



Number 124 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 04-05-2013**

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



Offshore Weather Forecasts & Climatology

WEATHER FORECASTS • ROUTING • METOCEAN REPORTS • 24/7 CONSULTANCY • NOWCASTING PRO

www.meteogroupoffshore.com • info@meteogroupoffshore.com • Netherlands office: +31 317 399 800 • Singapore office: +65 9233 6155 • Aberdeen office: +44 1224 900 284



Slowly catching up. Large car carrier TAMERLAND outbound in the River Yarra with the City of Melbourne as a back drop Photo : Bill Barber ©

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
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS

Worldwide Emergency Response Solutions



Salvage
OPA 90 Coverage
Firefighting
Wreck Removal
Underwater Ship Repairs
Oil Spill Response

24 Hour Response:
+1 713 534 0700

www.ttsalvage.com
info@ttsalvage.com

Belangstelling getijdentestcentrum groeiende

DEN OEVER - Het Tidal Test Centre van **Tocardo** ontvangt nu en dan ook publiek, om informatie te geven over de winning van energie uit de getijdenstroom. Daarvoor is een proefopstelling gemaakt in een van de spuisluizen in de Afsluitdijk bij Den Oever. Vorige week was basisschool De Kameleon uit Julianadorp er op bezoek met 32 leerlingen,



negen begeleidend ouders en drie leerkrachten.

Al lange tijd geleden had de school gevraagd eens te mogen komen kijken en nu was het dan zo ver. De groep werd opgewacht door office manager Nanda Buijs van Tocardo, hoofdontwerper van de onderwaterturbine Guido Massaro, voormalig biologieleeraar **Barend Schouten** en bestuurslid **John Awater** van het getijdencentrum zelf.

werd besloten de groep in drieën te splitsen. Eén werd onder begeleiding

meegenomen naar de onderwaterturbine bij de Afsluitdijk, naast de snelweg A7. Een tweede groep, startte bij de schutsluis, waar wordt getoond hoe de Afsluitdijk is gemaakt met voorbeelden van steensoorten, beschoeiing en wiepenmatten aan de teen van de dijk. De derde groep begon bij de Stontelersluis, waar de afvoerleiding van het kwelwater uit de Wieringermeer ligt; deze eindigt in het zoute water van de Voorhaven bij het sluizencomplex en de brug. Na de introductie in het kantoor van Tocardo over de veiligheid bij de sluis, het aantrekken van de rode reddingsvesten en het indelen van de drie groepen, werd de sluismeester ervan op de hoogte gebracht, dat de kinderen onder begeleiding bij de diverse kunstwerken gingen kijken. Zo werd met de drie rondtrekkende groepjes een mooi stukje Wieringen getoond, met water, fauna en flora. De meeste bezoekers wisten niet van het bestaan van deze mooie plekken, waaraan toch een hoge educatieve waarde mag worden toegeschreven. Het uit het water ophalen van de getijdenturbine was het hoogtepunt van de dag. De kinderen en hun begeleidbegeleiders stelden veel vragen, die door de organisatoren graag werden beantwoord

Bij de afsluiting kregen de kinderen nog een filmpje te zien uit 'Het Klokhuis' waarin presentatrice Dolores Leeuwin nadere uitleg geeft over het winnen van energie uit het getij. Zij was enige tijd geleden op bezoek in het Oeverse getijdencentrum. Tenslotte kregen de kinderen uit handen van Nanda van Tocardo een veelkleurige strandbal mee met het verzoek in de zomer op het strand nog eens terug te denken aan deze dag, het getij en de energie die eruit te halen is. Het getij is een onuitputtelijke bron van energie en op Wieringen wordt door het kennisinstituut TTC danig aan de weg getimmerd om deze schone opwekking van energie verder te ontwikkelen. "Onze toekomstige koning weet het reeds, nu de politiek nog," aldus gastheer [Awater](#). Source : [Wieringer Courant](#)



THE WORLD moored in Greenwich, London with the Hortigruten **FRAM** inbound on river Thames, May 1st.

Photo : Eric Peute ©

A man in a dark suit and glasses is working on electronic equipment on a desk. He is using a screwdriver to adjust a component on a circuit board. The desk is cluttered with various electronic devices, cables, and tools.



NavCom
INSPECTION & CONSULTANCY B.V.
The Independent Radio Surveyors

Your reliable specialist for
Navigation and Communication Surveys
throughout the Netherlands

NavCom Inspection & Consultancy B.V.
Trawlerkade 34a
1976 CB IJmuiden
The Netherlands
Tel. +31 255 525696/+31 653 911125 24h
Fax +31 (0)255 515891
E-Mail: info@navcom.org
Web: www.navcom.org

Approved by:
ABS BV LR
DNV GL MCA
ILT RINA

BIMCO attends International Forum on seafarer's education, training and crewing

The International Conference on Seafarers' Education, Crewing and Training, organised by the Odessa National Maritime Academy, was held for the first time from April 24-25 2013 in Odessa, Ukraine. It was attended by a number of international organisations, amongst which were IMO, ITF, BIMCO and the Nautical Institute. Representatives of 65 shipping and crewing companies, classification societies, trade unions as well as other representatives of the shipping industry from 14 countries also attended.

BIMCO's Chief Marine Technical Officer made a presentation on Quality Human Resources as a main Contribution to Safety and Efficiency of Shipping. In the presentation it was recognised that the Black Sea region is one of the most important suppliers of qualified seafarers, with Ukraine recently being ranked amongst the five world leaders for the supply of officers. **Source: BIMCO**



Fairstars **FJELL** moored in Qingdao – **Photo : Crew FJELL ©**

Australia: environment minister "didn't see" advice about coal port risks

The Guardian Australia reports that Australia's environment minister said he "never saw" advice that a proposed coal port posed "extreme" risks – including threats to endangered turtles and a species of dolphin – at the Great Barrier Reef.

Campaigners said the Minister, Tony Burke, should have ruled out the Fitzroy Terminal as soon as the government received the strongly worded warnings, rather than allow the company to undertake a lengthy environmental impact statement.

But a spokeswoman said the minister had not seen the 2011 advice and the decision that the A\$1.2 billion project should proceed to assessment was made by a delegate.

The Guardian Australia said Mr Burke recently described the region where the proposed terminal would operate as "the front lawn of the Great Barrier Reef". The warning about the potential impact of the proposed project in the Fitzroy River delta south of Rockhampton was delivered to the federal environment department by the Great Barrier Reef Marine Park Authority (GRMPA), the body responsible for protecting and managing the world heritage-listed reef.

Source : Dredging News Online

Nigeria: Nimasa to Impose Sea Protection Levy

The Nigerian Maritime Administration and Safety Agency (NIMASA) has said that every vessel that plies the nation's waters must pay Sea Protection Levy (SPL). Mrs Julian Gunwa, Director, Marine Environment Management Department, said this during a meeting with shipping companies in Lagos State. She said NIMASA was empowered to collect the levy.

"The Federal Government Official Gazette Number 158 Marine Environment Management Regulation 2012 empowers NIMASA to impose levies on all commercially operating vessels of 100 gross tonnage and above," she said.

She said any ship that defaults in the payment of the levies might be detained by NIMASA at any port or jetty until the levy was paid.

"SPL payable will be recovered in court by bringing legal action against the ship and its owner," she said.

Gunwa said all offshore installations would pay the offshore waste reception facility charges per annum ranging from one dollar to 1.50 dollars.

"Any violation committed to the non compliance of the offshore waste shall attract a fine of N10 million for individuals and N20 million for corporate bodies," she said. **Source : All Africa**



SeaMar
SHIPPING BV
SERVICES BV

SEAMAR SPLENDID
Sea Mar

- Vessel management
- Vessel agency services
- Shipping
- Customs formalities
- Freight forwarding
- Chase and Guardvessels
- Other services

Het Nieuwe Werk 49, 1781 AL Den Helder - P.O. Box 590, 1780 AN Den Helder - Telephone +31 (0)223 683050 - Telefax +31 (0)223 625733 - www.seamar.nl



Pacific Radiance (www.pacificradiance.com) assumes the Main RUNNING COST Sponsor for **VEGA** (<http://www.sailvega.com>) charity mission in Indonesia. **Photo : Ey Kuet ©**

Australia: Arrest of tug boats for unpaid costs of providing master and crew

In the case of Ships "**Hako Endeavour**", "**Hako Excel**", "**Hako Esteem**" and "**Hako Fortress**" Programmed Total Marine Services Pty Ltd [2013] FCAFC 21, the issues were: were the arrests of the tugs valid? Had the bareboat charter been terminated? To whom had the services been supplied? Was the claimant the creditor who was entitled to sue? Was it subrogated to the crew's maritime lien?

This was a decision of the Full Court of the Federal Court comprising Siopis, Rares and Buchanan JJ.

Four writs each claim \$1.2 million for provision of master and crew

Programmed Total Marine Services Pty Ltd (PTMS) arrested the four tugs identified in the title of the proceedings. Each had a different owner and each writ claimed approximately \$1.2 million in respect of the costs of providing a master and crew pursuant to a deed between **PTMS, Boskalis Australia Pty Ltd (Boskalis)** and **Hako Offshore Pte Limited (Hako Offshore)**.

PTMS asserted in the writs that, inter alia, Hako Offshore was the demise charterer of each ship and that PTMS had been subrogated to each master's and crew's maritime lien for their wages.

Primary judge refuses to set writs aside At first instance the primary judge had refused, on the application of the owners, to set aside the writs. The arguments raised were:

in relation to the "**Hako Fortress**" the owner had withdrawn the vessel and terminated the demise charter with Hako Offshore before the commencement of the proceedings

Hako Offshore was not a demise charterer because it was not in possession and control of each ship as it did not employ the master and crew, who were employed by PTMS

the goods and services for which PTMS's claims were made were not supplied to the ships but were rather supplied to **Hako Offshore**

each debt on which PTMS relied for its claims was not owed to it but had been assigned under the deed to Boskalis

no maritime lien could be asserted by PTMS because it had engaged the masters and crew as its servants or agents and they, having been paid under their contracts with PTMS, had no lien for their wages

Hako Offshore was the demise charterer of each of the ships

In his judgment Rares J held that the primary judge had erred in applying the common law test for summary judgment to determine some of the challenges brought by the shipowners, other than the issue as to whether PTMS had established that **Hako Offshore** was the demise charterer of each of the ships: which he correctly, it was held, had determined in light of the High Court's decision in "**Shin Kobe Maru**" Empire Shipping Company [1994] 181 CLR 404 for the purposes of deciding whether the court had jurisdiction.

Rares J then cited the "**Iran Amanat**" KMP Coastal Oil Pte Limited [1999] 196 CLR 130 case where the High Court held that the question of jurisdiction must be answered by reference to the nature of the plaintiff's claim as put forward without reference to the further point of whether it is likely to succeed or not, but it was also recognised that the resolution of factual issues may be necessary for questions such as ownership.

The question concerning "relevant person" was whether the person nominated as such had the relevant "nexus" with the ship, not whether that person is or is likely to be found liable.

"**Hako Fortress**" had been withdrawn from the demise charter

On the issue as to whether the "**Hako Fortress**" had been withdrawn from the demise charter Rares J held that it had. Rares J held that the terms of the bareboat charter (Barecon 2001) did not require the owners physically to re-take possession of the ship following her withdrawal and the termination of the charter party.

Rares J also rejected the argument that the charter parties were not bareboat charters because PTMS employed and then supplied the master and crews who received instructions from PTMS and Boskalis, so that Hako Offshore was not in control or possession of the ship. That did not derogate, it was held, from the clauses in the charter parties pursuant to which Hako Offshore was granted full possession and complete control of the ship.

Citing numerous Australian authorities that have followed Lord Brandon's decision in the "River Rima" [1988] 1 WLR 758, Rares J also rejected the argument that the services which were the subject of the claims were not supplied to the ships, but to **Hako Offshore**.

PTMS not paid, so interests in invoices not assigned

Rares J also rejected the argument based on provisions of the deed between Hako Offshore and PTMS, which created an obligation for Boskalis to purchase from PTMS the amount due under each invoice at the time that it became due and payable. It was said that those provisions created an immediate assignment to Boskalis of each debt payable to PTMS by **Hako Offshore**.

Rares J held that this overlooked the wording of the clause which provided that PTMS' rights, title and interests in each invoice debt "will have been assigned by PTMS to Boskalis upon receipt by PTMS of the full amount of the assignment fees". As PTMS has not been paid by Boskalis (or Hako Offshore), PTMS had not assigned any interest in those debts.

Seaman's lien a personal right that is extinguished when paid

Rares J rejected the argument made by PTMS that it was subrogated to the claims by the masters and crew of the ships since the maritime lien for seafarers' wages is extinguished once the wages are paid. He also held that a seaman's lien was a personal right that was extinguished when it was paid and in so doing followed an earlier decision of Hill J in the "Petone" [1917] P198, in which a third party, being an agent of the purchaser of the ship, paid the master's and crew's wages when the ship arrived at port and then sought to proceed in rem against the ship in reliance on subrogation to the wages lien.

Hill J held: "In my view the weight of authority is strongly against the doctrine that the man who has paid off the privileged claimant stands in the shoes of the privileged claimant and has his lien, whether it be regarded as a general doctrine or as applied to wages only".

Accordingly the first instance decision in relation to the "[Hako Fortress](#)" was overturned but the appeals in relation to the other three vessels all failed. Both Buchanan and Siopsis JJ agreed with the decision of Rares J.

Source [Mondaq Transport](#)

Overcapacity, Fuel Costs Hit Shipping

The owners of the world's containerships are the people responsible for making globalization a reality. Their fleets transport 90% of world trade in manufactured goods.

Yet, all but seven of the biggest 30 shippers lost money in 2012, according to shipping analysts Alphaliner. Industry players and analysts say cumulative losses over the past four years run to about \$7 billion.

Excess tonnage has haunted the container-shipping industry since 2007, when a record 3.1 million additional containers were added ahead of the plunge in global trade triggered by the 2008 financial crisis.

The crisis prompted a temporary lull in new shipbuilding as new vessels ordered in the boom times entered service.

Stubbornly high fuel prices that have gone up 16% on average every year since 2005 have encouraged ship owners to invest in new, more fuel-efficient vessels even though the industry is groaning with excess capacity estimated at about 10% above current demand. Demand is also showing little or no growth on key routes such as that between Europe and Asia. Containership orders in the first quarter were up sixfold from last year, according to analysis by London-based Braemar Seascope Ltd.

The result is collapsing freight rates that make it tough for companies to cover the industry's high fixed costs and operating expenses.

Freight rates on the benchmark Asia-Europe route were down 6.5% last week alone, according to the latest Shanghai Containerized Freight Index. The price for a 20-foot equivalent container shipped from China to Northern Europe was fixed at \$818, compared with more than \$1,200 at the start of the year.

Significant consolidation among shipping companies and greater pricing discipline look like distant prospects despite the problem of overcapacity and the dire financial straits many owners find themselves in.

Most major players are immune to short-term losses in a secretive industry dominated by family-owned conglomerates whose owners have emotional ties to their vessels and by Asian state-backed enterprises or investment funds with long investment horizons.

Returns even for companies like market leader AP Moller-Maersk A/S MAERSK-B.KO +1.00% of Denmark are likely to prove modest at best. With a price tag of a new vessel at more than \$100 million, a normal return on investment should be at least 10%. But average returns currently hover around 3%, according to industry estimates, not much better than 30-year U.S. Treasuries currently yielding 2.8%.

"Container shipping made globalization a reality, but we have reaped very limited benefits as an industry," said Jakob Stausholm, chief strategist at Maersk Line, the Danish conglomerate's shipping arm. AP Moller-Maersk also operates shipping terminals and has an oil-and-gas exploration and production business.

"We have to learn how to run an effective [shipping] business and make money out of it," Mr. Stausholm says, admitting that Maersk Line's return on investment is "too low." Lars Jensen, chief executive officer of Danish research firm SeaIntel Maritime Analysis, said the decline in freight rates in the past six months was three times as fast as in 2011, when the previous price war broke out. "It is clearly the result of structural overcapacity."

Maersk Line CEO Soren Skou warned in April that the industry is on the verge of another price war unless excess vessels are taken out of service, especially on the Europe-Asia route, which accounts for about 40% of total container trade for the shipper.

"It is a really stupid, stupid strategy to deploy more capacity," Mr. Skou told a shipping conference last month. This isn't just Maersk talk. The shipping group reduced its own capacity by 14% last year.

However, Maersk Line is planning to stay ahead of its rivals amid the glut in the sector by investing in huge new ships to ensure it has the biggest, most efficient fleet at sea.

Maersk Line has kicked off a new "arms race," ordering mega-containerships in a \$3.8 billion order for 20 so-called triple-E vessels. The ships can carry 18,000 20-foot containers, 2,000 more than the world's current biggest containership, the Marco Polo, owned by France's family-owned CMA CGM. Maersk Line says the ships will consume approximately 35% less fuel per container than the standard 13,100-capacity container vessels being delivered to other shipping lines in the next few years.

Unfortunately for near-term returns at Maersk and its rivals, other shippers are following suit.

China Shipping Container Lines Co. 601866.SH -0.92% Ltd., the unprofitable Hong Kong-listed unit of Chinese state-owned enterprise China Shipping (Group) Co., has said it is in the market for five triple-E containerships. It is currently taking bids from South Korean shipyards.

"In three to four years major shippers will operate Europe-Asia with ships of 14,000 and above," said SeaIntel's Mr. Jensen. "Those who don't have these ships won't be able to compete."

But "leaving the line" is easier said than done for many ship owners.

"Rich Greek and German families are a good example," Mr. Jensen said. "They've been in the industry for decades with emotional attachments to their ships."

Shrinking a shipping business, often funded with bank debt is difficult when there is a limited market for secondhand vessels, unlike the commercial-aircraft sector.

"The only option for getting out is scrapping," says a Greek ship owner, speaking on condition of anonymity. "If I scrap, I'll be ruined as I can't pay the bank back and the bank will be saddled with nonperforming loans it can ill afford. So I limp along putting money into the ships from other parts of my business and hope for better days ahead."

Source : The Wall Street Journal

Norwegian Breakaway



Photo top : Henk van der Heijden ©



Norwegian Breakaway is a cruise ship operated by Norwegian Cruise Lines. Construction of **Norwegian Breakaway** began on 21 September 2011, when the first piece of steel was cut at the Meyer Werft shipyard in Papenburg, Germany. She was delivered to NCL on 25 April 2013. Following the handover, Norwegian Breakaway will leave the port of Bremerhaven, heading for Rotterdam. Following several inaugural events, she will start her transAtlantic cruise from Southampton to



New York, where the naming ceremony will take place. On 12 May 2013 she will head to Bermuda to start her seven-day cruises.

She is 146,600 GRT in size, and has capacity for 4,000 passengers, double occupancy. The ship has a total of 1,024 staterooms and 238 suites, designed by Priestmangoode and Tillberg Design. **Norwegian Breakaway** will be home ported at the New York Passenger Ship Terminal in Manhattan, making seven-night cruises to Bermuda (May thru Sept) and

seven-night cruises to the Bahamas & Florida (October thru April).[4] She will be the largest cruise ship homeported year-round from New York City



The ship, along with her sister **Norwegian Getaway**, were named through a public contest; Kimberly Powell submitted the name **Norwegian Breakaway**, which was announced on 14 September 2011. **Photos onboard : Jan Oosterboer ©**



EERLAND SHIPREPAIR B.V.

Core activities at Eerland Shiprepair are mainly:

- Restoration activities, employing our self propelled craneship Marine Service 1, lifting 35 metric tons up to a reach of 45 m.
- Ship repair; domestic and abroad.
- Under water activities, employing our mobile docks.
- Qualified welding jobs for steel, aluminium, stainless steel and duplex.
- Overhauling of winches of all brands;
- Repair of gangways, quays, pontoons, etc.
- You can find more about our projects at our website.

IJzerwerkerkade 41, 3077 MC Rotterdam, Harbour no. 1095

Tel. +31 (0) 10-483 48 88; Fax +31 (0) 10-482 23 25

info@eerlandshiprepair.nl www.eerlandshiprepair.nl



Hapag-Lloyd Cruises takes delivery of Europa 2

STX France has formally delivered the 225 mtr long **Europa 2** to **Hapag-Lloyd Cruises** in a ceremony at its Saint Nazaire shipyard. The new addition to the top end of the luxury cruise industry is now headed for Hamburg for a May 10 christening celebration that will be part of the port's anniversary celebrations.



Photo : Fabien Montreuil ©

Flag change marked formal acquisition of ship from shipbuilder **STX France** "Today is a special day for us," said Dr Wolfgang Flägel, Managing Director of Hapag-Lloyd Cruises, after signing the acquisition papers for the cruise ship. By the addition to the fleet of **Europa 2**, we are acquiring the latest generation of cruise ship, which embodies an entirely new type of luxury cruise at sea. I am certain that we will raise the bar with the **Europa 2** in the luxury cruise sector." With **Europa 2**, Hapag-Lloyd will be offering a ship that provides all of the amenities of the luxury sector while abandoning the regimentation and such stuffy traditions as the captain's dinner. With up to 516 guests, the **Europa 2** will provide the greatest space per passenger on a cruise ship anywhere in the world. The ship features exclusively suites with verandas and a minimum area of 28 sq. meters. Eight restaurants and six bars are dedicated to serving up culinary diversity and there is a large spa and fitness area. Guests will also have a lot of flexibility in deciding at which hub to join the ship on its various itineraries. The languages on board will be German and English and **Hapag-Lloyd cruises** has been making efforts to attract American guests as part of its customer base. **Source : Marinelog**

See also : http://www.youtube.com/watch?v=wsto1u4tmeM&feature=player_embedded

OCEAN SKY AND OCEAN SUN DELIVERED IN MAY



OCEAN SKY – Photo : John Ara – Crowley Solutions ©

The Crowley newbuilding **OCEAN SKY** (DPII) being towed by tugs **THAD A** & **CAPTAIN MIKE** off the dock from Amelia, LA Bollinger Marine Fabricators through the Bayou to the sea buoy where she took on ballast for her first run to Bollinger Fourchon, LA. This week the **OCEAN SKY** will commence sea trials with delivery scheduled for mid May. Her sister **OCEAN SUN** (below) was delivered to owners May 2 in Fourchon, Louisiana.



Crowley latest fleet addition **OCEAN SUN** was delivered May 2nd

Photo : Robert Socha Bollinger Marine Fabricators ©

**MULTRASHIP**
TOWAGE & SALVAGE

www.multraship.com +31 (0) 115 645 000



New AIS system cuts shipping accidents

The installation of the automatic identification system (AIS) in small boats of less than 15 tonnes has helped reduce the accident rate in the high traffic waters of the Straits of Malacca, said Malaysian Marine Department (MMD) Maritime Director-General Datuk Ahmad Othman.

The system works by broadcasting information on a ship to other vessels via radio or satellite links. It can tell the ship's current position, course and speed, allowing it to be tracked by other vessels and maritime authorities.

"The drop in accident rates is due to improved monitoring systems as we are installing the AIS in small boats. With the AIS we can start to track small boats and minimise accidents," he said yesterday. He was responding to statistics in a speech by Transport Minister Kong Cho Ha at the MMD's 60th anniversary celebrations today. Kong said 102 accidents were reported to the MMD in 2010, 85 cases in 2011 and 40 in 2012. "On average, 70,000 merchant vessels use the Straits of Malacca annually, and this figure does not include small fishing vessels, of which 30,000 use the strait annually," he said.

Asked about causes of accidents in the strait, Ahmad said most were caused by human elements. "The general causes include poor monitoring of navigation equipment by ship crews. These accidents usually involve small boats colliding with big ships. However, it has been a while since a big collision occurred since the AIS system had been installed on small boats and big ships." He also said ship size had steadily increased since the MMD's formation, with ultra-large crude carriers and very large crude carriers tipping the scales at 300,000 tonnes and up. This means the MMD has a bigger role to play to prevent pollution and ensure shipping lane safety. **Source: The Sun Daily**



the brand new containership **OOCL BERLIN** arrived at Southampton on her first voyage from the Far East. She previously called at Le Havre. She is of 141,003 grt and has an overall length of 366m. She is the second of OOCL's 13,208 TEU sisterships to be completed and was recently christened at Geoje Island, South Korea. **OOCL BERLIN** is employed on Loop 4 of the Asia-Europe service. The port rotation being Ningbo, Yangshan, Yantian, Singapore, Suez Canal, Le Havre, Southampton, Hamburg, Rotterdam, Suez Canal, Jeddah, Singapore, Yantian, Ningbo. Her sistership **OOCL BRUSSELS** arrives for the first time next week. **Photo : Chris Brooks - www.ShipFoto.co.uk ©**

Facebookactie : 100.000 likes gezocht op 1 week

Watererfgoed Vlaanderen heeft de voorbije maanden keihard meegewerkt aan het zakelijk dossier om de **Charlesville** (thans 'Georg Büchner' genaamd), de laatste Kongoboot, terug naar België te halen.

Nadat de huidige eigenaar, een lokale jeugdherberg in Rostock, het als monument beschermde schip op illegale wijze had verkocht, de Duitse overheid hier een stokje voor stak en de jeugdherberg vervolgens faillissement aanvroeg, had de curator het schip op 22 maart terug vrijgegeven voor overdracht aan een partij die het schip wil verwerven voor de prijs van 1 euro, onder verplichting het te behouden.

Een uitgebreide delegatie van experts bezocht van 19 tot 21 april 2013 het schip in Rostock en voerde een grondige technisch inspectie uit. Tijdens een vergadering in het stadhuis van Rostock op 20 april verbond de curator tot verontwaardiging van andere partijen aan de verkoop plotseling verschillende bijkomende voorwaarden. Toen de curator op de koop toe meldde dat hij slechts 1 week tijd gaf om het schip aan te kopen werd duidelijk dat hij meer belangen had bij de verschroting dan bij de redding van het schip. In een brief van 23 april werden de gestelde eisen door de curator nog verscherpt, wat welgeteld drie volle werkdagen overliet om tot aankoop te beslissen, zonder

inzage van de door ons bestelde studies en opgevraagde documenten, en zonder kans op ernstig overleg met de overheden in België en Duitsland.

Ondanks deze onredelijke werkwijze zijn we erin geslaagd om binnen de opgelegde termijn een grondig onderbouwd overnamedossier voor te leggen. De vzw Red de Charlesville heeft een project voor ogen met een mix van commerciële en erfgoedgerichte functies. Verschillende partijen hebben reeds toegezegd aan dit ambitieuze project te willen meewerken en het financieel te willen ondersteunen. Wij zijn volledig klaar om het schip deze maand aan te kopen en het ten laatste op 30 juni naar een Belgische haven te brengen, waar een fantastisch project kan starten.

De best geschikte locatie voor dit monument van onze rijke zeevaart- en havengeschiedenis is de Stad Antwerpen. Wij vragen van het stadsbestuur geen financiële middelen buiten het bestaande beleidskader. De Stad Antwerpen bereidt een herbestemming en herontwikkeling van het Droogdokkeneiland voor, een gebied van oude en als monument geklasseerde stadsdroogdokken tussen de Schelde en het Kattendijkdok. Het droogdok 1 is bijzonder goed gelegen, niet langer in gebruik en is ook beschermd als monument, waardoor het de perfecte locatie zou zijn.

De bescherming van de Charlesville past bovendien volledig in de bestaande Vlaamse wetgeving (o.m. het Decreet Varend Erfgoed uit 2002 en/of het Topstukkendecreet van 2003), die de subsidiëring van behoudsprojecten mogelijk maakt, en in het bestaande Vlaamse regeringsbeleid. Zowel Minister Geert Bourgeois als de Koninklijke Commissie voor Monumenten en Landschappen hebben de grote erfgoedwaarde van het schip bij herhaling onderlijnd. Dit werd nogmaals bevestigd door het erfgoedteam dat door de Minister enkele weken terug naar Rostock werd gestuurd.

Vandaag vernamen we via de Duitse pers dat de curator ons uitvoerige overnameproject na 1 dag heeft verworpen en dat hij bij de Stad Rostock de aanvraag zal indienen om het schip van de Duitse monumentenlijst te halen om het te mogen verschromen. De erfgoeddiensten van de stad Rostock, die steeds hebben gesteld dat een reddingsproject alle voorrang moet krijgen, zijn nu aan zet. Zij moeten de geplande verschroming tegengaan en de curator wijzen op zijn wettelijke verantwoordelijkheid om het beschermde monument in stand te houden, wat alleen mogelijk is als het schip aan ons wordt overgedragen.

Er resten de **Charlesville** op vandaag slechts twee mogelijkheden meer: de schroothoop of de redding door de vzw **Red de Charlesville**.

Teneinde de steun van het grote publiek voor de redding te krijgen heeft de vzw een filmpje van het iconische schip gemaakt, met de bedoeling om tijdens deze cruciale week zoveel mogelijk "likes" op facebook te verzamelen om de bevoegde overheden te overtuigen van het grote draagvlak voor het behoud van het schip. Wij zullen deze actie ook lanceren in Duitsland. Je kan het filmpje van de **Charlesville** bekijken en je steun toezeggen op www.reddecharlesville.be

Oceanic Challenger challenges wet work wear – with Pronomar drying systems!



Pronomar is happy to receive an order from EOS France to supply our state-of-the-art drying systems to be installed on board **CGG Veritas** vessel "**Oceanic Challenger**" – a research/survey vessel, formerly known as **Geo Challenger** and travelling under French flag. EOS France gave the order to supply one of our multipurpose drying systems for survival suits, work overalls, jackets, trousers, shoes, boots as well as gloves. Our highly

efficient Pronomar-Top Trock drying systems are manufactured completely from seawater resistant steel for on board applications. The systems are all built in a formfitting way with rounded off hangers to prevent any damage to the costly outfits. Drying is done efficiently from the inside by means of a big amount of warm air, coming from a powerful blower that guides the air directly into the garments to be dried via nozzles in the hangers. As the systems come equipped, as a standard, with a timer the crew on board can rely on properly dried work wear on a daily basis without having to think of switching the systems on or off which further relieves their already strenuous schedule. After a hard day's work all they have to do is put their outfits over the hangers and then they can relax and lean back in the safe knowledge that the work wear will be dry and ready for use the next day. Apart from the comfort and increased well-being and motivation of the crew, the drying systems also help to reduce purchasing costs as they increase the costly work wear's lifetime by about 2-3 times. We from Pronomar are pleased about this order and trust that our dryers will provide the desired reliability and comfort to the crew on board the **Oceanic Challenger**. Our systems appeal to you?

Then do not hesitate, contact us today for a fast, competent and non-binding consultation! www.pronomar.com – we look forward to hearing from you to see what we can do for you!

Record scrapping of less fuel efficient vessels

Record scrapping levels of 33 million tonnes in 2012, and the promise of more scrapping in 2013 will help bring the shipping market into balance, officials of Greek dry bulk shipper Navios Maritime Partners L.P. [(Navios) told analysts on their Q1 2013 earnings call. "Scrapping rates for older, less fuel efficient vessels have continued at very high rates this year," said George Achniotis, executive vice president of business development. "Through April 18, about 8.7 million deadweight tons was scrapped. "If this trend continues, scrapping could once again exceed 30 million deadweight tons in 2013."

Read in full: <http://shipandbunker.com/news/world/690861-record-scrapping-of-less-fuel-efficient-vessels-points-to-market-improvement>



29-04-2013 : The **ABIS BRESKENS** In bound at the Tyne for OTP, Walker to unload empty reels

Photo : Kevin Blair ©

ERVAREN KAPITEIN, EERSTE OFFICIER OF STUURMAN?
ONZE OPLEIDING TOT REGISTERLOODS START WEER.



KIJK VOOR ALLE INFORMATIE OP LOODSWORDEN.NL



Braemar Seascope opens new Oslo office

Braemar Seascope announces that it is further strengthening its shipbroking division by opening a new tanker chartering office in Oslo. This follows the recent establishment of a deep sea tanker chartering desk in Houston, said in the company's press release.

The Oslo office will focus on the specialised tanker sector forming part of Braemar's existing specialised team of 14 brokers. It will be led by Joachim Hagen-Hansen who will commence broking within the next three months. The office

will be opened by Eirik Hagen with effect from 6 May. James Kidwell, CEO of Braemar Shipping Services Plc, commented: "We are delighted to welcome two brokers of the calibre of Joachim and Eirik and to have the opportunity to extend our commitment in this important sector. They will develop our client services and market coverage in an exciting way."

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

NAVY NEWS

Three Russian n-submarines to be recommissioned

Three nuclear submarines of the Russian Navy currently under maintenance will be recommissioned by 2014, a Navy spokesperson said. The **K-410 Smolensk** cruise missile submarine, which is undergoing repairs since 2011, will resume its service in the Northern Fleet, the spokesman told reporters Tuesday.

The Pacific Fleet will be rejoined by the **K-150 Tomsk** cruise missile submarine, which was docked in 2010 due to problems with the cooling engine of its nuclear reactor; and the **K-419 Kuzbass** attack submarine, under repairs since 2010. **Source : Ria Novosti**

New Israeli submarines can't be 'solely for defensive purposes



The delivery of a fifth Dolphin-class submarine to Israel from Germany is a worrying "ratcheting up" of tensions in the Middle East, according to two leading anti-nuclear campaigners.

The deployment of **INS Rahav**, allegedly capable of launching cruise missiles with nuclear warheads, to the Israeli navy has set off a number of worrying alarm bells, Jeremy Corbyn, the British MP and

deputy head of the Campaign for Nuclear Disarmament tells RT. "It's very hard to see how these submarines that Germany is supplying to Israel can be solely for defensive purposes, because there is no sea-based threat to Israel and Israel needs to get on board with the rest of the region and talk peace and talk about the signature they've already given to the Mediterranean weapons of Mass Destruction free zone. The delivery of these submarines is yet one more ratcheting up of the danger."

He explained that Israel already has the ability to launch nuclear weapons whether on missiles or from bombs on airplanes and these submarines could also be used – if converted – to deliver nuclear weapons.

Corbyn questioned why Germany is paying a very large amount of money to Israel's defense costs by subsidizing the development and delivery of these submarines.

"One just wonders if this isn't part of a wider European military involvement in North Africa and the Middle East region. It is a very bad day for the development of a peace process across the Middle East," said Corbyn. His thoughts were echoed by Bruce Gagnon, an anti-nuclear campaigner based in Maine in the US. He told RT that he fails to see how

the fleet of new German submarines can be only for defensive purposes and believes they are for projecting power across the region and may be part of a larger global strategy to expand NATO.

He also believes that it will be impossible to make any advances on nuclear disarmament when Israel and the US refuse to admit that Israel has nuclear weapons.

"The international community must continue to shine a light on Israel's possession of nuclear weapons, something they don't want to talk about, something the US doesn't want to talk about," said Gagnon.

As well as Israel flouting international opinion by developing 200 nuclear warheads, responsibility also lies with the officials who run and oversee the nuclear Non-Proliferation Treaty, explained Corbyn. **Source : RT**

Russian warship docks in Israel

Russia's landing ship -- **AZOV** -- entered the Israeli port of Haifa Wednesday, marking the first time a Russian warship calling at an Israeli port.

Azov will stay in Haifa until Friday to re-supply and allow the crew to rest, a Russian Navy spokesperson said.

City residents will be allowed on board for a guided tour and treated to performances by the Black Sea Fleet orchestra reinforced by marines.

AZOV is part of Russia's task force in the Mediterranean, which is due to perform exercises off the coast of war-torn Syria, Captain Alexei Komarov, heading the landing ship unit of the Black Sea Fleet, told reporters in Haifa.

Without stating a date for the exercises, he said the task force is prepared to evacuate Russian citizens from Syria, though no such order was given so far.



Photo : Peter Szamosi ©

Russia currently has six ships in the Mediterranean, including the **AZOV**, which made frequent trips to the region before, calling at the Russian re-supply base in the Syrian city of Tartus. Another six ships of the Pacific Fleet are on the way to the Mediterranean and expected to join the task force later this month. Various expert estimates put the Russian diaspora in Syria at anywhere between 5,000 and 100,000, the majority of them women who married into Syrian families. **Source : IANS/RIA Novosti**

Canadian submarine on limited duty because of generator problem

An engine problem has restricted the movements of one of the Royal Canadian Navy's submarines immediately after an expensive refit, officials say. The **WINDSOR**, one of four surplus submarines purchased from the British Navy in 1998, will be limited to operations in coastal waters until one of her two diesel generators is replaced, the Canadian

Broadcasting Corp. reported. Until that happens, the Navy will have only one fully operational submarine, the HMCS **VICTORIA**, which is based on the Pacific coast.

The **WINDSOR**, headquartered in Halifax, completed a long refit last year at the cost of more than \$200 million (the U.S. and Canadian dollars are almost at par). The **WINDSOR** is expected to be hauled out at the end of the summer to replace the generator, a process that could take several months. The vessel still has one functioning generator, used to recharge batteries when the submarine is under the surface.

Sources told CBC the **WINDSOR** has been withdrawn from planned joint exercises off the southern coast of the United States.

The **CHICOUTIMI** and **CORNER BROOK** are still in the midst of refits complicated by additional damage. The **CHIXOUTIMI** has been out of service since a 2004 fire that killed one sailor, while the **CORNER BROOK** hit the sea floor in 2011. Source : upi.com

SHIPYARD NEWS



Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting
Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000
VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl

Havyard orders MacGregor offshore cranes for a new Nigerian IMR vessel

Two **MacGregor** cranes will feature on a new subsea IMR vessel being built by **Havyard** in Norway for diverse deepwater operations off the west coast of Africa. In April, **MacGregor**, part of **Cargotec**, signed an order with Norwegian shipyard, Havyard Ship Technology AS, for two **MacGregor** offshore cranes. Both will be installed on a new Havyard 857 subsea inspection maintenance and repair (IMR) vessel being built for Nigerian offshore oil and gas company, Marine Platforms Limited (MPL).

MPL is headquartered in Lagos and specialises in a wide range of deepwater operations. The contract calls for one 250-tonne MacGregor active heave-compensated (AHC) subsea crane and one 20-tonne MacGregor AHC subsea crane. These will be delivered in July 2014 and the vessel is scheduled to be handed over in August the same year.

"The offshore market in west Africa is recognised worldwide as an area with very promising future prospects," says Frode Grøvan, Sales and Marketing Director for MacGregor Advanced Load Handling. "It is therefore a significant advantage for us to participate in the expansion into this region. For their part, our cranes will deliver reliable, proven load-handling technology to MPL."

Havyard has been developing its series of subsea vessel designs since 2005. This particular Havyard 857 for MPL will have a larger deck area than previous designs - comprising a main deck of 1,200m² and a mezzanine deck of 225m² - along with a larger offshore crane and an extra auxiliary crane. Other specific changes to the 113m vessel include an extended moonpool and larger accommodation areas, designed for 120 personnel.

Dredger "Macuti" Delivered (Lithuania)

On the 29th of April 2013, **Western Baltija Shipbuilding** delivered a 2500 m³ TSHD turn-key dredger “**Macuti**” to Johs. Gram-Hanssen A/S after a building period of 20 months. Extensive tests and trials of all systems kept **Western Baltija Shipbuilding** specialists busy in the last weeks.

One week before the delivery, dredger “**Macuti**” was named at Western Baltija Shipbuilding 24 April 2013. The Name Giving Ceremony of NB50 was held according to old traditions. The ceremony was attended by the representatives of **Western Baltija Shipbuilding**, Johs. Gram-Hanssen A/S, Rohde Nielsen A/S, CFM EMODRAGA, OSK Design Denmark. The naming was done by the Sponsor of the vessel Mr. Silvio Kun, Executive Member of the Board of CFM EMODRAGA. The dredger “**Macuti**” is the first vessel of this type built in Lithuania. The name **MACUTI** refers to the lighthouse situated at the beach outside Beira (in the Republic of Mozambique, Africa) where the vessel will be operating. MACUTI lighthouse was built in 1904 and is one of the lighthouses in Sofala Province in Mozambique.



The contract on the dredger's building between **Western Baltija Shipbuilding** and the Danish company, Johs. Gram-Hanssen A/S was signed on 16th of November, 2010. Almost one year passed as the first sheet of steel for the vessel was cut, i.e. in August, 2011.

The dredger's length – 82 m, width – 16m, deadweight – 3900 tons and the maximum draft – 5.50 m. The dredger is equipped with two 1,720

kW main engines and one 1935 kW dredge engine all 3 engines delivered by MAN-DIESEL.

The capacity of the hopper dredger is 2500 m³. The baseline design of the dredger was prepared by the Swedish company FKAB, while operational and technical documentation was prepared by the Western Baltic Engineering, the subsidiary company of the **Western Shipyard**. The shipbuilding process was supervised by the classification society Bureau Veritas. The dredger MACUTI will operate near the coasts of Africa, in the port of Beira in the Republic of Mozambique, where a new terminal is being built. **Source : Dredging Today**

PETER ZOETEMAN APPOINTED AS DIRECTOR HOLLAND SHIPBUILDING ASSOCIATION

Peter Zoeteman (52) has been appointed as the new General Director of the **Holland Shipbuilding Association** by 1 May. With a long and broad career in the maritime business sector, Zoeteman is well positioned for this job. He was member of the board of the association until 2012. He will succeed **Mieke Bakker-Mantjes**, who acted as General Director from September 2011 to April 2013.

“The Board is convinced that Peter's knowledge of the maritime sector and experience in technology, commerce and management makes him the obvious candidate for taking on the challenges within the association,” says Sjef van Dooremalen, Chairman of the Holland Shipbuilding Association. “One of his most important tasks will be to elaborate on the strategic spearheads of the association and streamline the executive organisations.”

Curriculum Vitae

Peter Zoeteman was General Director of Alfa Laval Aalborg Industries Nijmegen from 2004 to 2012. In this function he was also a member of the Board of the **Holland Marine Equipment Association** and the **Holland Shipbuilding Association**. In addition Peter was active as Chairman of the Export Committee and participated in various innovation projects. From 1993 to 2003 he held several positions at Wärtsilä in the Netherlands and France, including a three-year period as Sales Director at Wärtsilä Propulsion, a three-year stint as the Vice President of a joint venture between Wärtsilä and Cummins, and four years as Area Sales Manager USA, France, Spain and Italy. In 2001, **Peter Zoeteman** obtained his Master of Administration. After his training an engineer at the nautical college in Rotterdam he held various seagoing positions at P&O Nedlloyd (now Maersk), Heerema and McDermott.

Mexico's Pemex seeks to buy stake in Spanish shipyard

Mexico's **Pemex** on Wednesday said it is seeking to take a controlling stake in a Spanish shipyard with a view to building specialized tankers for the state oil monopoly, as well as to help speed up the modernization of Pemex's fleet.

Pemex said it had signed a letter of intent to acquire a 51 percent stake in Hijos de J. Barreras (HJB), a shipyard on the Atlantic Ocean that is in the process of exiting bankruptcy proceedings.

The Mexican oil company, along with the shipyard's three existing shareholders, plan to invest 10 billion euros as part of the agreement, Pemex said in a statement.

Mexico is the world's No. 7 oil producer and a major exporter to the United States, but has to import nearly half of its gasoline due to a lack of domestic refining capacity. Mexico's government relies heavily on oil revenues which fund around a third of the federal budget. **Source : Reuters**

ROUTE, PORTS & SERVICES



MONSTER AAN VOOR EEN WERELDBAAN

Monster aan op crewing@redwise.nl

www.redwise.com

Follow us!

  



The **TOISA WARRIOR** finishing DP checks before entering the 500 meter zone from platform **F3FA**.

Photo : Jelmer Dahmes ©

FKAB D13 dredger launched in Taiwan

FKAB Marine Design in Sweden says **Ching Fu Shipyard** recently launched the dredger Kao 505, a FKAB D13 design built for Kaohsiung Harbour Bureau. The vessel is a 2,400m³ trailing suction hopper dredger classed by Bureau Veritas and the Chinese Register of Shipping. The design is from FKAB Marine Design and the dredging equipment was delivered by Holland MT. **Source : Dredging News Online**

1e PAAL LOODSENCOMPLEX TE DORDRECHT

Nadat in september 2012 het kranenpark van ZHD Stevedoring werd vergroot met de ingebruikname van een nieuwe zelfvarende 50-tons drijfkraan ("Ahoy 50"), zal **ZHD Stevedoring** vrijdag 3 mei 2013 omstreeks 16.30 uur de eerste paal slaan voor de bouw van zo'n 50.000 m3 loodsruimte op haar Terminal Dordrecht.



De 4 nieuwbouw loodsen zullen worden gebouwd op het - in 2012 in gebruik genomen - additionele opslagterrein van 2 hectare, hetgeen is ontsloten door de in hetzelfde jaar gerealiseerde nieuwe zeekade aan het Mallegat-Noord. De loodsen zullen worden uitgevoerd met een geïsoleerd dak, alsmede met een onderheide betonvloer en 7 meter hoge betonnen keerwanden. Tevens zullen houten spanten worden aangebracht voor de dakconstructie, waardoor de loodsen geschikt zullen zijn voor een grote verscheidenheid aan producten. Met de bouw van deze loodsruimte verwacht ZHD invulling te geven aan de marktvraag naar overdekte opslagruimte in het Rotterdam-Rijnmond gebied, waaronder voor

biomassa en mineralen. Gelet op het feit dat ZHD per 1 januari van dit jaar tevens GMP+ gecertificeerd is, kan tevens op- en overslag in de agribulk markt worden aangeboden.

De bouw van deze loodsen op de ZHD terminal in Dordrecht wordt gerealiseerd door bouwbedrijf Vrolijk uit Zevenbergen. De oplevering van het geheel zal plaatsvinden in augustus 2013. **ZHD Stevedoring** is een zelfstandig, particulier stuwadoorsbedrijf met vestigingen in Dordrecht en Moerdijk. Daarnaast is **ZHD Stevedoring** met zelfvarende drijfkranen in Rotterdam actief. ZHD is specialist in de op- en overslag van bulk- en stukgoed (waaronder staalproducten, coils en containers). De afgelopen jaren heeft ZHD een gestage groei doorgemaakt en een omvangrijk investeringsprogramma doorgevoerd.

Voor meer informatie kunt u contact opnemen met **Leo Lokker** (078 6111009) of **Dico Regoord** (078 6111012).



The tug **HOLLAND** departing from the IJmuiden locks after participating in the Koningsvaart in Amsterdam, in the background is seen **Iskes** tug **GINGER** assisting a vessel into the IJmuiden locks – **Photo : Jan Plug ©**

Maersk Line improves services from Europe to the Dominican Republic

The Danish shipping company Maersk Line has introduced the service “Ecumed”, through which it will provide new options for shipping from Europe to the Dominican Republic, directly from Turkey, the Ukraine and Russia.

Alejandro Manuel Terrero, commercial manager of the firm, said the new service offers higher levels of credibility in schedules, ease of doing business, weekly departures, better itineraries and better reliability in transit time.

Similarly, he reported that this year the company presented its new “customer card”, through which they can assess at any time the level of performance and speed of response of the shipping company with documentation needs, reservations and dispute solutions.

Terrero also said that Maersk Line is positioned as a leader in the market of moving cargo to and from Asia.

Referring to the use of technology by the shipping company, he said that last year it signed a cooperation agreement with Ericsson for building an integration system showing the process from beginning to end (end-to-end) as well as mobile and satellite communications to its entire fleet, with an investment of \$200 million.

Similarly, he referred to the novelties introduced since the launch of the triple-e class container ships to date. In this regard, he said that Maersk Line is involved in two projects for the development of new propulsion technologies with the use of biofuels, in order to minimize the impact of carbon emissions from fossil fuels.

Source: The Bulletin Panama

M3 Marine are Asia's largest truly independent offshore shipbroking & marine consultancy groups
We 'LIVE' our Business!



SERVICES

M3 MARINE EXPERTISE

- FMEA / FMECA (DP Vessels, Diving Systems, Cranes)
- Vessel Newbuildings / Maintenance / Conversion
- Audits / Inspections (OVID / CMID, D023 / D024 etc.)
- Vessel Valuations
- Market Study
- Commercial & Corporate Due Diligence
- Expert Witness
- Marine Executive Placement

M3 MARINE OFFSHORE BROKERS

- Chartering (Time / Bareboat)
- Sale & Purchase
- Newbuildings

Offshore Brokerage ✉ mail@m3marine.com.sg
Offshore Expertise ✉ expert@m3marine.com.sg
www.m3marine.com.sg

Auxilium Offshore B.V. is an independent, privately owned Dutch Company offering services for the Maritime-, and Offshore Oil and Gas Industry. On behalf of the Owners of Etesco Millennium, **Auxilium Offshore BV** recently



performed an inspection at the Navantia Shipyard at Puerto Real Cadiz facility to investigate its latest modification works. The unit was built under ABS Hull Classification as hull no. 73, dated 9 august 1976 and converted in 2006 from drilling into accommodation support vessel at the Signal Pascagoula shipyard. On completion of a four year charter with Petrobras, the semi-submersible Etesco Millennium underwent a wet tow from Brazil across the Atlantic Ocean to Gibraltar in 2011. After some minor repairs at Gibraltar, the unit was mobilised by its new charterers from Gibraltar to Cadiz, Puerto Real facility and the unit entered dry-dock in the second half of October 2012. Presently a steel renewal program is being executed to prepare Etesco Millennium for its intended work in Mexican waters. The unit will also be enhanced with additional living quarters.

Auxilium Offshore is an affiliate of Offshore Independents B.V. (active in the most challenging Offshore Oil and Gas infrastructure projects).

Aspin Kemp & Associates (AKA) Receives Contract to Supply Diesel-Electric Hybrid Power and Propulsion System for Dive Support Vessel

Aspin Kemp & Associates (AKA) is pleased to announce that it has been awarded the contract to supply a Diesel-Electric Power and Propulsion System for Bhagwan Marine's Dive Support Vessel (DSV) that will be constructed in



Singapore. With headquarters in Western Australia, Bhagwan Marine services the oil & gas industry with its fleet of support vessels and landing crafts. Designed by Australian naval architects, Incat Crowther, the vessel will be a 56 metre, fully integrated catamaran that will perform key duties such as Dive Support, Geotechnical Survey, Cargo Transport and Safety Standby.

The Diesel-Electric (D-E) System incorporates AKA's DC Centric

approach used in the company's XeroPoint Hybrid Marine Propulsion System and it includes a back-up battery system supplied by Corvus Energy. In addition to the D-E system, AKA will provide the energy management system (EMS) for the vessel. As required by Bhagwan Marine, AKA's highly configurable EMS will provide the vessel with an unprecedented level of operational flexibility and redundancy.

"Given our operational environment, our goal from the onset of this vessel design was to find a power and propulsion system that would allow us to operate at peak efficiency while ensuring safety and emergency measures were in place," explains Allister Stewart, New Projects Manager at Bhagwan Marine. "When we learned of AKA's DC Centric approach to energy and power management, we were delighted with the inherent flexibility and redundancy that we would be able to achieve. Essentially, we can optimize our power plant for each mode of operation that we perform on a regular basis."

AKA's Diesel-Electric propulsion system is designed for several customized modes of operation on the DSV, including two "Dynamic Positioning" modes as well as an "Emergency Egress" mode which permits all machinery to be shut down and low speed propulsion and critical hotel loads to be supported by the battery bank. "XeroPoint hybrid has been proven to offer significant benefits in the tugboat market," describes John Eldridge, Hybrid Project Manager at AKA, "the Diesel-Electric system for Bhagwan's vessel illustrates additional benefits that we hadn't considered before we came upon this project. I believe that a key differentiator for us is our ability to provide our clients with a customized system that allows the operator to configure their power plant based on their specific operational requirements; ultimately resulting in improved performance and safety."

AKA and Bhagwan Marine's current collaboration has lead to the firms exploring future projects together. Eldridge describes the partnership, "We understand what Bhagwan is trying to achieve and as with all of our clients, we're willing to work closely with them to ensure the system is exactly what they're looking for. This collaborative approach results in a win-win situation for both of us."

Rotterdam Maascenter Area: Dredging Underway (The Netherlands)

From 1 May 2013, to 1 August 2013, dredging work will be carried out in the precautionary area, in connection with the construction of Maasvlakte 2. In an area directly to the north of the Maascenter, sand will be extracted during the period indicated.

The work will be carried out by one trailing suction hopper dredger. Working vessels will use the prescribed traffic signs and lighting and listen to the relevant sector channels, in accordance with the international regulations to prevent collisions at sea.

Users of the waterway are advised to make inquiries about the presence of the trailing suction hopper dredgers in good time **Source : dredging today**





Leerling Proces Operators

TOS zoekt voor de BP Amsterdam Terminal (BAT) Leerling Proces Operators. Ben je woonachtig in de regio Amsterdam en beschik je over een technische en/of nautische opleiding op MBO-niveau? Mail dan onze divisie Select: select@tos.nl Ervaring op een tanker of in de procesindustrie is een pre.

TOS


www.tos.nl



Mammoet transported the second Sinker to the new Botlek bridge location

Photo : Lia Mets ©

Nautic SA gets fisheries contract

Fisheries has awarded the contract to run its fleet of patrol and research vessels to Cape Town-based company **Nautic South Africa (Pty) Ltd.**

The Department of Agriculture, Forestry and Fisheries said on Wednesday **Nautic** was one of seven companies considered for the short-term contract, valid for six months.

James Fisher, chief executive of Nautic, said on Wednesday the company was “aware we are holding a bit of a hot potato here”, given the controversy surrounding the vessels, but added: “What is required now is a practical and pragmatic approach to get the vessels working and out to sea. We put in a very competitive bid. Our approach is to solve the problems as soon as possible.”

The company was working closely with **Damen Shipyards Cape Town**, which has the contract to repair the vessels. Three patrol vessels would be first to go to sea. “We can’t put a date on it, but it will be as soon as possible. We have crew on standby.”

A priority was to get the vessels “classified”, assigned a class and inspected and surveyed to ensure they met certain requirements, largely to ensure seaworthiness. The company was working closely with Lloyds Register of Shipping and with the SA Maritime Safety Authority.

This after the fisheries’ fleet was largely confined to the naval dockyard for a year when Fisheries Minister Tina Joemat-Pettersson transferred the vessels to the SA Navy in April 2011 amid allegations of tender irregularities when the tender was awarded to Sekunjalo.

Very few patrols were carried out under the navy and only one research cruise was attempted and aborted half-way after sea water was pumped into the fuel tanks. DA MP Pieter van Dalen has described the award to Nautic as “significant because **Nautic Africa** was formerly known as KND, which formed part of the R800 million Sekunjalo tender bid”.

He said former fisheries deputy director-general Greta Apelgren-Narkerdien, who left her post on Tuesday, had said that **Smit Amdla, Sekunjalo** and companies associated with it would not be allowed to bid for the contract.

Van Dalen said this was “unethical” as the tender had been awarded “to the same group, while using a different name”.

However, Fisher said this was not so. “There is absolutely no connection between Nautic and Sekunjalo whatsoever. We did not form part of that bid. We did trade as KND Projects mainly due to the fact that the company manufactured

KND-designed vessels exclusively. This is not to be confused with KND (Kobus Naval Design). We did not have a relationship with Sekunjalo.”

KND was 100 percent owned by Kobus Potgieter, who had no shareholding or influence in Nautic from its inception to date.

Fisher said he could see where the confusion could have arisen. Sekunjalo lacked certain technical skills, so had asked Kobus Potgieter of KND - not KND Projects - if KND would provide the technical skills for the bid contract.

“That was driven by Kobus. I can see why there is confusion, but Kobus had no ownership in Nautic and vice versa.” Later Nautic said to the best of its knowledge the agreement between Sekunjalo and KND had lapsed. “Nautic has not had any agreement with Sekunjalo or its group companies.” **Source : Cape Argus**

OLDIE – FROM THE SHOEBOX



The **HANGKLIP** was Built at **W. Gray & Co. Ltd.** in 1944 as the **DALLAS CITY**, she was purchased by the South African Government in 1956 to transport coal from Lourenco Marques (now Maputo) to Cape Town. **Photo: Robert**

Pabst ©

.... PHOTO OF THE DAY



"Multratug 11 and 19 seen in action at the Kalootharbour, Vlissingen" Photo : Skeyes www.skeyesphoto.com ©