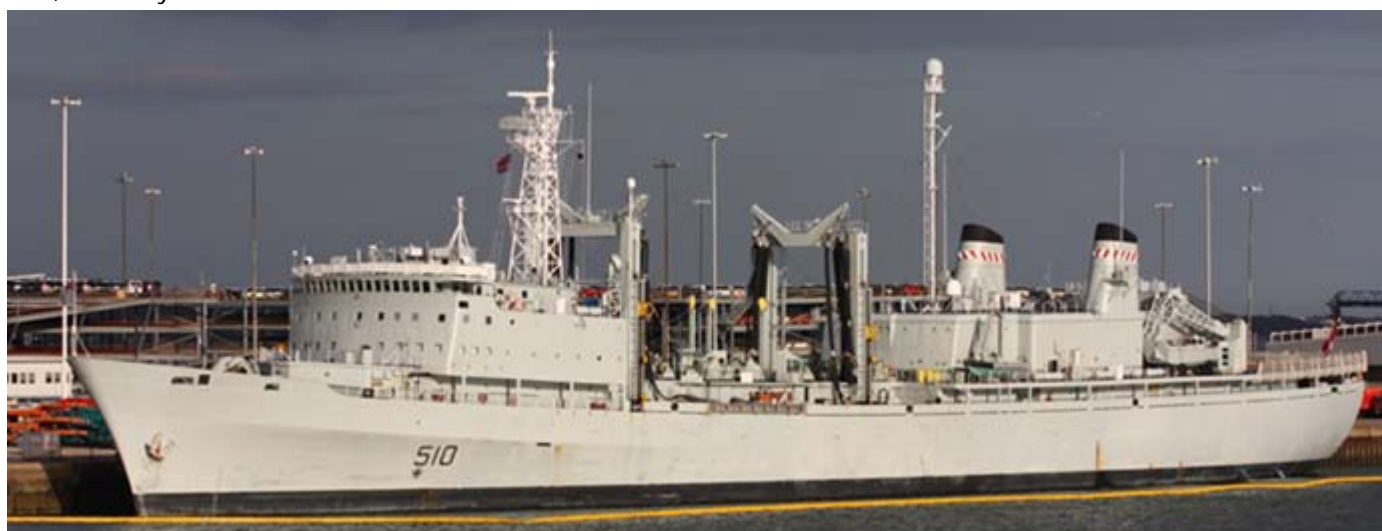
Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

This OPV is third OPV of Thai Navy after **H.T.M.S Pattani (OPV-511** , 2005) and **H.T.M.S Narathiwat (OPV-512** , 2006) The design of the helicopter-capable, 90-metre, OPV will be based on that of the Trinidad and Tobago Coast Guard's (TTCG) three new ships, which are at present in build in UK. This new class is a development of the British Royal Navy's River class ships, as, incidentally, are the trio of new ships, also currently being built by BVT in Britain, for the Royal Navy of Oman. The TTCG vessels, which are set for busy operational lives combating the international trade in illegal narcotics, will be able to operate an Agusta Westland AW-139 medium helicopter from a 20-metre flight deck, carry a high-speed RIB for interception and boarding duties.

Long range offshore surveillance will be enabled by the Scanter 4100 radar system, and the advanced Ultra Osiris mission management system will be fitted.

The TTCG ships are powered by twin MAN 16v 28133D diesels, producing 7.2MW, and linked to controllable pitch propellers to enable a top speed of about 25 knots. The specifications for the RTN ship are likely to be similar to those of the TTCG vessels.

The BVT-Bangkok Dock venture will involve the transfer to Bangkok Dock of BVT technology, design and construction skills, and may include some British-built modules.



The Canadian Naval oiler **PRESERVER** berthed in the Eastern Docks, Southampton, having arrived from Canada on 28th April. She was launched in 1969 and commissioned in 1970.

Photo : Chris Brooks - www.ShipFoto.co.uk (c)

Israel gets 5th German submarine

Germany approved sale of sixth submarine, expected to arrive in Israel by 2017

An official ceremony was held in the German city of Kiel Monday to mark the handover of a fifth submarine to Israel's Navy. The ceremony was attended by Defense Ministry Director Udi Shani, Navy Commander Gen. Ram Rotenberg and other Israeli officials, along with their German counterparts.

In May 2011, a special ministerial committee decided to accept the recommendations of Defense Minister Ehud Barak , who promoted its purchase. Israel already operates four Dolphin-class submarines.

The vessel is due a process of further development overseen by the Defense Ministry in collaboration with the Navy. It is expected to reach Israel within several months and dock at the Haifa Port. Rahav" is considered one of the most advanced submarines in the world and is the most expensive war vessel Ministry of Defense has procured for the IDF . The diesel-powered submarines are widely regarded as an Israeli vanguard against foes like Iran.

Last year the German government approved the sale of a sixth submarine, which is expected to arrive in Israel by 2017. **Source : Ynet**



Heading down the Clyde after taking part in Exercise Joint Warrior are the Danish **L 16 HDMS ABSOLON**
Photo: Tommy Bryceland, SCOTLAND (c)

Navy ship diverted to search for missing boater

A Coast Guard plane from Hawaii and the Navy amphibious assault ship **Peleliu** diverted from its journey home searched a remote area in the Pacific Ocean for a British man many hours after he was reported overboard from a troubled sailboat.

The search about 500 miles west of the Midway Atoll, where one British citizen was rescued from the boat and the other went overboard, was expected to continue at least until Monday morning, Coast Guard spokesman Petty Officer Eric J. Chandler said.

The 35-year-old missing man was conscious and wearing a yellow life jacket when he went overboard, Chandler said.

Officials from the Marine Rescue Coordination Center Falmouth, United Kingdom, reported to the Coast Guard in Hawaii at about 11:30 p.m. Saturday that one man from the 38-foot vessel had fallen overboard, and the one who remained aboard had little sailing experience.

The area nearly 2,000 miles from Oahu was too remote to reach quickly by boat, and winds were reported at 25 mph with 6-foot-high seas. "It's real challenging out there," Chandler said. "We can't get our cutters out there."

The Coast Guard sent an HC-130 Hercules airplane from an Oahu air station, and the Navy diverted the **Peleliu** to assist in the search. Two Navy helicopters were sent to search from the **Peleliu** at about 5 a.m. Sunday. One of them found the boat, lowered a hoist and pulled the man in.

The Coast Guard plane had two crews working shifts on the HC-130 so one could rest at Wake Island while the other searched. The men's names weren't immediately released and their voyage's purpose was not immediately clear.

Chandler said that while remote, the location of the boat was not especially surprising. "People sail pretty often pretty far out of reach," he said. "I don't think that it's that unusual." Source : NavyTimes

SHIPYARD NEWS



Holland America's [Nieuw Amsterdam](#) engineering department during our 1st dry dock in Freeport.

Photo : Franky Stoppard ©

ULSTEIN delivers PSV designs to Kuma Shipping



[Kuma Shipping](#) has ordered two ships of the new P128 design, a design developed to serve the general PSV market related to work-over barges and jack-up rigs.

"This is a design that combines low fuel oil consumption with high carrying capacity at an attractive price," says Ove Dimmen, area sales manager in [Ulstein Design & Solutions](#).

"We wanted to come up with a design for a smaller PSV that could support barges and rigs in a more economical way than the traditional offshore support vessel, both in terms of building cost and operational costs," says Dimmen. His team and he have developed the [ULSTEIN P128](#) with good input from [Kuma Shipping](#), amongst others. The Hong Kong-based company ordered the basic design from [ULSTEIN](#), and the vessels will be constructed at a Chinese shipyard with sufficient experience. The vessels are planned for delivery in 2014.

The vessels measure 71.5 metres by 15 metres, and have a deadweight of approximately 3,000 tonnes. The 610 m² work deck can accommodate four lengths of 12 metre-long casing pipes and is enclosed by plate covered crash barriers providing increased safety for crew and cargo. The discharge systems have been designed for safe and efficient loading and discharging of several dry and wet bulk cargoes simultaneously. DP2 and automation system for machinery and cargo handling will contribute to safe and efficient vessel's operation.

The vessels will be arranged and equipped for 24 persons.

Chinese at Your Service: Take Away or Take Over



For two decades China has been the driving force behind global industrial growth and the demand for shipping capacity. But, its recent dip in growth has been accompanied by some significant trends; bigger increases in consumption and services, less in investment and manufacturing.

Photo : Hans Semeins ©

This is the classic trajectory of a developing economy and shipping is a classic service industry. Just how big is China's role as service provider to the shipping industry likely to be?

Service at the Double...

While China has been generating something like 50% of the growth in demand for shipping capacity over the last decade, it has also made significant inroads on two aspects of the service side of the industry. First, Chinese-built vessels are providing a rapidly growing proportion of the fleet that services the shipping industry. Secondly, China has been growing its own fleet.

Build and Carry...

Since 2010 China has been the pre-eminent shipbuilder, accounting for almost 40% of all deliveries. Chinese-built vessels now account for 20% of the global fleet, almost 11,000 vessels. Moreover, China still holds almost 40% of the current orderbook, about 6% of the world fleet. The average age of the Chinese built fleet is a youthful 7.6 years compared to a global figure of 20.3 years, so relatively little is going to be scrapped soon. Chinese-built vessels are going to become an even more prominent feature of the global shipping scene, quite soon a quarter of the total.

Own and Carry.

China last year passed a milestone when its fleet reached 100m GT. The 6,300+ vessel Chinese fleet now accounts for 10% of the total. Its numbers have increased by 58% since 2005 and its capacity by 280%. That's twice as fast as the world fleet in numbers and 3.7 times its capacity growth. China now sits only behind Japan and Greece, each of which has about 14%, as an owner of capacity.

The average age of the Chinese-owned fleet is 16.7 years. Few of the diversified major owners have younger fleets – e.g. Japan 14 years, Greece 16 years. Again, scrapping seems likely to be a lesser feature of the Chinese fleet. In contrast, deliveries of Chinese-owned tonnage will feature large; 13.4% of the total orderbook equivalent to 21% of their existing fleet is Chinese-owned. By 2014, the Chinese fleet could account for 12% of the global fleet.

Cash (in) and Carry...

For the foreseeable future, China will be pivotal for global economic growth and the demand for shipping. But as its economy matures it will also cash in on service sectors like shipping. The super-boom allowed China to carve out a

prominent position, up to 25% of capacity built in China and 12% Chinese-owned. As the lead builder and owner (albeit of a smaller volume) of contracted tonnage this year, a slower but persistent trend is emerging. The take away Chinese service looks like becoming a take-over.
Source: Clarksons

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The **SMIT BARRACUDA** in her new colours – Photo : Ton Nahuijsen (c)

Bahri receives new general cargo ship

The **National Shipping Company of Saudi Arabia (Bahri)** receive the '**Bahri Hofuf**' from the South Korean shipyard Hyundai Mipo, said in the company's press release.

The new 26,000 dwt general cargo ship is the second vessel delivered from the six vessels that were contracted by the Company with this shipyard in 2011 for a total value of SAR 1,543 million.

Bahri has four general cargo vessels remaining under construction at Hyundai MIPO in South Korea with delivery expected to take place during 2013 and the first half of 2014. Bahri say that the financial impact of the delivered vessel, Bahri Hofuf, on their revenue will materialize during the second quarter of 2013G.

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Jan de Nul's New TSHD BARTOLOMEU DIAS entering drydock Rijeka before sea trials Pula.
Photo : Jeroen Bos (c)

FPS NZ thinks outside the box!

FPS New Zealand – a member of the FPS Group of independent forwarders and NVOCCs - has once again proven its abilities in the highly-specialised business of transporting aircraft, with the successful movement of the world's only operational De Havilland Mosquito bomber from New Zealand to the USA.

The aircraft - one of 80 originally ordered by The Royal New Zealand Air Force for service in World War II - has been the subject of a total restoration by FPS client AVspecs. This took the company's owner Warren Denholm and his team over eight years to complete, and the plane has now been returned to its full former glory. Subsequent flights over New Zealand have drawn thousands of spectators.

The aircraft is now moving to a new home at the Military Aviation Museum, Virginia Beach Airport, USA – founded and owned by renowned enthusiast Jerry Yagen – where it will join an impressive line-up of restored aircraft from WW1 and WW2.

Flying the Mosquito from New Zealand to the USA under its own power was ruled out, because the distances involved exceeded its range of 1500NM; so FPS was tasked with re-locating the 7-tonne aircraft safely. Highly-detailed planning for the shipment began in October 2012.

FPS initially explored chartering a giant Antonov An-124 freighter, but the cost was found to be prohibitive. The next option - carriage as deck cargo – was considered too risky as it would have exposed the priceless aircraft to the elements.

So, true to form, FPS came up with a safe and cost-effective alternative solution: partially dismantling the aircraft, and shipping it in a custom-built ocean container that could accommodate the aircraft's longest component. FPS accordingly commissioned an ocean box 60ft long x 10ft 9 ins high, with a protective metal bubble to accommodate the protruding wing assembly.

AVspecs dismantled the aircraft, which was then loaded into its special container and shipped to Philadelphia. As the giant box could not be transferred by feeder vessel to Norfolk, FPS arranged overland trucking to Virginia Beach, over 450kms away. The exceptional length and height of the load required OOG permits, due to restrictions on the route.

The aircraft has now arrived safely at its new home, and is being re-assembled by the AVspecs team. Says Warren Denholm: "Shipping the Mosquito was always going to be a challenge and I am very pleased with the outcome, as is our client. The personal service that we received during the planning stages was brilliant and continued right through till the eventual safe arrival of the aircraft in Virginia."

Adds Dev Dhanjee, General Manager of FPS New Zealand: "It was a huge pleasure and honour to be involved in transporting this beautiful aircraft to its new home. It was a challenge, but one which we successfully overcame. We're glad that we have played a part in displaying this wonderfully-restored historic machine for the enjoyment of generations to come."

The De Havilland Mosquito was designed in 1940, and – with its twin Rolls Royce Merlin engines, as later fitted to the Spitfire - was once the fastest production aircraft in the world. It is regarded by many enthusiasts as the best-looking aircraft ever built. Auckland-based AVspecs is renowned for its longstanding expertise in rebuilding such classic "warbirds", and informed observers from around the world have praised the Mosquito rebuild as the best restoration they have ever seen.



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The Damen built **ESNAAD 251** outbound from Rotterdam – Photo Kees Torn ©

See also the movie at <http://youtu.be/R-t0glxmy4k>

ClassNK Issues First MLC Certification for Vietnamese Seafarer Recruitment Center

Ho Chi Minh – Leading classification society **ClassNK** announced that it certified the Ho Chi Minh-based Southern Crewmanning Center (SCC), in accordance with the Maritime Labour Convention 2006 (MLC 2006). This is the first Seafarer Recruitment and Placement Service (SRPS) certification that ClassNK has issued in Vietnam.

MLC 2006 is a new international convention adopted by the International Labour Organization (ILO) in February 2006 to improve working and living conditions for seafarers. MLC regulations, which will come into force for all vessels

operated by owners registered in MLC party states from August 2013, will require providers to establish, implement and maintain a quality system complying with the requirements regarding working conditions for seafarers.

Under Regulation 1.4 of MLC 2006, if shipping companies registered in MLC party states employ seafarers from SRPS in non-party states, they must ensure that the SRPS is fully compliant with MLC Conventions. This requirement has helped spur demand for independent third party certification of SRPS in countries such as Vietnam, who have yet to ratify MLC 2006.

SCC, a subsidiary of Vitranschart JSC, based in Ho Chi Minh, provides more than 1000 seafarers to not only much of Vietnam's merchant fleet, but also to vessels owned by Japanese and Taiwanese owners. As one of Vietnam's leading SRPS, SCC turned to ClassNK to certify that its practices were fully compliant with the new MLC regulations.

Speaking on the occasion, ClassNK Chairman and President Noboru Ueda said: "This certification highlights SCC's progressive and professional approach to ship manning, and marks an important step forward for the implementation of MLC 2006 both here in Vietnam, and around the world." "The coming enforcement of MLC 2006 is an important achievement in terms of both the rights of seafarers and the safety of ships at sea. However, requirements that seafarer recruitment centers and manning agencies in even non-member states must comply with MLC regulations present a major challenge for both these providers for shipowners. SRPS certification is an important tool to help shipowners and service providers easily ensure compliance with MLC 2006 requirements, and so it is a service we are proud to offer." SRPS certification is one among several services ClassNK provides related to MLC 2006, including certification for vessels and shipowners under the new regulations. ClassNK also offers certification services in line with ISO 9001, ISO 14001 and OHSAS 18001 management standards, as well as certification for Maritime Education and Training facilities and ECDIS training courses.



26-04-2013 : **Rockwater 1** returning to A&P, Hebburn after sea trials **Photo : Kevin Blair©**

Petreddec orders ultra-modern LPG VLGCs from Hyundai Heavy Industries

International LPG trading and ship-owning firm **Petreddec Limited** has ordered up to four ultra-modern eco-design very large gas carriers from South Korea's Hyundai Heavy Industries, to upgrade its aging fleet and to handle an expected rise in LPG supply, the company said Monday.

The order is for two firm vessels with an option for Petreddec to order two more ships, each with a carrying capacity of 84,000 cubic meters, the Bermuda-based firm said in a statement in response to Platts queries.

The ships are due for delivery in 2015 and 2016, it added.

The VLGCs that Petreddec ordered will be the first of Hyundai Heavy Industries' ultra-modern eco design, with innovative features to boost performance while decreasing fuel consumption. The vessels will carry an "Eco" notation

from Lloyds Register in recognition of this design, the statement said. "These ships will usher in a new era at Petredec, as we upgrade our fleet to further enhance efficiencies and economy of our operation," said Petredec Chief Executive, Giles Fearn.

"We are already amongst the biggest operators of VLGCs worldwide and this order further cements that position," he said, adding that the firm is actively investing in the future of its core business in LPG logistics.

The ships will be fitted with Hyundai-MAN ME type engines and the cargo plant has been designed by Babcock LGE Process, which incorporates a patented vent cool system to enable faster cargo loading while reducing power consumption. Shipping experts said such vessels can curb wind as well as the frictional resistance of waves.

Petredec's trading team is the single-biggest lifter of LPG in the Middle East, with up to 15 loadings a month, it said on its website.

The company currently owns 10 tankers for fully refrigerated LPG, three semi-refrigerated vessels and six ships for pressurized LPG, the website shows. It also has 10 vessels for fully refrigerated LPG on time-charter, seven semi-refrigerated ships and 12 pressurized vessels. In addition, it has two pressurized vessels on bareboat charter, under which no crew or provisions such as fuel are provided by the owner.

GLOBAL TREND OF INCREASING ORDERS OF VLGCs

The move adds to the recent trend of shipowners ordering more very large gas carriers, as global demand for such ships is set to outstrip supply in coming years, with LPG exports forecast to grow 5% a year through 2016, shipping brokers and consultants had said. Industry consultant [Drewry Maritime Research](#) said last month there were 11 orders for VLGCs aggregating more than 900,000 cubic meters last year, versus five VLGCs ordered in 2010 and four in 2011. A VLGC is about 54,000 dwt in size. The average size has also grown to 32,125 cu m last year from 15,179 cu m in 2010 because of the 11 VLGC orders, Drewry said.

Bermuda-based tanker major Frontline Ltd. have confirmed a total of eight VLGCs, including an option for two more at China's [Jiangnan Changxing shipyard](#), with one slated for fourth-quarter 2014 delivery. The rest are expected to come around 2015-2016, sources said. Tomza Group has placed an order for a VLGC at [Hyundai Heavy Industries](#), or HHI, for \$73.5 million, with vessel due for delivery next April. Shipping sources told Platts that HHI recently signed a letter of intent with a European company, heard to be Dorian (Hellas), for a new building VLGC. A spokesman for HHI declined to comment. Norwegian financial services group DNB recently said LPG tanker fleet is expected to grow 4.8% next year, responding to rebounding demand for the product in Asia. **Source: Platts**



Seen in Vlissingen Scaldiaharbour the [DE-DA](#), [DE ZHOU](#) and [SMIT ANGOLA](#)

Photo: [Hans van der Linden](#).....[www.aerolin.nl](#).....©[AerolinPhotoBV](#) ©

Thome Group Expands its Senior Management Team, Appoints Allinger Lim

Thome Group announced the appointment of [Ms Allinger Lim Eng Oon](#) as Senior Manager, Operations Finance.

Ms Lim is based in Singapore and is responsible for all aspects of finance, controlling and accounting for vessels under management within the ship management and offshore management segments of the group. She will also assume responsibility for the group's shared services centre located in Manila. She will report to Thome Group Chief Financial Officer, Mr Martin McGregor, who said: "I am delighted to welcome Allinger Lim to the senior executive management team. Her transformation of our Vessel Accounting function over the past four years has merited this promotion from within the group."

He added: "We look forward to benefiting from Allinger's expertise and inspirational leadership, which exemplify the professionalism, commitment and ethical values we foster group-wide via our ongoing Human Element training."

Praising Ms Lim's promotion, Chairman & Group CEO Olav Thorstensen echoed Mr McGregor's remarks. "Allinger is a welcome addition to the team. She has been a trusted team member who has grown into her role and has played a critical part in improving the group's processes, benefitting Thome greatly. Her promotion is a testament to her hard work and we trust her to support Martin and the team to pave the way for the group's growth in the coming years ahead," he said. Looking beyond this year's 50-year milestone, he added: "As we celebrate our 50th anniversary, we also have an eye to the next 50 years. Making sure we have the right people keeping us on track is essential."

Ms Lim joined the Thome Group as Vessel Accounting Manager in 2009. She has more than 15 years post graduate experience as a finance professional having worked with renowned multinational companies such as Louis Vuitton Moët Hennessey Group and Samina SCI. She has a degree in Commerce, specialising in accounting, from Murdoch University in Australia.

MARITIME ARTIST CORNER



Container vessels moored at the Euromax terminal in Rotterdam-Europoort the latest watercolour made by Maritime artist **Ronald van Rikxoort** – www.artabc.nl (c)

.... PHOTO OF THE DAY



"The **TW HAMBURG** seen moored at the OVET Terminal Kallootharbour in Vlissingen
Photo Skeyes www.skeyesphoto.com (c)

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