



Number 127 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 07-05-2013**

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



KIJK VOOR ALLE INFORMATIE OP LOODSWORDEN.NL



Transfer of a subsea power cable from Oceanwind's cable transport barge to cable lay vessel TOPAZ INSTALLER last Saturday. The cable will be used for an emergency repair on the North Sea. Oceanwind rigged a barge specially for this project with a chute, cable track, tensioner and carousel in a very fast three days after project go-ahead at it's subsea cable storage base in Velsen, The Netherlands www.oceanwind.nl

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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01-05-2013 : Three MSC ships [MSC Marianna](#), [MSC Monica](#) and [MSC Deila](#) lined up at berth in Salalah, Oman.

Photo Hassan Eltaher – www.eandwcommunications.com (c)

Jumbo installed five structures for Ikhwezi project

Last week Jumbo successfully completed the deployment of five subsea structures for PetroSA's Ikhwezi project, offshore South Africa. The installation of the five structures, weighing between 35 and 185t and measure up to 14 x 8 x 5 ½m, was executed by Jumbo's DP2 Heavy Lift Vessel [Fairplayer](#). The project was awarded on an intervention basis and Jumbo once again proved its flexibility and 'can do' mentality.

The Ikhwezi project is a subsea development that ties into the FA-platform and is set to play an instrumental role in sustaining the life of PetroSA's gas-to-liquids (GTL) refinery in Mossel Bay, Republic South Africa. It involves tapping into gas reserves in the FO field, which is located 40km south-east of PetroSA's F-A production platform off South Africa's south coast. Because the project was awarded on an intervention basis Jumbo had very limited time to

complete the preparations. The structures had to be installed before the beginning of the winter in South Africa. The weather and sea states off the coast are known to become very hostile in the winter period. The Fairplayer was mobilised in Rotterdam (The Netherlands), e.g. taking Jumbo's offshore accommodation unit onboard and preparing its Deepwater Deployment System (DDS).

The Ikhwezi subsea installation project confirms Jumbo added-value concept of providing a single solution for loading, transporting and installing subsea structures in water depths up to 3,000m.

Jumbo Offshore, one of the two divisions of Jumbo, has built up a solid and reliable reputation as installation contractor in the offshore industry. Jumbo has access to 12 Heavy Lift Vessels, two of which are DP2-class: **Jumbo Javelin** and **Fairplayer**. The **Fairplayer** is also equipped with Jumbo's patented Deepwater Deployment System, which enables her to install structures up to 3,000m water depth. Jumbo's offshore services include:

- Providing an offshore supply service to main installation vessels, often with a wet handshake;
- Installation of subsea structures and moorings (driven or suction piles) to depths up to 3,000m;
- Installation of Wind Turbine Foundations & Transition Pieces.
- Jumbo offers clients an extremely efficient and cost effective transport and installation solution - "Lift. Ship. Install. All in one go."



The 206 mtr long crane barge **WEALTHY GLOBE** aground off Vungtau (Vietnam) **Photo : Demie Torres (c)**



Condor Ferries looks to Guernsey and Jersey States for support

Condor Ferries looks to Guernsey and Jersey States for support James Fulford said servicing for the three fast ferries was costing £10m **Condor Ferries** cannot afford to replace its fast ferry fleet while operating its current year-round schedule, its chief executive has said. It operates services between the Channel Islands and the UK and France. James Fulford said "times were hard" with fuel costs having doubled and the company having to spend £10m on just servicing its three high speed vessels. He said a purpose-built vessel would cost £70m and the firm has approached island governments for help. Mr Fulford said this involved seeing "if there is a way that meets islanders needs but

allows Condor or any ferry company to be able to invest in new vessels". The company is the only one licensed to operate the route between the Channel Islands and the UK, with its licence valid until 2018. The licence agreement includes delivering a minimum standard of service. Mr Fulford said the company was simply not making enough money to pay for new vessels on its own. He said the freight side of the business has been hit hard by the reduction of the fulfilment industry in the islands. Many of the companies that have downsized or left the islands have blamed the move on the ending of a tax relief agreement between the UK and the islands in April 2012. **Source : BBC / ferries of Northern Europe**



The **TERAS CONSTANTINE** moored in Batam- **Photo : Jacco van Nieuwenhuyzen ©**

watch Dockwise's latest innovation in action, the Dockwise Floating Super Pallet (FSP).

<http://www.youtube.com/watch?v=aSMMCKb1MYc>

DFDS bids for Scandlines

Danish shipping group confirms its interest in acquiring ferry operator to expand route network

DFDS announced it is in the running to acquire the former state-controlled Danish/German shipping company Scandlines.

Current owners, 3i Group and Allianz Capital Partners, have reportedly received three bids for the ferry operator.

Earlier this year, Lloyd's Loading List.com reported that DFDS was a frontrunner to bid for Scandlines and that Grimaldi and Stena Line had also expressed interest, but market analysts suggested that the Italian and Swedish groups would find it difficult to finance a major acquisition and meet the reported Euro1.42 billion (US\$1.8bn) asking price.

DFDS said: in reference to media reports concerning the ongoing competitive sales process of Scandlines, it can be confirmed that DFDS is participating in the process. DFDS interest and participation is aligned with our strategy of expanding The route network through value-creating acquisitions. Due to the nature of the process, DFDS has no further comments at this stage

Lars Lundqvist, a Stockholm-based industry analyst told Lloyd's LoadingList and Allianz Capital Partners are under pressure to sell. paid Euro 1.5 billion for Scandlines when shipping hit a relative boom in 2007. They are eager to

realise a marginal gain, particularly in the face of talks between Denmark and Germany to open a subsea road and rail tunnel link between the two countries across the Fehmarn Belt in 2021.

The Fehmarn Belt project has been tentatively costed at around Euro 6.5 billion by Denmark's Ministry of Finance and would negatively impact Scandlines volumes and bottom line, added Lundqvist. It is possible that other private equity groups might look at Scandlines he said. Holding company [Scandferries Group](#) increased ebitda by 27% to Eur 212 million last year, according to its annual report. Sales remained steady at Euro 608 million after the ferry operator sold its Baltic freight routes. It has forecast revenue and net income to grow by up to 5% this year and next. **Source :** [lloydsloadinglist](#) / [Ferries of Northern Europe](#)

TATA STEEL SHOWCASES DEEPWATER PIPELINE SOLUTIONS AT OTC

Tata Steel will demonstrate its ability to deliver pipeline solutions to some of the world's most challenging and complex projects at this year's Offshore Technology Conference (OTC) in Houston May 6-9 2013.

As global demand for key energy sources increases and the search for hydrocarbons takes the industry into deeper and more difficult environments, Tata Steel products will continue to play a vital part in their extraction and distribution offshore, meeting even the most demanding of offshore line pipe requirements.

The company has an extensive track record in every stage of hydrocarbon recovery, from exploration and drilling, oil and gas production and transportation through to refining, processing and developing renewable technologies.



Tata Steel recently completed a £100 million (\$150 million) project to provide pipe for the Discovery Producer Services L.L.C. (Discovery) gas pipeline in Keathley Canyon, Gulf of Mexico. Discovery is a 60:40 joint venture between Williams Partners L.P. and DCP Midstream Partners L.P. Tata Steel supplied Discovery's Keathley Canyon Connector™ with 214 miles (345km) of 20-inch diameter submerged arc welded line pipe, weighing more than 110,000 metric tonnes, which was manufactured at the company's 42-inch mill in Hartlepool, UK. The pipe was laid at water depths of up to 7,380 feet (2,250 metres) and is designed to meet the required specification for deepwater conditions.

Richard Broughton, commercial manager for Pipelines & Petrochemical at Tata Steel, said: "Tata Steel applies decades of experience and expert knowledge to deliver strong, reliable and innovative pipeline solutions for challenging and complex projects around the world.

"At OTC this year, we will be showcasing our proven success in providing line pipe for deepwater conditions in the Gulf of Mexico, Brazil, the UKCS and Russia. Recent contracts have been awarded based on our excellent dimensional tolerance control, enabling us to offer enhanced deepwater anti-collapse properties, easy fit-up and fast lay rates."

Tata Steel's pipeline packages include double submerged arc welded (DSAW) line pipe, manufactured at the 42-inch mill in Hartlepool, which is equipped with the strongest edge crimping and 'O' press combination in the world. This enables the manufacture of thicker wall DSAW pipes even in smaller diameters, ideal for withstanding the extreme collapse pressures in the deepest waters. The company's unique capability in thick-walled pipe, combined with its trademark tight tolerances, means its line pipe offers further significant advantages during pipe lay. Tata Steel produces high frequency induction (HFI) welded pipe for reel lay projects, which offers a consistently shorter procurement schedule, superior ovality and wall thickness tolerance to that of seamless line pipe. This leads to reduced costs at both the design, welding and installation stages, whilst maintaining exceptional product integrity.

The company also manufactures and project manages pipe-in-pipe solutions for high pressure, high temperature (HPHT) pipelines and risers, spools and bends. This comprehensive range of insulation options enables it to supply the optimum thermal efficiency.

for more information, visit the Tata Steel booth, 2173, Reliant Centre, Houston, May 6th-9th 2013 or visit http://www.tatasteelenergy.com/en/news_and_events/events/Tata_Steel_at_OTC_2013



The **HOEGH COPENHAGEN** outbound from Malta – Photo : Mario Schembri ©



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Safe Tug Procedures

The Dutch Safety Board recently investigated an accident involving the harbour tug **Fairplay 22** at Hook of Holland, the Netherlands. The accident took place during stormy weather on the 11th November 2010. The tug, while trying to make a towline connection at the bow of the ferry **Stena Britannica**, was trapped under the bow and capsized. Tragically, the captain and engineer were drowned.

In the investigation report high speed is mentioned as one of the main causes of the accident. Speed is known to be a crucial factor for bow tugs, particularly when securing. In Rotterdam a working group was formed to investigate what should be considered a safe speed and safe procedures for such operations.

To assist the initiative, three questionnaires were devised - for tug masters, pilots and ship captains. An example of the pilot questionnaire is shown in the Appendix of the report, and the other questionnaires were almost similar, focussed on the specific professions.

The questionnaires were circulated to several maritime organizations around the world and published in Seaways, the journal of the Nautical Institute (NI), and on the websites of the NI and the International Tug masters Association (ITA). Approximately 160 pilots, tug masters and ship captains contributed by responding to the questionnaires. Tug masters, pilots and ship captains did not just answer the questions posed, but also made a large number of remarks

including suggestions to improve the safety of tug operations. They have played a very valuable role in this attempt to improve the safety of tug operations.

The results of the completed questionnaires and the findings derived from them are presented in the attached unique report, with a foreword of the Chairman of the Dutch Safety Board and the Harbourmaster of the Port of Rotterdam.

The report can also be downloaded from www.tugmasters.org

We would ask your attention for the contents of the report which are of great interest to all involved in harbour towage operations. We would furthermore kindly ask you to distribute, as far as applicable, the report among your members. Any publication based on the report is appreciated. **Download the complete report [here](#)**



05-06-2013 : HAL's **STATENDAM** in Vancouver harbour Photo : Robert Etchell ©

Supply/demand: North Europe-North America

US imports from North Europe continued to decline in January and February, making it difficult for ocean carriers to get westbound freight rates back up. The US economy is growing, but containerised cargo does not yet appear to be part of the equation.

Westbound

America's thirst for containerised imports from North Europe remained poor in January and February, averaging just 192,000 teu a month, 13% below 4Q12's level, and 17% lower than that of the previous quarter. It seems that consumers already started preparing for worse times to come from the US Government's budget sequestration, which finally took effect at the beginning of March.

The compulsory cut in Government spending means less funding of investment projects likely to lead to cargo growth, added to which both company and consumer spending power have been adversely affected by increased employment taxation. Various Government agencies, including Customs, still claim that imposed staff cuts will affect their ability to provide the same level of service.

In summary, there remains no sign of any lasting westbound trade growth, despite the IMF last week projecting economic growth of 1.9% in the US in 2013 – albeit down from its previous forecast of 2.1%. It appears that much of this will come from energy production (natural gas), which does not involve containerised cargo.

Ocean carriers' response to the drop in cargo in the first two months of the year was to maintain westbound vessel capacity. No new services were launched, or radical changes made to existing schedules, so average monthly capacity of 243,520 teu was just 1.7% higher than in the previous quarter. Only two sailings were cancelled in January, followed by none in February and March. Moreover, the average vessel size deployed in all mainline services in March was only 4,574 teu, 3.4% higher than six months earlier, so little upgrading took place.

As a major ocean carrier executive recently remarked: 'We are in wait and see mode, so do not expect a lot of changes ahead. However, as Maersk, MSC and Hapag-Lloyd have such a dominant position in the tradelane, the future is really in their hands.' According to Drewry's data, the three operated 56% of all mainline nominal vessel capacity in March. MSC appears to be growing restless, as it has recently added Savannah and Port Everglades to its westbound schedule from Northern Europe to Balboa (Panama Canal) and Guayaquil (Equador), with the first vessel arriving in

Savannah on 11 April. The service is run jointly with CSAV, and focuses on reefer cargo. MSC has a significant container terminal interest in Port Everglades.

OOCL is also reported to be seeking change, but between North Europe and the US Gulf/Mexico. Instead of taking slots on CMA CGM/SCAV's Samex/Victory Bridge schedule, it will, from July, use the Grand Alliance's GMX service, whose six vessels are all provided by Hapag-Lloyd. No reason has been given, but schedule reliability might be a factor, as it is an issue in the transatlantic at present. According to Drewry's Carrier Performance Insight, only 76% of all vessels operating in the tradelane arrived within a day of schedule in November and December.

Eastbound

Cargo growth from North America to North Europe unexpectedly raised its head above the water in the first two months of the year, with the average eastbound monthly flow of 168,000 teu being 9% higher than in the previous quarter, or 5% higher than in 3Q 12. It still has a long way to go to get back to where it was at the beginning of 2012, however, as shown in the following graph.

The growth was unexpected as large parts of the EU, including the UK, are still hovering on the edge of a triple-dip recession. Unlike in the US, most EU member states remain determined to cut unsustainable budget deficits via a wide range of austerity measures, instead of printing money via quantitative easing. As a result, the IMF now sees the Eurozone's GDP contracting by 0.3% this year instead of the 0.1% reduction previously forecast, which should result in lower imports. Average eastbound vessel capacity in 1Q13 was just 1.5% higher than during the previous three months. As in the westbound tradelane, no major changes were made to existing schedules, only adjustments to port pairs, with ocean carriers preferring to watch trade developments before moving any further. **Source: Drewry**



Keeping faith in accident investigators

It might come as something of a relief to marine accident investigators to know that a majority of seafarers say they are willing to co-operate with them. In their line of work, any level of co-operation is to be welcomed, given that, as a former senior investigator recently noted, few are on their side, as everyone involved has a vested interest and some "have a particular axe to grind".

Their relief may, however, be tempered by awareness of the slimness of the majority of the willing over the unwilling revealed in a recent survey. Those who said they would be reluctant to "co-operate fully and openly with casualty inquiries and accident investigations" totalled 46.44%. While investigators now can use a range of technical sources including Voyage Data Recorders, post-incident interviews can shed valuable light on the circumstances of accidents, albeit the reliability of witnesses can never be taken for granted. Witnesses are normally told by the investigators that they are only seeking to establish causes from which lessons might be usefully learned and not to apportion blame. If, however, the answers in the survey by Seafarers' Rights International (SRI), the union-funded centre for promoting seafarers' legal protection, are to be believed, such assurances could be received with some scepticism.

Those among the 3,480 who said they would be reluctant to co-operate with an investigation cited as their motivation fears they would be implicated or co-operation would jeopardise their employment. Another common belief was that being involved in an investigation would be too much trouble. One seafarer said, "Anything you say can be used as evidence against you", while another commented, "They consider us guilty, so why should we co-operate with them?"

This does not mean, of course, that, were the situation to arise, they would do what they told a survey. The same caveat, however, applies to the 53.56% who said they would co-operate. Their reasons for helping investigators ranged from the altruistic ("Telling the truth is key to preventing disasters") to the more mutually supportive ("We

should help each other for own good"). The SRI's Criminal Survey, focusing on criminalisation of seafarers, paints a picture of a workforce in which a large minority is suspicious of authority and adopts an "us-against-them" attitude. They appear, in effect, to be saying, "Nobody understands us, nobody cares about us, so why should we help?"

In other industries, no doubt, there are similar attitudes, but at least accident investigations tend to be domestic affairs conducted in the language, albeit at times bureaucratic, of those involved. Seafarers, on the other hand, are more likely to find themselves dealing with investigators from an unfamiliar country and culture and using a foreign language and laws. Accident investigators, it would seem, are viewed as simply another facet of authority which many seafarers now, rightly or wrongly, mistrust. The SRI survey's commentary supports their suspicions by claiming assurances that evidence supplied by witnesses will not be used in any related criminal prosecutions are not watertight. Other surveys have suggested many seafarers are equally distrustful of management ashore, particularly those whose actions tend to speak louder than their words. Dissemination of safety information – in posters and videos, for example – tends in such a sceptical climate to be viewed by crews as something designed to protect management rather than themselves and goes largely ignored.

This suspicion and mistrust might go some way to explaining why safety lessons appear not to have been learned, ensuring that the same mistakes keep recurring, too often with fatal consequences.

The continuing high incidence of deaths and injuries in enclosed spaces would seem to be a prime example of lessons not learned. This has been a well-known and well-publicised safety problem for some years and one that prompted a statistical survey by the Marine Accident Investigators International Forum (MAIIF). More than three years ago MAIIF presented the results of its survey to the International Maritime Organisation (IMO). They revealed that over the previous decade there had been 102 enclosed-space incidents involving 93 fatalities and 96 injuries. A further 12 accidents, resulting in 10 deaths and seven injuries, occurred in the period between the end of the survey in May 2009 and the presentation in October that year.

These figures under-estimated the actual number of incidents and the death and injuries toll, as the MAIIF data was based on information supplied by just 18 flag-states.

Any idea that increased awareness of the risks of enclosed spaces would lead to a fall in the number of incidents now appears to have been optimistic. The UK P&I club reported in February this year the number of fatalities was, in fact, rising and cited a recent case of a junior officer who had been fatally overcome by toxic gases while trying to take a cargo sample. Last month the London P&I club revealed it had seen a rise in the number of "negative findings" recorded by its inspectors when checking how crews manage the risks of entering enclosed spaces. "Despite the wealth of information available," the UK Club noted, "many deaths have been caused by seafarers being unaware of or ignoring the correct procedures." The London Club struck a similar note: "Despite a global acceptance of industry standard procedures, incidents continue to occur year on year." Deaths and injuries due to lack of awareness of what is assumed to be a widely-known risk no doubt prompt feelings of dismay and frustration, but they also perhaps question the assumption that safety campaigns in shipping, with its workforce spread around the world and on the high seas, are effective. The fresh warnings are, at least, expected to add further impetus for regular enclosed-space drills to be made mandatory, with a decision due at the next meeting of the IMO's Maritime Safety Committee in June. Meanwhile, winning back the trust of those unwilling to co-operate with investigations presents the industry with a formidable challenge. It can only continue to press its case for fairer treatment of seafarers in the hope that persistence pays. **Source: BIMCO**

Piracy of Freight and Passenger Shipping is Finally Bringing Changes at Government Level

Somalia Conference is One Event in a Series Aiming at the Reform of Economy and Social Structure

With everybody in the international community agreed that the secret to solving the economic and cultural wasteland that has become much of modern Somalia a conference is to be held in London tomorrow (Tuesday May 7) one of a sequence of events in 2013 that will support Somalia, including the G8 meetings (June 17 – 18 Enniskillen, Northern Ireland), the Tokyo International Conference on African Development (1 – 3 June) and an EU-hosted conference in September on the New Deal for fragile states. The movement for change has largely been driven by the high profile which the country gained during the peak days of piracy which has affected freight and passenger shipping from around the world. The conference will be supported by a series of other events designed to assist in the reformation of the country including a trade show on May 8 to highlight Somali business opportunities and promote inward

investment, including by Somali diaspora businesses. There will be a women's event in the UK to discuss women's empowerment, preventing sexual violence, forced marriage and female genital mutilation plus a Chatham House hosted debate on how to attain and maintain true political stability. The conference itself will see over 50 partner countries and organisations, including the UN, African Union, IMF and representatives from neighbouring countries gather with the intention of furthering political and social relations between the Federal Government of Somalia and Somaliland. There will be the endorsement of the African Union Mission in Somalia (AMISOM) mandate prior to that organisations own diaspora meeting in London on the 9 – 10 May aimed at reuniting displaced citizens with their own homelands.

Of most interest to our readers will be the latest UK government statement on the maritime strategy to be adopted and maintained for the foreseeable future. Pirate attacks may be well down but the leaders of all the navies currently addressing the problems through the efforts of the three combined task forces are all united in their opinion that full naval presence needs to be maintained to avoid an upsurge in attacks. **Source : The Handy Shipping guide**



Photo Rambiz: Crew Rambiz ©

Seen at "West of Duddon Sands" windfarm, the tugs "**Multratug 4**" and "**Kestrel**", assisting the **Rambiz** with the installation of the "WoDS" substation.

Photo's MULTRATUG 4 and KESTREL
Capt Henk Doornhein - master Rambiz ©



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China Shipping Orders World's Biggest Box Ship From Hyundai

China Shipping Container Lines Co., the country's second-biggest shipping company, ordered the world's biggest container ship, taking over the title from A.P. Moeller-Maersk A/S. **Hyundai Heavy Industries Co.** will build five vessels each capable of carrying **18,400** 20-foot containers for \$700 million for **China Shipping**, the Ulsan, South Korea-based company said in an e-mailed statement today. Delivery will start in the second half of 2014.

Shipping lines, including Maersk and Evergreen Group, are adding bigger vessels that burn less fuel and have lower emissions to reduce costs. Maersk next month will take delivery of the world's biggest container ship, which can carry 18,000 boxes, from **Daewoo Shipbuilding & Marine Engineering Co.**

The ships Hyundai Heavy will deliver to China Shipping will use an engine that can automatically control fuel consumption to suit speed and sea conditions, helping to improve fuel efficiency, reduce noise and cut emissions.

Hyundai Heavy, the world's biggest shipbuilder, has received \$9.7 billion of contracts for ships and offshore projects this year including the latest order, it said. It has achieved 41 percent of the \$23.8 billion target set for 2013.

Maersk ordered 20 ships of the type that can each carry 18,000 boxes in 2011, which was the world's biggest then. Five of the vessels are scheduled for delivery this year. CMA CGM SA, the world's third-largest container shipping company, operates the biggest vessel in operation, which can carry 16,000 boxes. Hyundai Heavy was unchanged at 197,000 won as of 1:08 p.m. in Seoul and has lost 19 percent this year. China Shipping advanced 1.6 percent to HK\$1.92 in Hong Kong trading **Source : Bloomberg**



The **NORMAND SKIPPER** outbound from IJmuiden – Photo : Joop Marechal ©



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Lankan Navy attacks 15 fishermen near Danushkodi

Fifteen fishermen, who put to sea from here, were on Monday attacked allegedly by Sri Lankan Navy when they were fishing near Dhanuskodi.

The fishermen were fishing near a sand hillock in Indian waters when the Lankan Navy came in two boats and allegedly beat them up with sticks, said Plavumin Thiyakarajan, Assistant Director, Fisheries department. The Lankan navy personnel told them they were fishing in Lankan waters and sent them back with a warning, the official said.

Source : The Hindu

NAVY NEWS

S. Korea, U.S. hold submarine drill in Yellow Sea

South Korea and the United States on Monday began an anti-submarine drill in the tensely guarded western sea as part of regular exercises amid high tensions with North Korea, military officials said. The anti-submarine warfare exercise, which lasts until Friday, is the second in a planned series of this year's combined military maneuvers following the last one in February.

The joint naval drill mobilizes a nuclear-powered Los Angeles-class submarine, Aegis destroyers, P-3C maritime surveillance aircrafts deployed from U.S. bases as well as South Korean destroyers, submarines and maritime aircrafts, military officials said. "It is part of an annual routine drill held to prepare against an adversary's submarine infiltration," a military official said, requesting anonymity.

The latest military training comes after the two allies completed their two-month-long Foal Eagle exercise last week, amid high inter-Korean tensions due to Pyongyang's warlike threats against Seoul and Washington.

On Sunday, the North's official Korean Central News Agency condemned the upcoming naval drill, saying the fate of a joint industrial zone in the North hinges on Seoul. Claiming a 97,000-ton Nimitz-class nuclear powered super carrier is expected to join the training, a spokesman for the Policy Department of the National Defense Commission called on Seoul to stop "hostile acts and military provocations" if it wants to normalize the suspended Kaesong Industrial Zone.

In response to Pyongyang's call to stop military training to resume inter-Korean talks, Seoul's defense ministry on Monday vowed not to give in to Pyongyang's demands.



It is inappropriate that the North is demanding the cancellation of South Korea-U.S. joint drills by linking it with the Kaesong Industrial Complex," defense ministry spokesman Kim Min-seok said in a briefing. "As the drills are designed to defend against North Korean provocations, they cannot be stopped." "As long as the North maintains its hostile stance, the joint drills will continue," Kim said.

Although Pyongyang has routinely called the annual training a rehearsal for a northward invasion, its rhetoric turned more hostile this year under young leader Kim Jong-un, even threatening nuclear strikes against the South and the U.S. According to the U.S. Navy's website, the Nimitz Strike Group, consisting of the aircraft carrier **USS Nimitz (CVN 68)** and guided-missile destroyers and cruisers, arrived in the U.S. 7th Fleet on May 3.

The Nimitz Strike Group will conduct exercises and port visits to enhance maritime partnerships and promote peace and stability in the Indo-Asia-Pacific region along with its allies, the U.S. Navy said. Seoul's defense ministry didn't confirm the participation of the U.S. carrier, noting consultations are currently underway between the two sides.

North Korea has a large fleet of submarines, and one of them is blamed for torpedoing the South Korean warship Cheonan in the Yellow Sea in March 2010, killing 46 sailors. About 28,500 American troops are stationed in South Korea as the 1950-53 Korean War ended in an armistice agreement, not a peace treaty. **Source : Yonhap**

SHIPYARD NEWS

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The **KULUK** moored at the **Keppel Fels shipyard** in Singapore

STX to sell its Chinese shipyard

South Korea's **STX Offshore & Shipbuilding Co Ltd** is planning to sell its shipyards in China as it tries to cut its mounting debts.

STX Offshore's Chinese arm STX Dalian Shipbuilding Co is seeking a capital boost through sales of 40 percent of its shares, according to the company. "With the help of Dalian Municipal government, Chairman Kang Duk-soo is in talks with some Chinese companies about the share sales," the company told Chinese domestic media.

The group set up its Dalian arm in 2007 with an investment totaling \$1.5 billion. Pressed by mounting debts, the group said it is also considering selling shipyards in France and Finland. **Source : China Daily**

TSHD “Jean Ango” delivered to French customer



The hopper dredger “**Jean Ango**” has been handed over to its owner, DRAGAGES-PORTS. The 1,500 m³ dredger was designed and built in Spain by **Astilleros de Murueta**, using Damen dredging equipment. The new vessel will maintain the French river Seine between Rouen and Le Havre.



The “**Jean Ango**” has specifically been designed for round the clock maintenance dredging. The 1,500 m³ hopper dredger is fitted out with a 600 mm trailing pipe, working at a dredging depth of max -26m. Two identical Damen dredge pumps, type BP6055MD, either fill the hopper, or pump ashore using the bow coupling or the customized side coupling. Furthermore, conical bottom valves are fitted to dump the cargo. The dredging gear is complete with a degassing system, as experience shows a high percentage on in-situ gas, trapped in the layers of silt.

The “**Jean Ango**” is the result of a close cooperation between **Damen Dredging Equipment** and the Spanish yard **Astilleros de Murueta, S.A.** **Astilleros de Murueta** have done all design for the vessel, including basic engineering and the naval architecture. The vessel was built at the Gernika-yard. The vessel is 82,1 m long and has a moulded breadth of 15,4 m. The vessel, designed for Unrestricted Navigation and Dredging over 8 miles from shore, has a deadweight of 3,392 tons and a loaded speed of 11.5 knots.

The “**Jean Ango**”, named after a famous French explorer, is fitted out for a crew of 14 mariners. The hopper dredger was delivered to the owner recently, after which the vessel was baptized by the French minister Mme Fourneyron. After extensive testing on the river Seine, the new dredger has started it's important task – keeping French major ports at the correct depth.



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The **ALICE** ready to be launched at the **Ferus Smit** yard in Foxhol (The Netherlands) last Saturday – Photo : Dick Buitenhuis ©

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Seatrucks group New Build DP11 Multi Purpose Support Vessel **JASCON 55** entering DDW **Pax Ocean** ship Yard at Singapore. **Photo Lucian Sadovnic ©**

Taiwan and China agree to new form of shipping service

The roll-on/roll-off system means that vehicles and containers can be driven onto ships, allowing for faster disembarkation

Taiwan and China have agreed to launch a roll-on/roll-off (RORO) shipping service across the Taiwan Strait following a meeting of transportation officials in Beijing at the end of last month, the Ministry of Transportation and Communications said yesterday.

RORO ships are designed to carry cars, freight containers or trailers driven on and off the ship on their own wheels.

Maritime and Port Bureau Director-General Chi Wen-jong (祁文中) was the nation's chief representative in the meeting in Beijing. Chinese Water Transportation Bureau Director Song Dexing (宋德星) lead the Chinese delegation.

The ministry said that the RORO system allows cars, trucks and trailers to leave the harbor soon after reaching the destination, saving time spent unloading goods and accelerating the delivery of goods. The ministry cited as an example the ferry service between Taipei and Pingtan (平潭) in China's Fujian Province, which is about a two-and-a-

half-hour journey. The time that a freight container spends on the docks after arrival could be greatly reduced if the freight containers are allowed to be use on RORO ships, the ministry added.

However, the ministry said that both sides need to address several issues, including how they would deal with vehicle registration plates and drivers' licenses. The ministry said it aims to put containers and bearing brackets on the RORO ships during the initial stage, adding that goods would be transported by tractors upon reaching their destination.

Currently, the cross-strait ferry service operating between Pingtan and Taichung, Hauxiahao (海峡號), already uses a RORO ship to carry passengers. However, it has yet to allow cargo trucks or trailers to be driven on the ship.

In addition to changing the regulations on RORO ships, the negotiations also resulted in an agreement to allow international freighters and flag-of-convenience ships registered in Taiwan or China to carry trans-shipment goods when sailing to the northern coastal provinces of China, if each voyage carries no more than 200 twenty foot equivalent units.

Based on the agreement, businesses registered in Taiwan or China can rent international cruise liners for charter services with approval from the governments of both sides.

The cruise liners would only be allowed to dock at ports open for cross-strait shipping services and would not not allowed to offer regular services across the Taiwan Strait.

Meanwhile, both sides agreed that the China Corporation Register of Shipping, a non-profit private agency that inspects and classifies Taiwanese ships, could establish offices in China. The same rule applies to the China Classification Society, the group that classifies ships in China. According to the ministry, China promised to work toward launching a shipping service between Matsu and the Huangqi Peninsula in Fujian Province. **Source : Taipei Times**

MOL and PIL announce launch of Indian Ocean Islands Express Service

Mitsui O.S.K. Lines, Ltd. (MOL) and **Pacific International Lines (Pte) Ltd. (PIL)** jointly announce its new Indian Ocean Island Express Service ("IOX"/"IOI") departing Singapore on June 7, 2013, said in the company's press release. IOX/IOI is a weekly service jointly operated by MOL and PIL, and each will provide 2 ships of 1100 teu effective capacity. MOL and PIL will enrich their service coverage for the emerging Indian Ocean Islands ports through this joint co-operation.

New IOX Port Rotation: Singapore – Port Louis – Tamatave – Reunion – Singapore. Frequency: Weekly (Turn Round 28 days by 4 vessels).

Baltic Dry Index up to 878 points

On May 3, 2013, the Baltic Dry Index climbed to 878 points, up 5 points (0.57%) against the level of May 2.

BDI is a number issued daily by the London-based Baltic Exchange. Not restricted to Baltic Sea countries, the index provides "an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a timecharter basis, the index covers Handysize, Supramax, Panamax, and Capesize dry bulk carriers carrying a range of commodities including coal, iron ore and grain. Because dry bulk primarily consists of materials that function as raw material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production.

On 20 May 2008, the index reached its record high level since its introduction in 1985, reaching 11,793 points. On 3 February 2012, the index had dropped 647 points, the lowest since 1986. **Source : PortNews**

GE Shipping to sell LPG carrier

Great Eastern Shipping Company said that it has signed a contract to sell its LPG (liquefied petroleum gas) carrier.

The 1991-built vessel of about 17,500 dwt (dead-weight tonnage) will be delivered to the buyers in the first half of this fiscal, it said.

GE Shipping has 33 vessels, comprising 23 tankers — nine crude carriers, 13 product carriers and an LPG carrier besides one capsized vessel, three kamsarmax, one panamax, four supramax and one handymax. The fleet carrying capacity totals 2.57 million dwt with an average age of 8.8 years. **Source : The Hindu Business line**



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HEEREMA'S AEGIR SHIFTED FROM ROTTERDAM-CALAND CANAL TO HUISMAN IN SCHIEDAM



The **AEGIR** leaving the Caland canal

Photo : Reinier Meuleman ©

The **AEGIR** is Heerema's new deepwater construction vessel (DCV) and is capable of executing complex infrastructure and pipeline projects in ultra-deep water and will also have sufficient lifting capacity to install fixed platforms in relatively shallow water. The design is a customized **Ulstein Sea of Solutions SOC 5000**.



Photo top : Patrick Nowee - Captain HLV Svanen ©

Photo left : Jan Simons ©



At the [Huisman](#) location in Schiedam the Ships crane lifted the J-Lay tower onboard

Photo's : [Willem Holtkamp](#)

- <http://fotomaker.jalbum.net/FOTOMAKER/>



Rickmers-Linie adds tenth vessel to R-T-W Pearl string

Rickmers-Linie has added a tenth vessel on its eastbound Round-the-World Pearl String Service as part of its continuing programme of investment in its services. The global breakbulk, heavylift and project specialist has taken the Rickmers Savannah on long-term charter to help it meet customer demand, said in the company's press release.

The 30,000dwt Superflex Heavy MPC [Rickmers Savannah](#), which was delivered by Jinling Shipyard in November 2010, is identical to the nine vessels of the Rickmers Hamburg class which Rickmers-Linie already deploys on the service:

The ships are self-sustaining, with four large cranes, the two heaviest of which can be twinned for a lifting capacity of up to 640 tonnes. Adjustable tweendecks allow for optimized stowage with variations in cargo height and dehumidifying devices in all holds ensure that cargoes sensitive to corrosion arrive in good shape.

Ulrich Ulrichs, Chief Operating Officer and Managing Director of Rickmers-Linie, said: "Our customers rely on our scheduled liner services. The tenth vessel gives us the ability to react to market changes and at the same time we are enhancing our schedule integrity. The fact that the vessel is identical to our backbone fleet of nine RTW-vessels means that it fits together perfectly with its fleet mates."

The eastbound Round-the-World Pearl String Service was launched ten years ago, connecting Europe, Asia and North America. Base ports served in this service are Hamburg, Antwerp, Genoa, Singapore, Bangkok, Ho Chi Minh City or Haiphong, Hong Kong, Shanghai, Dalian, Xingang, Qingdao, Masan, Kobe or Yokohama or Nagoya, New Orleans, Houston, Savannah, Philadelphia and again Hamburg. Further ports en route are added according to demand.

The addition of the [Rickmers Savannah](#) brings the total number of vessels operated by Rickmers-Linie on regular/long-term basis to 18. Further vessels are spot chartered in case of demand to offer additional sailings within the existing liner services or to cater for special requirements and destinations. In March 2013 Rickmers-Linie launched a westbound Round-the-World Service, connecting areas of economic growth in Asia and South America and then on to North America, initially operated with 2-3 multipurpose heavy-lift vessels. The America-Asia westbound service established in 2006 now forms a part of this new service.

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Diana Containerships sells container vessel

Diana Containerships Inc., a global shipping company specializing in owning and operating containerships, has announced that it signed, through a separate wholly-owned subsidiary, a Memorandum of Agreement to sell to an unaffiliated third party the 1990-built vessel **Maersk Malacca** (renamed "**Malacca**") for demolition, with delivery due to the buyers by early June 2013, for a sale price of approximately US\$10.3 million before commissions, said in the company's press release.

Upon completion of the sale of m/v **Maersk Malacca** and m/v Maersk Madrid as previously announced, Diana Containerships Inc.'s fleet will consist of 9 Panamax container vessels. A table describing the current Diana Containerships Inc. fleet can be found on the Company's website, www.dcontainerships.com. Information included on the Company's website does not constitute a part of this press release.

Diana Containerships Inc. is a Marshall Islands corporation founded in 2010 to own and operate containerships and pursue containership acquisition opportunities. Diana Containerships Inc. intends to continue to capitalize on investment opportunities by purchasing additional containerships in the secondhand market, from other companies, shipyards and lending institutions, and may also enter into newbuilding contracts with shipyards for new containerships.

Cautionary Statement Regarding Forward-Looking Statements

Matters discussed in this press release may constitute forward-looking statements. The Private Securities Litigation Reform Act of 1995 provides safe harbor protections for forward-looking statements in order to encourage companies to provide prospective information about their business. Forward-looking statements include statements concerning plans, objectives, goals, strategies, future events or performance, and underlying assumptions and other statements, which are other than statements of historical facts.

The Company desires to take advantage of the safe harbor provisions of the Private Securities Litigation Reform Act of 1995 and is including this cautionary statement in connection with this safe harbor legislation. The words "believe," "anticipate," "intends," "estimate," "forecast," "project," "plan," "potential," "may," "should," "expect," "pending" and similar expressions identify forward-looking statements.

The forward-looking statements in this press release are based upon various assumptions, many of which are based, in turn, upon further assumptions, including without limitation, our management's examination of historical operating trends, data contained in our records and other data available from third parties. Although we believe that these assumptions were reasonable when made, because these assumptions are inherently subject to significant uncertainties and contingencies which are difficult or impossible to predict and are beyond our control, we cannot assure you that we will achieve or accomplish these expectations, beliefs or projections.

In addition to these important factors, other important factors that, in our view, could cause actual results to differ materially from those discussed in the forward-looking statements include the strength of world economies and currencies, general market conditions, including fluctuations in charter rates and vessel values, changes in demand for containership capacity, changes in our operating expenses, including bunker prices, drydocking and insurance costs, the market for our vessels, availability of financing and refinancing, changes in governmental rules and regulations or actions taken by regulatory authorities, potential liability from pending or future litigation, general domestic and international political conditions, potential disruption of shipping routes due to accidents or political events, vessels breakdowns and instances of off-hires and other factors. Please see our filings with the Securities and Exchange Commission for a more complete discussion of these and other risks and uncertainties.

BOEKBESPREKING

Door : Frank NEYTS

Expeditie naar de Goudkust".

Onlangs verscheen bij Walburg Pers, het boek '**Expeditie naar de Goudkust. Het journaal van Jan Dircksz Lam over de Nederlandse aanval op Elmina, 1624-1626**'. Het boek werd bezorgd en ingeleid door Henk den Heijer.

In 1623 besloten de bewindhebbers van de West-Indische Compagnie tot een grootscheepse aanval op het Portugese koloniaal bezit in het Atlantisch gebied. Eerst zou de Braziliaanse stad Salvador worden ingenomen om vervolgens van daaruit de gehele suikerrijke kolonie te veroveren. Daarnaast moesten ook doelen in West-Afrika worden aangevallen. Op 25 oktober 1625 trok in dat kader een Nederlandse strijdmacht op naar Elmina, een kasteel op de West-Afrikaanse Goudkust. Toen de manschappen aan het eind van de dag lagen uit te rusten, werden zij door Afrikaanse bondgenoten van de Portugezen aangevallen. Bij deze verrassingsaanval kwamen 441 Nederlanders om het leven. De Portugezen hadden een prijs gesteld op de hoofden van de slachtoffers, en deze werden daarom 'als hoenderen de cop aff geslagen'. Dat was het dramatische einde van een ambitieus plan. Ook de overige pogingen van de WIC om zich meester te maken van de Portugese bezittingen en handelsforten in Afrika en Amerika mislukten jammerlijk.

Van de aanval op Elmina is een uniek ooggetuigenverslag bewaard gebleven. De bevelhebber van de vloot, admiraal Jan Dircksz Lam, hield een journaal bij waarin hij de gebeurtenissen tijdens de onfortuinlijke reis nauwgezet heeft opgetekend. Het bevat unieke informatie over de contacten met de Afrikanen, de voorbereidingen van de aanval, de aanval zelf en de terugtocht naar de Republiek via Brazilië en de Azoren. 'Expeditie naar de Goudkust' biedt inzicht in de Nederlandse relatie met West-Afrika aan het begin van de zeventiende eeuw en werpt een nieuw licht op deze meeslepende geschiedenis.

"**Expeditie naar de Goudkust**" (ISBN 978-90-5730-445-3) telt 208 pagina's en werd als softback uitgegeven, en kost 29.95 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. . In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com .



29-04-2013 ; The **GLOBAL 1200** loading pipes in the port of Pensacola USA

Photo : Krijn Hamelink ©