



Number 129\*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Thursday 09-05-2013

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The AMAZONEBORG outbound from Rotterdam – Photo : Ria Maat (c)

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## EVENTS, INCIDENTS & OPERATIONS

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The **WANA BHUM** arriving during heavy rains last Tuesday in Singapore Tuas basin - Photo : Piet Sinke (c)

## IMO seeks public input on administrative burdens

7 May 2013 marks the start of a six-month consultation period in which the International Maritime Organization (IMO) will seek widespread input on the administrative burdens that may result from compliance with IMO instruments. The intention is to gather data from a broad spectrum of stakeholders from which recommendations on how to alleviate administrative burdens can be developed. The Organization recognizes that some administrative requirements contained in IMO instruments may have become unnecessary, disproportionate or even obsolete, and is committed to reducing their impact. This, says IMO, would not only be beneficial in its own right, it would also help to release resources that could then be channelled towards the Organization's overall goals of improving safety and security in shipping and reducing its negative impact on the environment.

The consultation process is being carried out through a dedicated website, which is accessible from the IMO website (<http://www.imo.org/OurWork/rab2>). It offers practical information and guidance to participants in the consultation and includes a questionnaire to be filled in and submitted electronically.

The consultation is open to everyone, including the general public. Particular target groups are all maritime stakeholders, including:

- companies and owners;
- governments, in their capacity as Party to conventions, flag, port or coastal State;
- manufacturers and equipment suppliers;
- maritime administrations;

- masters and ships' crew;
- port authorities;
- recognized organizations;
- shipbuilders and ship repairers; and
- shippers.

IMO Secretary-General Koji Sekimizu said, "There has long been a feeling in the industry that there is too much wasted paperwork. This is the start of our efforts to tackle that problem. I would urge as many people as possible to take part in this consultation, as only with a strong set of data can we meaningfully identify where changes may be necessary." The consultation process will end on 31 October 2013. After it has been completed, a steering group established by the IMO Council will analyse the responses to identify those administrative requirements that are perceived as burdens, and will make recommendations to the Council as to how any such burdens should be addressed. **Source: IMO**



The **ORIENT QUEEN** outbound from Rhodes - **Photo : Nico Ouwehand (c)**

## Towards safer and environmentally friendly shipping

EU Transport Commissioner Siim Kallas met with the Secretary General of the International Maritime Organization (IMO) Mr. Koji Sekimizu in Brussels and agreed to enhance cooperation in order to promote safer and more environmentally friendly shipping. The main issues of discussion during the meeting were passenger ship safety and measures to reduce CO2 emissions from international shipping. As Vice President Kallas stated: "Reducing shipping casualties by 50% by 2015 is an ambitious goal set by Mr Sekimizu, which I fully support. At the end of the day, this is a joint effort. Following the tragic Costa Concordia accident, the cruise industry's voluntary commitments on safety of passenger ships helped develop the IMO regulatory framework. And we have, together with the EU Member States, put damage stability firmly on the IMO agenda, based on extensive research work. We now encourage the IMO to move swiftly on this matter."

In addition, Mr Kallas welcomed the Secretary General's aim to tackle piracy and that no hostages should remain.

Regarding shipping efficiency, Vice-President Kallas stressed Commissioner Hedegaard's and his full commitment to IMO as to develop new measures to further improve the efficiency and reduce emissions. Moreover, Mr Kallas and Mr Sekimizu also agreed that the upcoming meeting of the IMO Marine Environment Protection Committee (MEPC) should finalize the discussions on capacity building, technological cooperation and technology transfer, take decisions to allow a move towards collecting and verifying data on shipping emissions, and finally, define a clear way forward for the development of additional efficiency measures. **Source: New Europe**





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The **OIL BEAM** enroute Rotterdam – Photo : Monique Davis- Mulder (c)

## Orders for crude tankers ease a little, trend remains positive

Tanker orders can be used to reflect oil shipping company managers' expectations of future supply and demand. Managers often place new orders when future demand is expected to increase more than supply, on the condition that they expect to generate profit with the investment. Since tankers generally take more than two years to construct, and sometimes up to five years, the metric is often more relevant to long-term investment horizons.

Tanker on order falls just slightly

The number of tankers on order saw the largest increase in 2013 during the week ending April 19th, rising from 136 to 146 ships. When such a large increase is reported within a short period of time, it is natural for the figure to cool a bit as managers reassess future expected demand and supply balance, and hold off from adding new orders. Thus, for the week ending April 26th, the number of tankers on order fell by one vessel to 145.

This is an encouraging sign, given that the number of ships on order fell by three vessels the last time the industry reported a drop in the indicator. As it usually takes about two to three years for the ships to be delivered, a rebound in orders for crude tankers is not a quick fix, but a long-term one. In addition to companies such as Teekay Corp. (TK), Nordic American Tanker Ltd. (NAT), Ship Finance International Ltd. (SFL) and Teekay Tankers Ltd. (TNK), the Guggenheim Shipping ETF (SEA), which invests in major shipping companies worldwide, will benefit from this positive trend.

The decline in the number of tankers on order could be attributable to fewer construction starts as the industry continues to grapple with excess supply and delivery dates for new ships are likely farther out into the future. During

the week ending April 26th, the number of ships under construction continued to fell further to 41 vessels. Thus, in the short-term, tanker industry's fundamentals may remain weak. **Source: Market Realist**

## XIA ZHI YUAN 6 loads Seatruck equipment in Singapore



The Chinese flagged 32.793 GRT Semi submersible vessel **XIA ZHI YUAN 6** submerged to 20 mtr draft, yesterday early morning at Singapore West Jurong anchorage ready to load several **Seatrucks Group** units. The **XIA ZHI YUAN 6** is registered in Zhoushan in China and was built in 2010 and delivered approx 1 year ago, the vessel measures 195.2 mtr in length and 41.50 in width with a free deck length of 134 mtr and deckload of 20 mt/m<sup>2</sup> the vessel is having a max loaded draft of 8.8 mtr,



Top Ballast control panel at the aft section of the wheelhouse during the ballasting operation

installed power 3 x 4320 Kw+ 1 x 1000 Kw for the main propulsion 2 x 5000 Kw, stern thrusters of 2000 Kw and 2 bowthrusters of 1500 Kw, fuel capacity 2437 m<sup>3</sup> and 387.6 m<sup>3</sup> for the ballast / deballasting 4 pumps are installed of 3200 m<sup>3</sup> / hr each in total onboard is accommodation for 36 persons





The first unit to be loaded was **Seatrucks Group** latest fleet addition the **JASCON 55**, just arrived from the builders in China in Singapore earlier this week, After checking the waterdepth over the deck of the vessel as seen at the photo



left the **JASCON 55** was towed alongside by 2 local tugs and taken over by the mooring ropes and winched in position by the **XIA ZHI YUAN 6** crew



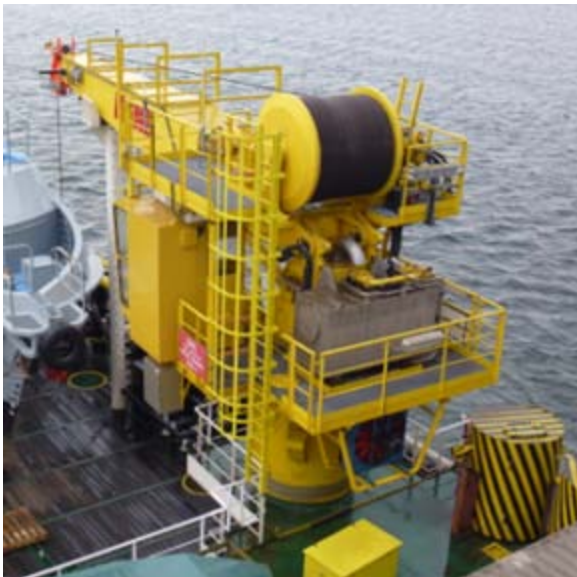
The **JASCON 55** is a 78 mtr long and 20 mtr width newbuild DP 2 multi Purpose offshore support vessel, fitted with two AHC deepwater cranes as well as storage tanks for drilling operations. And was delivered to the **Seatrucks group** by the builders in February 2013 beside the DP 2 the vessel is equipped with a 4 point mooring system consisting out of 4 ME - Electric-Hydraulic mooring winches each equipped with 1200 mtr Ø 40 mm , with



90 t holding at the 1st layer.

As part of the Deck Equipment are installed 3 cranes , from which as main crane located on Starboard a **KENZ crane** Model: HC-120/3500 O.S.RL, 120 t by 10 m radius and 35 t by 30 m radius, rope capacity of main hoist 2000 m, rope capacity of auxiliary hoist 375 m, sub sea 1800 m





The 2<sup>nd</sup> crane is a **KENZ** Model: EHC 12/1800 O.S.RL, 12 t by 12 m radius, rope capacity 2000 m, sub sea 1800 m to be used for ROV operations

Furthermore a Provision crane YSQP3/14, 3 t x 12 m, retractable boom 8-12 m, by Haitai is installed

A 700 m2 clear deckspace is available with a deckload capacity of 10 mt / m2 - Deck cargo 600 t



The **JASCON 55** is powered by 2 **Wartsila** 9L20 main engines of 1800 kW @ 1000 RPM, which are also driving a shaft PTO generator of 1300 kW each, both engines are driving a **Wartsila** /

**Lips** CS250-S/WN-K propeller Ø 2400 mm Azimuth thrusters which are giving the vessel a speed of 12 knots for the manoeuvring 2 KT88B3 **Kawasaki** bowthrusters Ø 1650 mm, of 650 kW each are installed, furthermore 2 x 2412 **Caterpillar** Main gen. Sets of 500 kW, and 2 x **Caterpillar** C32, 800 kW generators are installed and 1 136 kW **Cummins** Emergency generator set Onboard the **JASCON 55** is accommodation for 26 crew and 146 additional persons all accommodated in Airconditioned spaces.

Right seen the **JASCON 55** secured "over" the deck of the **XIA ZHI YUAN 6** awaiting the arrival of the **JASCON 57**

All photo's  
Piet Sinke (c)





The **JASCON 57** ready to shift to the **XIA ZHI YUAN 6** for loading

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## Ore-Ship Rates Gain as Cargo-Price Slump Seen Spurring Purchases

Iron-ore shipping costs had the longest streak of gains since September amid speculation that plunging prices for the steelmaking commodity are spurring demand for vessels.

Daily charter rates for Capesize ships that haul at least 150,000 metric tons climbed 8.1 percent to \$6,156, according to figures from the Baltic Exchange in London today. That was the eight consecutive increase.

Ore with 62 percent iron content imported via the port of Tianjin in northeast China reached this year's lowest level of \$128.10 a dry ton on May 3, according to data from The Steel Index Ltd. The price climbed 1.5 percent to \$130 today. "Low iron-ore prices have spurred Chinese buying," Dominic Meredith Hardy, an analyst at Galbraith's Ltd., a London-based shipbroker, said by e-mail today. There was a "steady flow" of charters last week to ship Brazilian and Australian ore to China, which lifted Capesize rates from a "hugely suppressed level," he said.

The vessels needed about \$7,758 a day just to cover running costs in 2011 before paying for fuel, according to the most recent data from Moore Stephens LLP, a London-based accounting firm that tracks the shipping industry's expenses. Capesize rates were the lowest since September as of April 24, figures compiled by Bloomberg showed.

Source: Bloomberg

## Seacurus welcomes new Lloyd's seafarer abandonment risk code

SPECIALIST marine insurance intermediary **Seacurus** has welcomed the decision of Lloyd's to amend its risk codes to include a new class of insurance covering seafarer abandonment (SA). Lloyd's provides guidance to underwriters on



the classification of business into various categories using a risk coding scheme which provides a common basis for the classification and description of risk. Thomas Brown, managing director of UK-based **Seacurus**, says, "This new class of insurance is very welcome and very timely. Seafarer Abandonment (SA) is classed as financial guarantee insurance, meaning that any Lloyd's syndicate wanting to write it will need approval from the Lloyd's performance directorate to do so. **Seacurus**, acting as the managing general underwriter for Lloyd's Brit Syndicate under a fully delegated underwriting authority, has that approval."

Last month, Seacurus launched **CrewSEACURE**, a new insurance policy to indemnify seafarers in the event of the financial default of their employers which, for the first time, offers recompense in respect of unpaid crew wages. The policy will enable all employers of seafarers to meet their regulatory obligations under the Maritime Labour Convention 2006 (MLC), which enters force on 20 August, 2013. Thomas Brown says, "MLC 2006 recognises the need to ensure that seafarer recruitment and manning agencies do not supply seafarers to shipowners without the requisite financial protection in place. Such protection provides a financial safeguard to seafarers in the event that they are left abandoned as a result of the financial failure of the shipowner."

"Many of the enquires we have received to date have been from manning and recruitment agents trying to satisfy these obligations. A number of these agents are very concerned about supplying seafarers to vessels without this level of protection in place. Those agents who do refuse to provide seafarers who are not protected in this way will be acting in accordance with the requirements of MLC, and industry will effectively be regulating industry, at the same time encouraging best employment practice."



On 6th May the new Hapag-Lloyd cruise ship **Europa 2** arrived at Southampton from Antwerp, having recently been handed over to Hapag-Lloyd by her builders at Saint Nazaire. She departed later the same day for a short cruise off the South Coast of England before returning on 7th May. She departed later the same day for Cuxhaven. She is due to be christened at Hamburg on 10th May. **Photo : Chris Brooks - [www.ShipFoto.co.uk](http://www.ShipFoto.co.uk) ©**

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## Boskalis wins offshore Philippines contract

**Royal Boskalis Westminster** wins a **Shell Philippines Exploration** contract to install an offshore Depletion Compression Platform, said in the company's press release.

The contract to be executed for the Malampaya Project off the coast of Palawan Island, in the Republic of the Philippines, includes seabed preparation, rock installation, platform transportation and installation work and has a contract value of approximately US\$ 60-million.

The project relates to the expansion of the **Malampaya Gas Field** by means of an additional compressor platform next to the existing gas production platform. The work, executed by **Boskalis Offshore**, comprises a number of different offshore activities. To prepare the seabed for the installation of the platform soils will be excavated to a level of sufficient bearing capacity and deposited at a designated area. Gravel pads will be installed as foundation for the platform footing. The rock involved will be sourced from local Philippine quarries.

Once this preparatory work has been concluded the Depletion Compression Platform will be towed to the site, positioned and installed by four heavy anchor-handling tugs (AHTs). To provide stability to the platform iron ore gravel ballast will be placed in each of its four footings immediately after the installation. The existing gas production platform and the newly installed compression platform will be connected via a permanent bridge. This bridge will also be placed by Boskalis Offshore and marks the conclusion of the project.

For this project, which commences early 2014 and ends in late 2014, **Boskalis Offshore** will deploy its new multi-purpose construction vessel **Ndeavor**, two 200 ton bollard pull AHTs and two 100 ton bollard pull AHTs. The **Ndeavor**, which will be commissioned in the second half of 2013, plays a pivotal role in this project by executing the seabed excavation and rock installation work, by providing support during the installation of the platform as well as by ballasting the footings of the platform and installing the permanent bridge between the two platforms.

The **Malampaya Deep Water Gas-to-Power Project** is a joint venture of the **Philippine National Oil Company**, **Chevron** and **Shell Philippines Exploration B.V.** (SPEX, operator of the gas project). The gas from the field is transported onshore by pipeline where it is being used as feedstock by a number of power plants. **Source : PortNews**



Pacific Basin's **COOS BAY** outbound in Otago harbor bound for Incheon with full load of logs.

**Photo : Ross Walker ©**

## **Vitaly Arkhangelsky, founder of Oslo Marine Group, put on Interpol's wanted list**

**Vitaly Arkhangelsky**, founder of **Oslo Marine Group**, put on the Interpol's wanted list. As it is stated at OMG website, Arkhangelsky is wanted for theft of extremely large amounts of money by false pretences within a group by previous concert. The businessman is being searched for by Russian law-enforcement authorities.

According to media sources, Vitaly Arkhangelsky is in France which refused to extradite him to Russia.

Vitaly Arkhangelsky is the founder of **Oslo Marine Group (OMG)**. As of March 1, 2008, the Group's consolidated assets made RUB 13 bln. OMG interests are focused on insurance, leasing, real estate, timber processing and sale, port services. In particular, the Group comprised **Vyborg Shipping Company LLC**, Vyborg Port LLC, Western Terminal as well as Onega terminal handling automobiles in St. Petersburg.



## Parat says oil spill response and hot water do not mix



Tests undertaken by **Parat Halvorsen** on oil spill response equipment (OSR) for offshore supply vessels reveal significant deficiencies with systems using hot water coils. Norway's leading supplier of steam-based solutions undertook a series of trials after a number of lower cost hot water coil alternatives entered the market.

Kim Kristensen, Marine and Offshore, Parat Halvorsen says: "We have shown empirically that steam injection is the one viable solution proven to keep heavy oil viscous enough for easy loading and offloading."

Any spilled oil is recovered by OSR-equipped vessels and stored in tanks until it can be delivered to recovery stations on land. The recovered oil has to be heated to maintain a sufficient viscosity for offloading. Parat

Halvorsen offers a heating solution based on steam injection from a boiler onboard. It has supplied equipment to a significant number of OSVs delivered by yards including Havyard, STX Norway, Kleven and Ulstein.

To verify whether alternative hot water-based solutions work, Parat installed a compact heating coil and a steam injection nozzle in a test tank at its facilities in Flekkesfjord. Watched by representatives from shipbuilders, owners, consultants and the Norwegian Coastal Administration, the tests measured performance of both solutions in water and in heavy oil. The empirical results showed that heat transfer in heavy oil using the hot water coil was just 10% of that achieved by the same coil in water.

"The results from the tests clearly showed that using a heating coil is not a viable option," says Mr Kristensen. "When we started the steam injection system, live temperature logging recorded the way the oil was evenly heated in a matter of minutes.

"Our advice to shipyards and owners is to exercise caution on OSR equipment selection, basing choices on correct, up-to-date information. We believe that the laws of physics are against hot water coil-based systems, particularly in cold, harsh weather conditions such as those in the North Sea."

Companies should thoroughly evaluate equipment performance, Mr Kristensen adds, "or they may find that any price differential is more trouble than it is worth."

Parat has developed the Parat ORO multi nozzle arrangement, which can heat the whole tank from one insertion point. Steam is supplied via the Parat MEL electrical boiler, approved for marine use by class societies including Germanischer Lloyd, Bureau Veritas, Det Norske Veritas and Lloyd's Register. It has also patented part of the hot water circulation loop used in normal operations interconnecting heat recovery and heat consumers to ensure continuous operation. If an oil spill incident should occur, the vessel operator can bypass the boiler in the hot water loop and re-mobilise the boiler to generate steam for the ORO tank heating system.

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## Maersk Invests in Eight American Vessels



**Maersk Chicago** Maersk Line, Limited (MLL) purchased and is currently reflagging eight newer and larger containerships to upgrade the ocean transportation services provided to its U.S. military, government and commercial customers. MLL's investment of approximately half a billion dollars in eight vessels will improve the quality of service to the Middle East and Mediterranean Sea from the U.S. East Coast. Since 2000, MLL has invested over \$1.75 billion dollars to modernize its fleet in support of the U.S. government and military. The vessels are about 10 years younger than the outgoing ships, offering improved fuel efficiency and environmental performance. The

vessels will join Maersk Line's weekly Middle East Container Line service (MECL1) throughout May and June. This route serves commercial customers and the U.S. military, and it transports U.S.-grown food aid. MECL1 will be the industry's only direct U.S. flag service to and from the U.S. East Coast and Pakistan, and the service includes a new stop in Algeciras, Spain. All eight vessels will join the Maritime Security Program (MSP) and Voluntary Intermodal Sealift Agreement (VISA). Vessel reflagging is a complex process that involves coordination between commercial and government stakeholders. Ensuring an efficient reflagging process is critical to MLL's core business of operating and maintaining U.S. flag vessels. The coordination of 16 vessel transfers (eight in, eight out) demands expertise and alignment at all levels of the organization. Reflagging a ship ensures that it meets the stringent safety, environmental, operational and compliance standards required by the U.S. Coast Guard (USCG) and other U.S. maritime authorities. MLL's engineering team performs a gap analysis on each ship to assess its compliance with USCG requirements and makes any necessary modifications. Once a vessel meets these requirements and receives all U.S. government approvals, the vessel can come under the U.S. flag, making it eligible to carry cargo for the U.S. military, other government entities and commercial shippers. The eight incoming vessels are named in honor of American cities that have brought industrial vitality to the U.S. economy through manufacturing, finance, transportation, and exports. This ship names are: **Atlanta, Chicago, Columbus, Denver, Detroit, Hartford, Memphis, and Pittsburgh.** **Maersk Chicago** was the first of the eight vessels to be reflagged; she came under the U.S. flag on May 1, 2013. **Source :** MarineLink

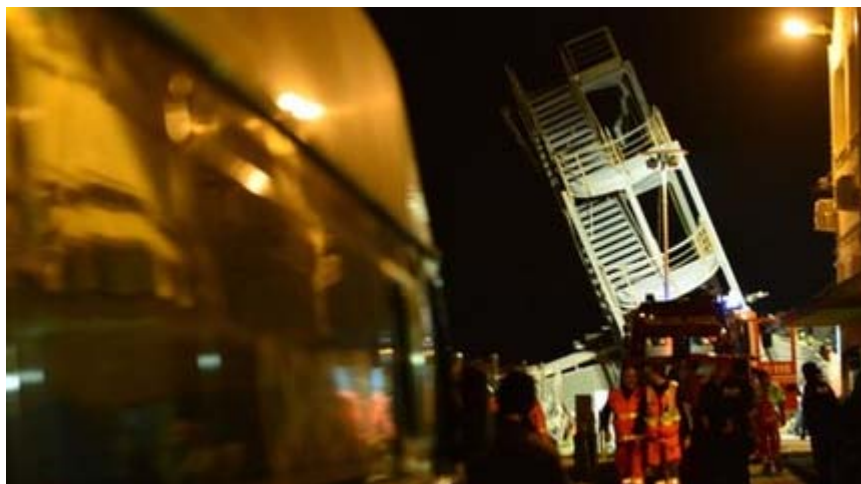
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## CASUALTY REPORTING

An advertisement for Multraship Towing & Salvage. On the left, there is a logo with a stylized yellow and blue 'M' and the text 'MULTRASHIP TOWAGE & SALVAGE'. Below the logo, the website 'www.multraship.com' and phone number '+31 (0) 115 645 000' are listed. On the right, there is a photograph of a large white container ship being towed by a tugboat in a harbor. The background of the ad is a light blue sky with faint silhouettes of ships.

## Container ship hits control tower in Genoa, Italy; 3 dead





Three people died and several more were missing Tuesday after a container ship crashed into a control tower at the port in Genoa, Italy, authorities said. Part of the tower crashed into the sea when it was hit by the **JOLLY NERO**, a 787-foot ship that weighs more than 40,500 tons, Corriere Della Sera reported. Ten people were in the control tower at the time of the crash, and some were believed to have fallen into the water, the newspaper said. Four people were taken to a hospital. The ship was en route to Messina when the crash happened at about 11 p.m. The ship was impounded and the captain was being questioned, Genoa's prosecutor said. Source :UPI

## NAVY NEWS

### Royal Navy hails missile test off Scottish coast

A Royal Navy warship has completed a successful test-firing of a powerful 800mph Harpoon missile capable of destroying a target up to 80 miles (129km) away.

Type 23 frigate **HMS Montrose** fired the anti-ship missile while on exercise off Scotland, completely destroying a target barge. A booster rocket helps launch the missile, which is 15ft (4.6m) long and about 1ft (30.5cm) in diameter, before the turbojet then powers it along at Mach 9, just under the speed of sound.

Principal warfare officer Lieutenant Ben Evans said: "The intensity and stress of conducting complex warfare training increases tenfold when you know that there is almost a quarter of a tonne of warhead on the end of the live missile you are about to fire - but so is the satisfaction increased when you successfully achieve your goal."

**HMS Montrose**, which is based at Devonport Naval Base, fired the Harpoon missile during a specialist training week following its participation in Exercise Joint Warrior, a multi-national exercise off the coast of Scotland.

Weapon engineer officer Lieutenant Commander Tony Marden said: "Firing our cutting-edge missiles is not an everyday event, but ensuring the availability of the equipment required to do so is, and my team of professional engineers take great pride in having proved their mettle."

One of the aims of the firing was to put into practice some of **HMS Montrose's** pre-deployment training, while the other was to assess the missile's performance in challenging conditions against a challenging target.

Commanding officer of **HMS Montrose**, Commander James Parkin, said: "Of all the times I have said 'command approved' in my career so far, it was this one that I enjoyed the most."

"A successful firing of our Harpoon missiles has proven that my professional team of highly trained sailors are at the top of their game, and that we are ready for any tasking that we are given." Source : Scotsman

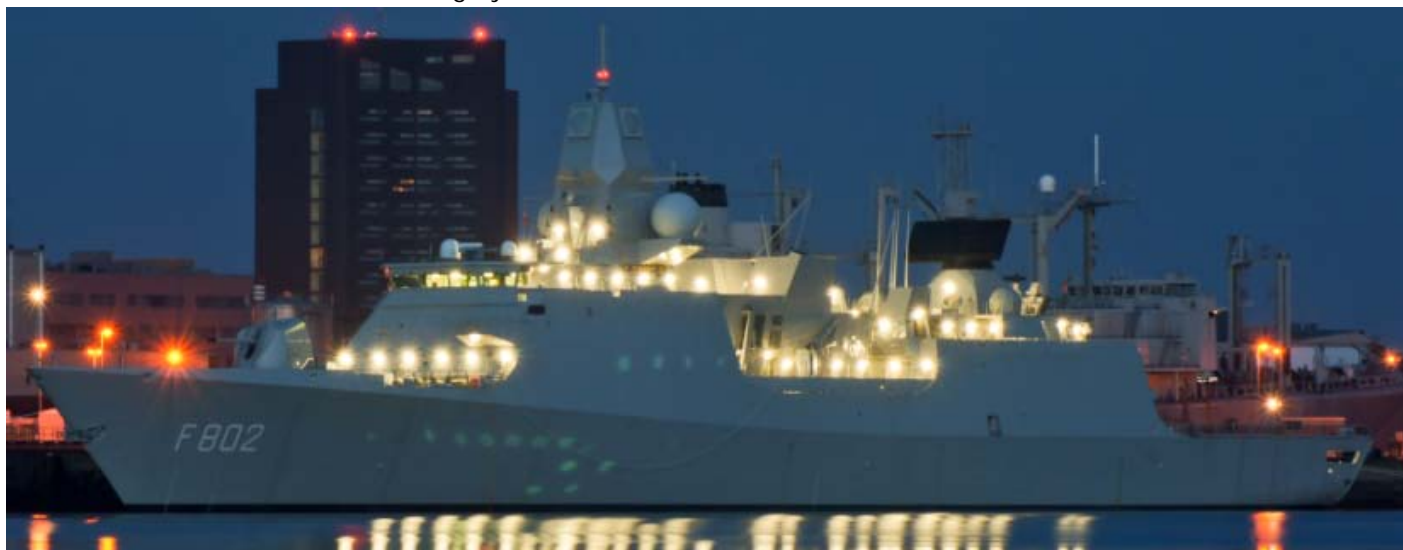
### China commissions frigate for long distance surveillance

China on Saturday commissioned a long range surveillance frigate to beef up its presence in the South China Sea.

The ship named **YUEYANG** is capable of long-range surveillance, air defence and anti-submarine operations, the state run Xinhua news agency reported. At a ceremony held in Sanya, a port city in south China's Hainan Province, Jiang Weillie Commander of the South China Sea fleet, raised a People's Liberation Army Navy (PLAN) flag and endorsed a naming certificate for the naval unit that received the frigate, said the media reports. According to white-paper published by the Chinese authorities, the PLAN has been training different formations of combined task forces

composed of new types of destroyers, frigates, ocean-going replenishment ships and shipborne helicopters to increase its blue-water capabilities.

China has scaled up its naval operations in South China Sea, after Philippines, Vietnam, Malaysia and Brunei along with Taiwan contested its claims of sovereignty over it. **Source : Indiatimes**



The Dutch Frigate **F 802 Zr.Ms DE ZEVEN PROVINCIEI** moored at Den Helder naval base

Photo : Tom van Oossanen – [www.tomvano.com](http://www.tomvano.com) ©



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## Launch and delivery date of carrier Ford pushed back

Although the aircraft carrier **Gerald R. Ford (CVN 78)** is 96 percent structurally complete, launch at Huntington Ingalls Newport News Shipbuilding has been pushed back from July to November 2013. This will, in turn, delay delivery. The shipbuilder said that the launch date had been revised "working closely with the Navy."

**Ford** upper bow was lifted into place last month

"Although actions to resolve first-of-class issues have retired significant schedule risks," said a statement, "the revised launch date allows increased outfitting and ship construction that are most economically done prior to ship launch.

"As the first new design carrier beginning construction in more than 40 years, **CVN 78** is designed to provide increased capability and reduced total ownership cost by about \$4 billion compared to Nimitz-class carriers. For this first-of-class ship, construction commenced in parallel with design completion based on earlier decisions at [the] Department of Defense. Ongoing design during the construction process caused delay and inefficiencies in procurement, manufacturing, and assembly. "We have demonstrated that delaying launch (and therefore delivery) to allow for increased outfitting and construction prior to launch is the most economical path forward to deliver the tremendous capability and affordability improvements resident in Ford. "

A NAVSEA statement said delivery is now scheduled for second quarter FY 2016. "Although shipbuilder actions to resolve first-of-class issues have retired significant schedule risks to launch and stabilized schedule performance, they have not been able to overcome the 17 weeks of schedule pressure identified two years ago," said NAVSEA.



"The Navy and the shipbuilder concluded last month that a delay in the launch would allow the shipbuilder to complete the remaining critical path work and allow for increased outfitting to most economically complete the ship. The ship is expected to be 70 percent complete at launch, well prepared for subsequent shipboard testing.

"Ongoing design and new technology development during the construction process caused delays in material procurement, manufacturing and assembly."

NAVSEA said that first-of-class producibility issues impacting the schedule included the use of thinner steels which caused difficulties with structural erection; new processes for advanced coating systems; and qualification of new material components.

"The shipbuilder recommended a delay in launch in order to accomplish greater completion levels prior to launch and thereby enable the lead ship to be completed most economically. The Navy agreed," said NAVSEA

NAVSEA noted that current shipyard construction cost estimates are consistent with a Navy estimate reported by the Navy in its December 2011 CVN 78 Selected Acquisition Report. That projected a most likely total ship end cost of \$12.887 billion. This includes the cost of construction, government furnished equipment, and design funding of \$3.3 billion for non-recurring engineering which is the investment in the 11 ship class design (not just the lead ship of the class, CVN 78). **Source : MarineLog**

## **SHIPYARD NEWS**

 <p><b>DAMEN</b></p>	<p><b>Senior Field Service Engineer</b></p> <p>TOS komt voor Damen Services graag in contact met ervaren Field Service Engineers.</p> <ul style="list-style-type: none"><li>• Ben jij die troubleshooter met de juiste mentaliteit?</li><li>• Beschik je over een MBO/HBO opleiding in de scheeps- of werktuigbouw?</li><li>• Wil je graag internationaal aan de slag?</li></ul> <p>Klik dan <a href="#">hier</a> voor de volledige functieomschrijving.</p> <p>Heb je interesse of ken je iemand? Bel of mail Division Select: (+31)10 – 243 67 04 of <a href="mailto:select@tos.nl">select@tos.nl</a></p>	 <p><b>www.tos.nl</b></p>
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## **MHI to Collaborate with Chengxi Shipyard (Xinrong) of China**

**Mitsubishi Heavy Industries, Ltd. (MHI)** and **Chengxi Shipyard (Xinrong) Co., Ltd.** in China have agreed to collaborate in the ship repair business through installation of ballast water treatment systems (BWTS). The two companies signed the agreement on April 26. For some time MHI has been seeking to expand its engineering business in China, while the Chinese shipyard has sought to strengthen its business by introducing advanced technologies in the field. The aims of the two companies have thus meshed in reaching the collaboration agreement. By combining MHI's advanced technologies accumulated from its abundant experience in ship conversion work, including BWTS installation, and Chengxi Shipyard (Xinrong)'s ability to respond to ship conversion needs and its cost competitiveness, the two companies look to establish an advantageous position in the global market in this field.

Based on the new agreement, the two companies will closely collaborate throughout the BWTS retrofitting process: from BWTS marketing, system selection and design to actual installation work with customer needs. MHI is to provide the drawings necessary for undertaking retrofitting work of BWTS. It will also dispatch supervisors to the site in China when necessary and conduct training in Japan for engineers of the Chinese shipyard at its Yokohama Dockyard & Machinery Works, where MHI performs ship retrofitting, maintenance and repair work. The talks toward collaboration were conducted with the cooperative assistance of Mitsui & Co., Ltd.

Going forward, when an order is received calling for retrofitting of BWTS on multiple ships of the same type, engineers from Chengxi Shipyard (Xinrong) will participate in work on the first ship at MHI's Yokohama plant, in order to acquire the necessary know-how. Subsequent work on the other ships will then be undertaken primarily at the Chinese shipyard. This arrangement will enable work to be performed on more ships in a short period at lower cost.

Chengxi Shipyard Co., Ltd is a subsidiary company of China State Shipbuilding Corporation (CSSC), one of China's two largest state-owned shipbuilding-related groups. Its main office and plant are located in Jiangyin and Jingjiang, Jiangsu Province, along the Yangtze River. Full implementation of a new convention on ballast water management (BWM) is slated to begin in 2017, at which time both new and existing ships will be required to install a system to purify ballast

water prior to its discharge from the ship. Ballast water consists of seawater taken into and discharged from dedicated water tanks to provide stability and adjust a ship's trim as desired. While many ships are expected to be subject to the new regulations, some shipbuilders have announced intent to concentrate exclusively on the construction of new ships and will no longer handle either ship modification or BWTS installations on existing ships, even those they built earlier. Against this backdrop, preparation for the convention's implementation has become a major issue in both the shipbuilding and shipping industries.

MHI has already taken the lead in the business of BWTS installation. In April 2011 the company became the first Japanese shipbuilder to establish a dedicated unit to handle such operations, and in January this year the company's basic design of an easy-to-install freight container-enclosed BWTS - jointly developed with Mitsui O.S.K. Lines, Ltd. (MOL) - received concept approval from Nippon Kaiji Kyokai (ClassNK). In addition, MHI has been aggressively promoting engineering business as a long-term expansion strategy for its shipbuilding and ocean development segment, and also accelerating provision of its technologies to other shipbuilding companies both in Japan and abroad. MHI views the new collaborative arrangement with Chengxi Shipyard (Xinrong) as a significant step forward in terms of both its BWTS installation business and its engineering operations, and it intends to leverage this development as a springboard to new business opportunities. **Source: Mitsubishi Heavy Industries, Ltd.**

## **Cosco Lianyungang Shipyard dissolved**

**Lianyungang Port Group** announced last night that it has received a resolution from the board of **Cosco Lianyungang Shipyard** regarding the dissolution of the company. Cosco Lianyungang Shipyard was jointly established by Cosco Shipyard (60%) and Lianyungang Port Group (40%) in 2008. The shareholders have decided to dissolve the company as it has been suffering severe losses from the slumping shipbuilding market and there is no sign of any improvement in business. The board will set up a liquidation team shortly and the official announcement of liquidation will also be made soon. **Source: Sino Ship News**

## **Oman Drydock eyes strong growth in 2013 revenues**

**Oman Drydock Company (ODC)** is targeting a near doubling of its annual revenues from \$30.52 million in 2012 to around \$56 million by the end of this year. This compares with earnings of \$7.68 million in 2011 at the end of the first full year of operations. The upbeat outlook underscores a robust uptake of the state-owned ship repair yard's services as it prepares to widen its business portfolio to include ship conversion and offshore fabrications services for the first time.

According to ODC's new Chief Executive Officer, Yong Duk Park, the number of ships turning up for repairs at the Duqm facility has also been growing every year. From 47 vessels that came calling in 2011, the yard handled 72 ships last year. This year, the company aims to accommodate around 75 ships, which while almost similar in number to last year's tally, will generate higher earnings for the company. Of the 72 ships handled in 2011, South Korea-owned vessels were the biggest customers with 26 per cent of the total, followed by Belgium (14 per cent), Oman (9 per cent), and USA and Greece (7 per cent each).

'Special ships', which groups vessels that don't fall under broader ship categories, represented 66 per cent of the total. Tankers and Very Large Crude Carriers accounted for a further 20 per cent, with containerships (11 per cent) and LNG carriers (3 per cent) making up the balance. While ship repairs and maintenance are at the core of ODC's service offerings at present, plans are afoot to enlarge this scope to cater for the conversion of ships into, for example, floating production storage and offloading units (FPSOs), floating storage and regasification units (FSRUs), pipe layers, special purpose vessels, as well as the modification of vessels into tankers and bulkers.

Additionally, the company plans to offer steel fabrication services for the industrial sector, such as the fabrication of steel structure for bridges, industrial plants, refineries, petrochemical plants, and so. Longer term, the ship repair facility is proposed to be upgraded into a shipbuilding yard. Significantly, the planned expansion of ODC's portfolio of services will inevitably open up a "world of opportunities" for investors at Duqm, the CEO said. Prospects are bright for firms specialising in the manufacture and supply of steel, fabrication of steel structures for offshore and onshore applications, fabrication and installation of package modules for industrial plants, and the manufacture of major marine equipment.

Equally attractive are opportunities for private firms looking to invest in workshops, material supplies, logistics, entertainment facilities, hotels, repairs of heavy industrial equipment, reconditioning of marine equipment and parts, lab facilities, and transportation and storage of materials and parts, Park added. **Source: Oman Daily Observer**





## China Shipyards Gain Huge VLOCC Orders

Singapore's **Berge Bulk** to sign a LOI for the constructions with CSSC **Guangzhou Longxue Shipbuilding & CSIC Bohai Shipbuilding Heavy Industry**. Singapore's **Berge Bulk** is planning to place an order for up to eight very large ore carriers (VLOC) at China's two state-owned shipyards.

The eight newbuildings are scheduled for delivery in 2014 and 2015 and are expected to cost around \$57-58m per ship.

Meanwhile, Berge has proceeded with a newbuilding project for four 388,000dwt VLOCs at Bohai's yard and the last vessel of the newbuilding series, 'Berge Neblina', was delivered earlier this year. Furthermore, CSIC Bohai is said to be additionally constructing two 210,000 dwt bulkers for the owner, which are slated for delivery in 2014 and 2015.

Source: **Berge Bulk**

## Singapore's Triyards introduce new HPHT jack-up design

Triyards Holdings now able to design & build its own proprietary drilling jack-up rigs and self-elevating units (SEUs). The new design is for the Premium Class 400 HPHT (High Pressure, High Temperature) drilling jack-up rig, the TDU-400. The TDU-400 is designed to withstand up to 100-knot winds while satisfying wave criteria for global deployment. Able to provide accommodation for up to 220 personnel, the jackup boasts leg lengths of more than 535ft (approximately 163m) and can operate in water depths of up to 400ft (approximately 120m).

Triyards' Chief Executive Officer, Mr Wong Bheet Huan, said: "This latest design demonstrates that our dedication to enhancing our engineering capabilities has paid off, expanding the scope of our product offerings.

"Designed to be 'lighter weight' without compromising operating performance, the TDU-400 is competitively priced and will make a worthy addition to our growing range of proprietary products. This will certainly propel us closer to our goal of becoming a leading shipyard in the region."

According to Mr Wong, the TDU-400 is designed to capitalise on the most advanced drilling systems and equipment available today. It can also be quickly customised to meet the distinct needs of different clients without having to be continuously redesigned, thus avoiding the costs associated with such variation orders. Triyards say that they offer a broad spectrum of engineering and fabrication services. The Company currently owns and operates two fabrication

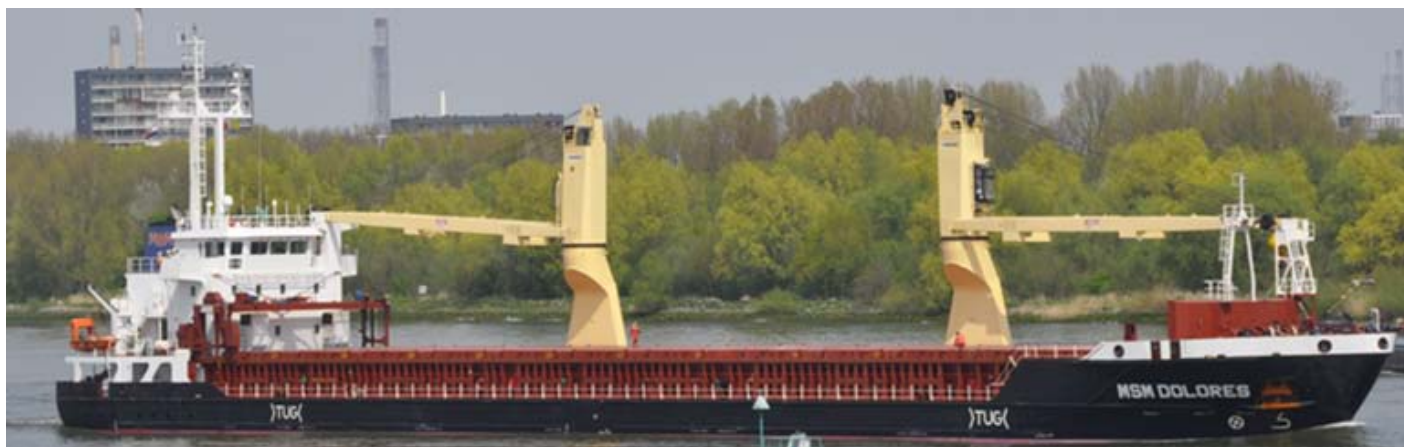
yards in Ho Chi Minh City (Triyards SSY) and Vung Tau (Triyards SOFEL) in Vietnam, as well as another in Houston in the US (Triyards Houston).

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The **MSM DOLORES** enroute Dordrecht – Photo : Ben van Brussel ©

## EU under pressure to toughen ship recycling regulation

In the Bangladesh port city of Chittagong, activists want the EU to get tough on the booming ship recycling industry that has become notorious for its poor labour and environmental safety records. New EU legislation is already in the making and could be finalised in June. Negotiators from the European Parliament, Commission and Council are due to meet on Tuesday (7 May) in the first round of talks aimed at hammering out a regulation on the scrapping of old ships – many of which end up in South Asia for dismantling and recycling. The Bangladesh industry has long been the target of labour rights campaigners and environmental lawyers. Today, business is booming, buoyed by a surplus of ocean-going vessels and home-grown demand for raw materials. “At the rate ship breaking is going on in the ship-breaking yards, those workers are working like machines, they are dying every day and there are massive explosions, accidents and injuries,” said Muhammad Ali Shahin, the Bangladesh coordinator for the Shipbreaking Platform, a Brussels-based campaign group. “That’s a very common thing of the industry because there is no safety, no precaution, no training and no care for the workers,” Shahin said in telephone interview from Chittagong, one of the busiest ship dismantling areas in South Asia.

Shahin said as many as 20 workers were killed on the job last year, but the human toll is believed to be much higher because official figures do not count the long-term illnesses suffered by workers handling asbestos and other toxins without safe disposal equipment of facilities. Globally, some 1,300 ocean-going vessels were sent for recycling in 2012, 838 of which ended up in India, Bangladesh and Pakistan. More than 300 originated from EU countries, according to data collected by the Shipbreaking Platform.

### Shipping tax divides Parliament

The European Parliament on 18 April approved legislation that would put the EU in line with a global agreement on the safe dismantling of ships, known as the Hong Kong Convention, which was adopted by delegates to the International Maritime Organization (IMO) in 2009 but has not yet been ratified. The EU regulation would be obligatory for all EU



states. It includes a ban on beaching, or parking vessels in coastal areas for dismantling, and requires the EU to monitor overseas facilities handling the recycling of European vessels. While the overall legislation had overwhelming support in the Parliament, there was a different reception for a proposal to impose a tax on all ships entering EU ports to help finance EU-approved recycling facilities in third countries. The tax, backed by Swedish MEP Carl Schlyter (Greens), was defeated by a narrow vote, 299-292, though the Parliament said the levy should be considered in future. The differences must now be hammered out by the EU's three-decisionmaking branches over the next month. Pressure groups are already lining up, with campaign organisations like the Shipbreaking Platform calling for the restoration of the tax, and the shipping industry pressing for a reversal of some obligations approved by MEPs.

### **Shippers say battle isn't over**

"The battle is still far from over," said Simon Bennett, director of external relations for the International Chamber of Shipping in London, which opposes provisions that would allow EU inspections of overseas recycling facilities and the ban on beaching of end-of-life vessels. The chamber contends that the Hong Kong Convention on ship breaking addresses labour safety and environmental protections and that the legislation approved by MEPs would put the UN ratification process at risk. The convention, if ratified, would be overseen by the International Maritime Organisation, or IMO. "It would be extremely difficult for the EU member states to ratify the IMO convention" if the EU regulation is approved, Bennett said, adding that China, India and others "would not ratify it if the EU doesn't and that would mean the end of the IMO convention."

Bennett said the proposed regulation's call for monitoring of third-country facilities and the beaching ban would not be acceptable to some of the ship-breaking nations that have already supported the Hong Kong agreement.

"In itself, beaching is not an unacceptable method of recycling ships so long as it complies with the IMO conventions," Bennett said in a telephone interview.

### **Fighting for the tax**

Faced for years with lawsuits brought by the Environmental Lawyers Association in Dhaka and pressure from other groups, the Bangladesh government in recent years enacted laws to protect coastal areas and the estimated 15,000 to 20,000 people who work in the ship recycling industry.

At the same time, the industry and government say ship recycling not only provides employment, but is a vital source of raw materials, including iron, that are otherwise unavailable in the poor nation of 164 million.

But the Shipbreaking Platform's Bangladesh coordinator discounts such claims, saying "in fact, they are damaging the environment, killing the workers and they are violating the national and international law."

Shahin said Bangladesh and other countries engaged in ship dismantling would benefit from European investment in safe facilities for the recycling of ships and disposal of toxic materials.

"The way ship breaking is going on in Bangladesh and India, for instance, they are just breaking the ships on the seashore, and they're just cutting the ships on the ocean, and all the toxins are going onto the sea and into the environment," he said. Shahin's group is urging governments to require that recycling take place in dry docks equipped with safety equipment and disposal facilities, and that funds be made available to do so.

"When we say this there is the argument that it's not possible for a country like Bangladesh to make dockyards to break ships, 50-60 ships at a time. In that case, the European shipping companies who want to send their ships and who want to get rid of their ships, they should finance to build [ship-breaking] facilities in our country." **Source:**

**EUActiv**



The tugs **MEANDER** and **ISA** kissing each other whilst working at the Bard Windfarm in the German Bight

**Photo : Crew JB 115**

## Five Tunnel Elements with a total length of 690 m1 have been successfully immersed in Mexico.



In the last 2 months the Marine Joint Venture, consisting of **Volker Construction International** and **Dragamex(Boskalis)**, has immersed five tunnel elements of the Coatzacoalcos tunnel in the port of Coatzacoalcos, Mexico. The tunnel is being constructed under the Río de Coatzacoalcos; the river separating the city centre and the harbour terminals. The tunnel will connect the city's infrastructure to the harbour terminals. It is the first immersed tunnel to be constructed in the whole of Latin America and it will reach a depth of more than 30 m below the water surface.

Photo's : Martien Huijbers (c)

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## Panama Canal losing out to Suez



The Panama Canal Authority expects the volume of goods moving through the canal to fall 2.4 percent this fiscal year as shipping firms switch their routes to use the Suez Canal, Reuters reports.

Jorge Quijano, the head of the authority, said the drop in traffic will reduce revenue from the canal by about \$40 million a year. "It's something we knew was going to happen," he said.

Container lines APL, Maersk Line, CMA-CGM, and MSC have all recently announced a switch of at least some Asia-US routes to the Suez. "At current rates, the Panama Canal transit is non-remunerative," said Kenneth O'Brien, senior vice president for trans-Pacific trade at APL.

Read in full: <http://shipandbunker.com/news/am/856580-migration-of-asia-us-traffic-hurts-panama-canal>



The **RT MAGIC** outbound from Rotterdam – Photo : Nico Ouwehand (c)

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## **Technip awarded subsea contract for the Gullfaks field in Norway**

**Technip** was awarded by **Statoil** a contract for the removal and replacement of the two oil-loading systems at the Gullfaks field. This field is located in the North Sea, offshore Norway, at a water depth of approximately 130 meters, said in the company's press release.

The contract covers the engineering, preparation and removal of the existing system, installation of the new systems, towing and handover to a disposal contractor of the existing Gullfaks loading system.

Technip's operating center in Stavanger, Norway will execute the contract, which is scheduled for completion in the second semester of 2014. The offshore construction campaign will use **Technip's** diving support vessels, the **Skandi Arctic** and the **Wellservicer**. Divers will assist the offshore construction work.

This contract follows the award in 2012 by Statoil of a contract for the fabrication and installation of flowlines\* for the Gullfaks South field development, and confirms Technip's position as a leading contractor in the North Sea. **Technip** is a world leader in project management, engineering and construction for the energy industry.

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KOTUG's **SD SALVOR** departed with tow from Rotterdam bound for St Petersburg

Photo : Henk van der Heijden ©

## MARITIME ARTIST CORNER



New oilpainting from **Hans Breeman**. These two dredging ships became famous under the flag of **Blankevoort**. They can be seen here against, the background of shipyard **N.D.S.M.** in Amsterdam, which also now is history.

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





06-05-2013 : the Canadian Coast Guard hovercraft **PENAC**, travelling at 47 knots, on the main arm of the Fraser River, Richmond, B.C. -. **Photo : Mike Zelt (c)**