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The DEUTSCHLAND enroute Amsterdam – Photo : Marcel Coster ©

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The **PACIFIC OSPREY** during the dismanteling of the **H7 platform**
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Search for survivors of Italy shipping accident

Rescue workers were searching for survivors at the port of Genoa on Wednesday, after a container ship smashed into a control tower in a night-time accident that left three dead and revived painful memories in Italy of a deadly cruise ship disaster last year.

Rescue workers were searching for survivors at the port of Genoa on Wednesday, after a container ship smashed into a control tower in a night-time accident that left three dead and revived painful memories in Italy of a deadly cruise ship disaster last year.

Around 14 people were in the tower when it was knocked over, plunging some into the cold water and trapping others in a lift which toppled into the sea, media reports said.

One of the victims was reported to be Daniele Fratantonio, 30, who worked for the coast guard operations centre. The other two have yet to be identified.

Rescue workers dived into the inky waters around the port -- the busiest in Italy -- in a frantic search to find around six or seven people believed to be missing after the accident, which left four seriously wounded.

Others used dogs trained to find people in earthquake zones to see if survivors were trapped under the rubble around the tower.

The number of missing was not clear because the accident happened during a shift change at the vast metal tower, which bent over by 45 degrees before partially collapsing.

Three people were believed to have been trapped inside the lift, which divers were attempting to access and open under water, according to Il Secolo XIX daily in Genoa.

"I heard a terrible din and rushed out of my cabin," Roberto, the port's night watch, told La Repubblica newspaper. "It was an incredible sight: the control tower was leaning perilously."

At dawn, a mobile telephone which began to ring beneath the rubble strewn along the port raised the hopes of locating survivors, but it rang off before rescue workers could localise the sound. An employee of the Messina Line company based in Genoa which owns the [Jolly Nero](#) confirmed that the ship had been involved in an accident when leaving the port but said the reason was not clear.

"The weather conditions were perfect, there was no wind, there were no other ships on the move. A ship of that size should not have been making that manoeuvre," Luigi Merlo, the head of Genoa's port authority, told reporters.

The crash spooked Italians still reeling from the [Costa Concordia](#) night-time shipwreck off Giglio island in January 2012 which left 32 people dead.

Indictment hearings against six suspects in the cruise liner disaster began in Italy on April 15. The main suspect is captain Francesco Schettino, who is accused of multiple manslaughter, causing a shipwreck, misinforming the coast guard after the crash and abandoning the ship during the rescue.

Around 3:30 am (0130 GMT), the [JOLLY NERO](#) was moved away from the crash site, which was manned by dozens of firefighters according to an AFP photographer.

Genoa mayor Marco Doria said Italians were in mourning after this "very serious port accident which has struck an entire city".

The Italian container ship is almost 200 metres (655 feet) long, 30 metres (98 feet) wide, and has a gross tonnage of over 40,500. It was bound for Naples.

The ship's owner, Stefano Messina, who arrived at the port soon after the crash, choked back tears as he told journalists: "We are all utterly shocked. Nothing like this has ever happened before, we are desperate."

Prosecutors in the northwest Italian city opened an investigation while the [Jolly Nero](#) was sequestered by police, and the captain detained for questioning, reports said.

"Based on the few details which have emerged so far, it was an incomprehensible manoeuvre which could only be explained by a mechanical failure," said Il Secolo XIX newspaper, based in Genoa. The captain was quoted as saying: "Two engines seem to have failed and we lost control of the ship." **Source : AFP/de – Channel news Asia**



The **PACIFIC TENACITY** visited the port of Sohar to load some materials for Kassab in Musandan

Photo : Rik van Marle ©

Transatlantic clean rates at near 3-month high on firm trade

Clean tanker rates for refined petroleum products on top export routes were mixed on Wednesday with firmer trade pushing the transatlantic market to its highest in nearly three months.

Rates for medium-range (MR) tankers for 37,000 tonne cargoes from Rotterdam to New York were at W167.92, or \$19,410 a day when translated into average earnings and at their highest since mid February. That compared with W146.67 or \$14,543 a day on Tuesday and W145.23 or \$14,421 a day last Wednesday.

Bookings have been bolstered in recent days by shipments to Argentina due to a shortage of refined products caused by a fire at the country's largest refinery. "What was perhaps expected as a quiet, short week completely backfired and took the market by surprise ... The upwards momentum is irrefutable and charterers find it hard to hold back at the moment," broker Fearnleys said on Wednesday. "The short-term outlook is firm on both sides of the Atlantic." Earlier this year transatlantic earnings jumped to their highest in a year helped by gasoline arbitrage trading and firmer booking activity before a rally ran out of steam.

In April last year, rates reached their highest since 2008 on a jump in U.S. gasoline demand. Since then, average earnings have remained volatile. Long Range 1 tankers, carrying 55,000 tonne loads from the Middle East Gulf (MEG) to Japan, were at W103.83 or \$7,698 a day. That compared with W107.42 or \$9,139 a day on Tuesday and W109.25 or \$10,036 a day last Wednesday. Late last year the volume of LR1 fixtures jumped to their highest in years, helped by healthy naphtha and jet fuel bookings to Asia, sending earnings to their highest since early October 2009. Larger Long Range 2 or LR2, 75,000 tonne shipments on the Middle East Gulf to Japan route were at W88.68 or \$10,159 a day. That compared with W89.18 or \$10,540 a day on Tuesday and W91.06 or \$11,670 a day last Wednesday. "Not many changes in the LR2 rates East over the last 2 weeks, as demand for and supply of vessels into the MEG area have been well balanced," Fearnleys said. **Source: Reuters**

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The **BOW SUMMER** enroute Rotterdam – Photo : Ria Maat ©

Saving the HK Convention

The **Hong Kong Convention** on the recycling of ships has been described, by the International Maritime Organization's (IMO) Stefan Micallef as "tailored to the needs of global shipping" and one which "takes account of commercial practicalities". Ms. Cleopatra Doumbia-Henri of the International Labour Organisation suggests that in its sharing of responsibilities, the convention is "of benefit to all maritime nations". One of the convention's principal architects Dr. Nicos Mikelis, who recently retired from IMO and who has closely monitored the recycling industry for several years, points out that improvements in the principal sub-continental recycling yards are already taking place, with "significant progress" being made in Indian facilities and both Turkey and China currently operating at standards that would more than fulfil the convention requirements.

The Government of Bangladesh, he notes, clearly believe that the industry is valuable to that country and are seeking to implement improvements. Dr. Mikelis firmly believes that the incremental improvements which the Hong Kong Convention promotes will be a considerable advance and hopes that it will be ratified as soon as possible. Not surprisingly, even though the controversial scheme for levying all ships calling at European Ports for a recycling fund has disappeared, Brussels is still pressing ahead with its proposed legislation that would prevent EU flag ships from being recycled in yards where beaching is still practised, namely those yards within the Indian Sub-Continent. This week sees the latest stage in this effort, despite warnings from owners and their organisations that to ban beaching would effectively torpedo the convention, which so many interests worked so hard to develop. The Secretary-General of IMO is even travelling to Brussels to lend emphasis to the peril facing the convention, which risks becoming redundant before it ever comes into force. The EU regards its initiatives, which will back the beaching ban with a range of ferocious financial penalties (which they suggest can be attached even to the penultimate owner of a ship), as a means of bringing forward the coming into force of the convention. Some have suggested it is unlikely to be in force before 2020, so the European Commission, wedded, above all, to the need to prevent beaching practices, are using their own tried and tested "accelerator" to force the pace. The reality, it has been pointed out, should this week's Brussels negotiations see this threat move to its next stage, will effectively shut down the links that have been made in Europe that are designed to help the sub-continental yards improve their safety and environmental records. The "rest of the world" will continue to send their ships to these yards without let or hindrance. Virtually all the incentives for promoting the convention will have gone and according to Dr. Mikelis, it will have become "inoperable". As for the

European ban on beaching and the threats to penultimate owners, it is difficult to think of a more cogent reason to transfer the registration of whole fleets away from European registers. Throughout the whole saga over recycling, the would-be legislators seem to have remained ignorant of the processes and the economic drivers of recycling decision-making and the associated elements ashore in recycling countries. The Hong Kong Convention was an honest attempt by all sides to make matters better. It deserves more than to be killed off by political intransigence and environmental activism. **Source: BIMCO**



The "**World Yacht Duchess**" cruising down the Hudson River, New York. The twin glass towers in the background are the Time Warner Centre, head quarters of the group which includes CNN and Time Warner.

Photo : Capt. Alex Castle – Master MV 'Strait Of Messina' ©

HK chief executive lauds dock strike mediators

Hong Kong Chief Executive CY Leung commended the efforts of officials in mediating between workers and employers to resolve the container terminal labor dispute. Leung said the Secretary for Labour & Welfare, the Commissioner for Labour and their staff faced a difficult task in getting both sides to reach a compromise, urging the public to recognise their efforts. Hong Kong dockworkers on Monday accepted a 9.8-percent pay increase, marking the end of a 40-day strike that slowed traffic at one of the world's busiest ports. The workers, who are directly or indirectly employed by Hong Kong International Terminals, a container terminal operator controlled by Hong Kong billionaire Li Ka-shing, agreed to the pay offer from four middleman contractors that promised to raise pay for all staff and improve working conditions. The strike started on March 28. The workers originally demanded a raise of up to 23 percent to make up for pay cuts in previous years. They later said they would settle for a double-digit percentage increase. **Source: Xinhua**



Italy captain under investigation in port crash

Prosecutors in Genoa have placed the captain of the **JOLLY NERO** cargo ship under investigation for alleged manslaughter after the vessel slammed into the dock at the busy port and toppled the control tower into the harbor, killing at least seven people.



Prosecutor Michele de Lecce said Wednesday the harbor pilot on the ship's bridge at the time of the crash was also placed under investigation. Such investigations are par for the course in Italy.

Transport Minister Maurizio Lupi told Parliament that given the "perfect" weather conditions Tuesday night, possible causes of the crash could include an engine malfunction or problems with the cables between the container ship and

the tugs guiding it. He said investigators were also looking into possible mistakes with the maneuver itself. **Source :** AP / new straits Times

Canada tightens shipping emission standards

Denis Lebel says move will eventually reduce greenhouse gases by 11 megatonnes a year

Canada's government is adjusting its greenhouse gas standards for ships in Canadian waters, a move that matches efforts in the United States.

Federal Minister of Transport Denis Lebel said in Halifax on Wednesday the regulatory changes are expected to reduce greenhouse gases by 11 megatonnes a year by 2025.

"The changes we are announcing today will help make our oceans and lakes cleaner by reducing ship emissions," Lebel said in a news release.

Transport Minister Denis Lebel says the changes to emissions standards should reduce greenhouse gases by 11 megatonnes a year by 2025. (Adrian Wyld/Canadian Press)

"Since vessels from Canada and the United States routinely travel in both countries' waters, aligning our regulations is the logical thing to do."

The new regulations include adopting the North American Emission Control Area (ECA) agreement the government said has stricter emission standards than are required globally.

The ECA also applies to the U.S. and France, which controls the islands of Saint-Pierre and Miquelon off the coast of Newfoundland.

'No pollution'

The release said the new standards will reduce sulphur oxide emissions from ships by 96 per cent by 2020 and nitrogen oxide emissions by 80 per cent over the same time frame.

There are also new energy efficiency standards for ships built after June 30 of this year which would reduce carbon dioxide emissions by 30 per cent over the next 12 years, according to the release. These measures to reduce sulphur oxide, nitrous oxide and carbon dioxide emissions apply to ships of 400 gross tonnage (the measurement of how much cargo a ship can hold) or higher, except ones that only travel in Canadian waters.

"We can have measures, but first of all a better situation is no pollution," Lebel said during the news conference.

"If we can help people [not] make pollution that will be easier. For sure, we will always have pollution and polluters will have to pay."

New rules for kitchen, laundry discharge

When it comes to ships in the Great Lakes and St. Lawrence waterways, the release said companies will be judged on their fleet as a whole to start, gradually tightening regulations until individual vessels start being tested in 2020.

Ships now aren't allowed to discharge "grey water" from sinks, laundry rooms and kitchens if it contains solids or causes a sheen on the water, except in the Arctic where standards are different.

Ships with more than 500 passengers must now treat that grey water and dump it at least three nautical miles from shore. The federal government has been announcing changes to emissions standards for many industries. A few hours before Lebel's announcement, a Canadian navy vessel spilled an undetermined amount of fuel into Halifax harbour, causing a "powerful smell of fuel on the water." **Source : CBC**



08-05-2013 : The **BUNGA LAUREL** Loading @ EXXONMOBIL Asia Pacific Pte Ltd (Shipyard Road), Singapore.

Photo : Capt S.Hardy ©

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Van Oord awarded two pipe lay projects for its new shallow water pipe lay vessel **Stingray**

Van Oord has been awarded two pipe lay projects for its new shallow water pipe lay vessel **STINGRAY**. The total value of these contracts is approximately USD 80 million amount to more than EUR 60 million, said in the company's press release.



The **STINGRAY** on her first job in Korea - Photo : Arno Roeland ©

In Ulsan, Korea, Van Oord has been awarded the new SPM (Single Point Mooring) construction project for the S-Oil refinery. The pipeline installation started on 6 May 2013 and consists of dredging a trench, the installation of 42" pipeline and the installation of a PLEM (Pipe Line End Manifold system).

The second award is for the replacement of Shalung No. 1 Offshore Crude Oil Pipeline, for the Taoyuan refinery CPC in Taiwan. This project is expected to be executed in Q2 and Q3 of 2013.

Shallow water pipe lay vessel **STINGRAY** complements **Van Oord's** wide range of services to the offshore industry. **Van Oord** offers an one-stop shop of services -including dredging, pipeline installation, backfilling, engineering and procurement- to the oil and gas industry in shallow water. This integrated approach is in line with Van Oord's growth strategy for its offshore business unit. Moreover it strengthens it positions as EPC offshore contractor.



The **IKAN JUBAL** inbound for Melbourne – Photo : Dale E. Crisp ©

Lloyd's Register holds inaugural Offshore Technical Committee in Singapore

Lloyd's Register brings together representatives from national and international oil companies at its premier Global Technology Centre in Singapore to discuss offshore Rules and Regulations.

Lloyd's Register's Global Technology Centre in Singapore held its inaugural Offshore Technical Committee last week with representatives from national and international oil companies, EPC contractors, owners, operators, fabricators, shipbuilders, equipment vendors and representatives from a number of academic and research organisations.

The members took part in a series of networking opportunities and technical workshops but also crucially approved two Lloyd's Register Rule-sets; The Floating Offshore Installations at a Fixed Location 2013 Rules and the Mobile Offshore Unit 2013 Rules. Both will be made public this month – May 2013.

Chris Walters, Senior Vice President for Lloyd's Register's Compliance Services said: "The Committee ensures that our Rules reflect industry best practice and I'm delighted that so many key figures have given their time to make that happen. Rules are continuously amended to improve usability, reflect industry best practice, new novel designs and legislative changes." Walters continued: "We decided early on that we did not want the Committee to be tied to a single city or even country but reflect the fact that this is a global business and Lloyd's Register is a global company."

Modern class societies have to offer technical solutions that recognise an industry's legacy, while driving the research and development that will help to ensure that same industry builds the safe infrastructure it needs to meet future energy challenges. The latest developments in the Lloyd's Register Rules set appropriate standards for design, construction and lifetime maintenance in the oil and gas, and maritime sectors, providing all the information needed for classification purposes.

Seventeen different nationalities attended the event in Singapore. At the heart of the Committee is a shared vision to create and share best-practice and knowledge, and to discuss implications of upcoming legislation on the industry as well as technology developments and improvements in Rules. The next meeting is planned in Rio de Janeiro in 2014



06-05-2013 : The **SEA MITHRIL** is seen discharging a cargo of grain in Kirkcaldy Harbour, River Forth Scotland.

Photo : Iain Forsyth ©

Shell lays keel for world's first floating LNG project

In an important step, Shell has laid the keel for **Prelude FLNG**, the world's first floating liquefied natural gas (FLNG) project. When complete, Prelude is expected to be the largest offshore floating facility ever built. The hull will now be assembled in the dry dock, before the turret and the topsides are fitted at Samsung Heavy Industries' Geoje shipyard in South Korea, said in the company's press release.

"This is a key milestone in Prelude's story," said Rob Kretzers, Shell Executive Vice President Projects. "Innovative thinking and leading edge technology, as well as hard work from those at Shell and our partners, have helped us reach this significant point in construction. Prelude's size and scale is unprecedented and I look forward to seeing this enormous structure take shape. Shell is pioneering FLNG which has the potential to revolutionise the way natural gas resources are developed". FLNG will allow Shell to produce natural gas at sea, turn it into liquefied natural gas and

then transfer it directly to the ships that will transport it to customers. It will open up new opportunities for countries looking to develop their gas resources and bring more natural gas to market.

Large steel sections known as “blocks” that will form the hull are being manufactured in the Geogje shipyard, with more than 1,600 already complete. One section can be the size of a large house. The 93-metre high turret mooring system is under construction in Dubai and will be transported to Geogje in five parts. The turret will run vertically through one end of the facility and will be anchored to the seabed by four groups of mooring lines. It will allow the facility to rotate with the direction of the wind.

Once complete, the 600,000 tonnes facility will be almost half a kilometre in length (488 metres or 1,601 feet), which is longer than four soccer fields, and will displace six times as much water as the largest aircraft carrier. It will be moored and hooked up to the undersea infrastructure, around 475 kilometres north-east of Broome, Western Australia. Despite its huge dimensions, the facility is only one-quarter the size of an equivalent plant on land. Shell’s technology has been adapted for floating LNG, and engineers designed components that will stack vertically to save space. The cooling plant, for example, will be placed above the vast storage tanks that have a capacity equivalent to around 175 Olympic swimming pools. Specially designed tubes, known as risers, will draw 50 million litres of cold water from the ocean every hour to help cool the natural gas.

Shell has started to build the organisational capacity in Australia to support the installation and operational phases. Deliveries of equipment to support the drilling operations are under way and Shell has awarded the contract for the Prelude supply base in Darwin, while the recruitment of operations staff began in March 2013.

Shell is leading the delivery of this mega project, working with long-term strategic partners Technip and Samsung Heavy Industries (the Technip Samsung Consortium). Prelude is the first of what is expected to be multiple Shell FLNG projects. The expertise gained from the Prelude project will help develop potential future floating facilities.

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Tug boats free stranded freighter

A large freighter that ran aground Tuesday night on the Detroit River is back underway. The U.S. Coast Guard said the ship lost power around 6 p.m. and ran aground just south of Grosse Pointe. The coast guard said 22 people were stranded on the ship, which wasn’t carrying any freight.

Two tug boats freed the boat around 2:30 p.m. Wednesday. No one was injured and the boat wasn’t damaged, according to the coast guard. **Source : The Windsor Star**

Kalmar in collision on Weser

The 300-meter **Maersk Kalmar** and the half as big **Conmar Avenue** collided last Tuesday afternoon at the Weser estuary in Germany. Six containers went overboard from **Conmar Avenue**, which also ran aground. The Weser estuary was for a few hours blocked for navigation until the overboard containers were captured in the water and

Conmar Avenue had been dragged off the sand bank with help from tugs. Late Tuesday evening it was again opened to navigation for vessels.

None of the total of 41 crew members on the two vessels were hurt in the collision. A surveillance aircraft did not detect any oil spills from the collision.

The two ships both came back to dock in Bremerhaven, where they will be examined for damage and authorities will try to clarify the cause of the collision.

The container ship **Conmar Avenue** is of 13,000 dwt, built in 2012, sailing under the flag of Antigua and operated by Conmar SHIPPING GMBH.

The container ship **Maersk Kalmar** has a deadweight tonnage of 88,669, a capacity of 6,930 TEU, and was built in 1998. It is sailing under the Dutch flag and is operated by Maersk Line. Source: [Weser-kurier.de](http://www.weser-kurier.de)

NAVY NEWS



Royal Navy warship **HMS EDINBURGH (D97)** seen moored next to **HMS Belfast** in London on 08/05/2013
HMS Edinburgh is the last of the Royal Navy's Type 42 Destroyers and she is due to be decommissioned at Portsmouth later this year after 30 years service.

David Berg (<http://ukshippinglog.blogspot.com/>) ©

Canadian Navy warship spills diesel into Halifax harbour

For the second time since 2011, a Royal Canadian Navy warship has spilled fuel into Halifax harbour. Navy Capt. Angus Topshee says the spill is "significant," but he wasn't able to say how much diesel fuel ended up in the harbour on Wednesday from **HMCS St. John's**. Topshee, the base commander at CFB Halifax, said about 150 military personnel were involved in a cleanup of the Dartmouth side of the harbour. Soldiers and sailors dressed in white plastic coveralls soaked up fuel using absorbent pads. "We've done a fairly extensive cleanup along the shoreline," Topshee said.

The spill happened during a fuel transfer in the vessel and the moment the leak was discovered, it was stopped, he added. "It was more than a small amount but not all the fuel in the ship," said Topshee.

A military spokeswoman said the spill was reported at 5 a.m. Wednesday by crew aboard the frigate, but Topshee said he wasn't sure when the spill was reported.

"As you can imagine, when something goes wrong there's a bit of confusion," he said. In a statement, military public affairs said Canadian Forces safety and environment specialists were working with Environment Canada to minimize the impact of the spill.

The 134-metre ship was anchored near Dartmouth Cove, directly across from downtown Halifax. The powerful smell of fuel on the water was still evident several hours after the spill was reported.

Built in the mid-1990s, the Halifax-class ship — one of 12 frigates in the fleet — has a displacement of 4,700 tonnes and is considered a navy workhorse. Two years ago, it took the navy more than five hours to stop **HMCS Preserver**, a navy supply ship, from leaking fuel into the harbour.

An investigation into the spill on March 16, 2011, concluded there were several procedural lapses, including the fact that officers failed to act quickly, lighting was inadequate and lookouts weren't in the right position.

More than 14,000 litres of fuel leaked into the harbour that day. During the cleanup, 54 navy personnel incurred 98 minor injuries, ranging from sore backs to severe headaches brought about from ingesting fuel oil.

The report also said **Preserver's** sister ship, **HMCS Protecteur**, experienced a similar spill six years ago in Manchester, Wash **Source : the Globe and mail**



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The Royal Navies Type 23 frigate **HMS Monmouth (F235)** arriving in Rhodes

Photo : Nico Ouwehand ©

Diesel-Electric Units Prepared for US Navy's AGOR Project

During most of 2012 Cummins Northwest was busy with the procurement of the various subsystems and assembly of the diesel-electric units for the two Ocean Class Auxiliary General Purpose Oceanographic Research (AGOR) vessels building at Dakota Creek Shipyards They delivered the first four-unit ship set in January of this year. Seattle-based

Guido Perla & Associates, Inc has done the design work for the two vessels. Four Cummins QSK38-DM powered electrical generators will provide power for each of these 238 by 50-foot vessels. The generators will provide power to each vessel's two AC propulsion motors that each turn controllable pitch propellers. Cummins Northwest Inc. has worked with Siemens Industries to develop the generator sets.

The four gensets on each vessel will also provide power to an azimuthing bow thruster and a tunnel stern thruster as well as general electrical requirements of the vessel. As on the University of Delaware's 2005-built RV **Hugh R. Sharpe**, also built by Dakota Creek, the four engines allow for sound reduction when running at slow speeds on only one or two engines as required. (see <http://www.haig-brown.com/hottips/hotip331.htm>)

Being built for the US Navy's Office of Naval Research (ONR), the two vessels, designated AGOR 27 and AGOR 28, are expected to deliver in late 2014 and early 2015. The Woods Hole Oceanographic Institution will manage AGOR 27, while the Scripps Institution of Oceanography will manage AGOR 28 under charter party agreements with ONR.



Information released by the ONR explains that: "Both ships will have the ability to sail at a sustained speed of 12 knots and will have 20 berths allotted for crew members and 24 for scientists. Some of the high-tech features planned include: acoustic navigation and tracking systems that operate at various depths; a specially designed hull that diverts bubbles from the acoustic sensor area; a centralized freshwater cooling system to provide heating, ventilation and air conditioning; and dual-controllable propellers with variable speed motors for increased

efficiency."

Secretary of the Navy Ray Mabus has announced that, when commissioned, the AGOR 27 will be officially named R/V **Neil Armstrong**. "Naming this class of ships and this vessel after **Neil Armstrong** honors the memory of an extraordinary individual, but more importantly, it reminds us all to embrace the challenges of exploration and to never stop discovering," Mabus said.



SHIPYARD NEWS

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Several local ferries under maintenance (left) and 1 newbuilding **Damen FCS 2610** (Right) fitting out at the **Damen shipyard** in Singapore – **Photo : Piet Sinke ©**

Okskaya Shipyard delivers VF Tanker-17, seventh serial tanker of Project RST27

On April 29, 2013, V.F.Tanker took the delivery of **VF Tanker-17**, seventh serial tanker of Volga-Don max class Project RST27 (construction number 02707), from Okskaya Shipyard built for V.F.Tanker (part of VBTH Holding, the majority stakeholder of which is UCL Holding), Marine Engineering Bureau informs.

The contract sea / river deadweight of 6,980/5,378 tonnes of V.F. Tanker-11 was added by 50 tonnes to 7,030/5,428 tonnes. The test speed was 11.7 knots.



As compared with other projects of Marine Engineering Bureau, the new tanker features an increased river function, deadweight increased by 716 tonnes versus Armada series and reinforced hull (sea class R2, or

region II under old RS classification) with the same fuel consumption and the same increased capacity of cargo tanks.

The hull form is a product of the scientific work carried out by the Marine Engineering Bureau and Digital Marine Technology in 2010. It was defined with the use of computational fluid dynamics (CFD modeling and tested at the towage tank of CSRI of Academic A.N.Krylov. RST27 project vessels of Volga-Don Max class meet the dimensions of the Volga-Don Ship Canal and Volga-Baltic Waterway. LOA - 140.85 m, beam - 16.6 m, depth - 6 m. The design takes into account special requirements of Russian and global oil companies as well as additional environmental restrictions

of Russian Maritime Register of Shipping «ECO PROJECT» (ECO-S). The tanker is designed for transportation of crude oil and oil products with no flash point.

The vessel's main characteristics: capacity of six cargo tanks and two slop tanks – 8,100 cubic meters, sea / river DWT – 7,030/5,428 tonnes with draft of 4.2 / 3.6 m, operational speed – 10.5 knots.

The RST27 project was developed to the class of Russian Maritime Register of Shipping KM Ice1 R2 AUT1-ICS OMBO VCS ECO-S Oil tanker (ESP).

The shipyard is to build 15 tankers of the series.

The lead vessel of the project was keel-laid on October 20, 2011; launched on April 27, 2012 and put into operation on July 17, 2012.

The seventh vessel of RST27 project, **VF Tanker-17** (construction number 02707) was laid down on June 20, 2012 and floated out on February 08, 2013.



Maersk Mc-Kinney Maersk, Maersk Line's first 18,270 teu Triple-E containership, is nearing completion at the **Daewoo Shipbuilding and Marine Engineering shipyard** at Okpo. Sea trials of the world's biggest containership start on May 27. **Photo : Keith Wallis ©**

Hyundai wins orders for two broad-beamed 9,000-TEU Black Sea-maxes

HYUNDAI Samho shipyard has received instructions for two orders of its 9,000-TEU wide-beam design, the Hyundai 9000 W from International Maritime Enterprises SAM with two options attached for delivery in May and June 2014 with no charters fixed. The **Hyundai 9000 W** has seen a surge in orders with six for Greek shipowner Oceanbulk and US private equity company Oaktree Capital following a letter of intent with Hyundai Heavy Industries.

Schulte Group and XT Shipping has received six units of this class in the winter since ordering in February 2011 on the backing of a seven-year charter with MSC.

These vessels are rated at 8,762 TEU offering a length to breadth ratio of 5.9, which allows limits their length to 300 metres and their draft to 14.5 metres. This is of particular interests to those that serve ports with restrictions in Latin America and India. The 9000 W has been categorised as Black Sea-max ships (or Bosphorus-max) due to its dimensions fitting the transit restrictions on vessels entering one of the Turkish straits. Maersk's Far East-Black sea service, jointly operated with CMA CGM which deploys 6,550-TEU ships of 299.97 metres, has a further seven wide beam units in the 8,000 TEU class on charter from CSAV. **Source : Schednet**

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The 2003 built **ER NEW YORK** enroute Rotterdam, the container vessel is built at Samsung Heavy Industries Co Ltd - Geoje Yard under hull No.: 1396 as the E.R. NEW YORK, was named **CMA CGM NEW YORK**, **ANL PACIFIC** and **CMA CGM NILGAI** before getting her original name **ER NEW YORK** back in August 2011 - Photo : Jan Verhoog ©

German Ghost Port Shows Container Cargo Slowdown Enduring

The 33,000 containers handled at **JadeWeserPort** since Germany's only deepwater docks opened for business in September are a far cry from the annual 2.7 million forecast when state governments embarked on the 10 billion-euro (\$13.1 billion) project a decade ago.

That's not deterring policy makers from pressing ahead with the development of the harbor, whose debut coincided with the shipping industry's worst crisis in decades. The decline has turned it into a ghost port that relies on two weekly services from the operator's main shareholder, A.P. Moeller-Maersk A/S (MAERSKB), to keep the 400 people that work there in employment.

"It is not yet the success story we wished for, but it was right to build the port," Deputy Economy Minister Hans-Joachim Otto said in an interview on April 25. Otto, who coordinates the federal government's maritime policy, expects the shipping industry to overcome the overcapacity and low charter rates that are crippling returns by the end of 2014. The port's troubles haven't dissuaded investors from buying the bonds of operator Eurogate GmbH, a unit of which holds a 40-year lease on the harbor and which runs 10 container terminals from the North Sea to the Mediterranean. Eurogate's 150 million euros of 6.75 percent perpetual bonds, with a May 2017 call date, have returned 28.8 percent since its lowest on June 26, Bloomberg data show. That compares with a 17.4 percent average return of bonds included in the Bank of America Merrill Lynch CCC & Lower Global High Yield European Issuer Index (HWP3).

More Investment Bremen and Lower Saxony, the two German states that constructed JadeWeserPort, also aren't discouraged by the slow start. They announced on April 19 that they will spend 2 million euros to examine the technical and economic feasibility of a second container port north of JadeWeserPort by early 2015. When more than

1,000 guests, including Economy Minister Philipp Roesler, gathered to inaugurate the port on Sept. 21, Eurogate forecast that the potential 2.7 million annual container turnover could later double. Its 1.7 kilometer-long quay can handle four large container ships at once. Eight giant cranes, among the world's biggest, can stretch over 25 rows of containers. The port's depth of 18 meters (59 feet) means the world's biggest vessels, so-called container super-ships, can dock regardless of the tide. The new Maersk vessels will have the capacity to carry 18,000 standard containers, enough to ship 111 million pairs of running shoes. They will overtake CMA CGM SA's Marco Polo, with a 16,000-TEU capacity, when the first ship sets sail in July.

Carbon Cuts

Maersk says the ship's size, coupled with a twin-propeller propulsion system, will cut fuel burn 35 percent while halving carbon emissions.

"The battlefield for the ultra-large container ships with a capacity of more than 10,000 standard containers is the Far East to Europe trade," said Peter Sand, chief shipping analyst at shipping association Bimco in Bagsvaerd, Denmark. "This is where they have to prove that they are much more efficiently run and thus also provide liners with an economic upside compared with those who run a less efficient fleet."

The newcomer will have no trouble calling at Wilhelmshaven when fully loaded and 14.5 meters deep in the water. That gives JadeWeserPort an advantage over Hamburg, which can't accommodate vessels of that size at low tide.

Still, it may be some time before JadeWeserPort welcomes the first super-ship. So far, the logistics area, the size of 224 soccer fields, has only been able to attract one major customer.

Fruit Truckloads

Nordfrost GmbH, Germany's biggest deep-freeze logistics company, handles an average 50 truckloads of fruit, carpets and other goods at the site every day.

Eurogate is relying on Maersk, a unit of which owns a 30 percent stake in the JadeWeserPort operations company, to keep workers at the quay busy. The only two weekly services calling at Wilhelmshaven are run by units of Copenhagen-based Maersk.

One of them, Seago Line, operates smaller-sized feeder ships from Wilhelmshaven to St. Petersburg via the Finnish port of Kotka. Maersk's Maersk Line, the world's biggest container carrier, runs the other service, which transports goods from the Far East with stops in Japan, China and Malaysia.

"At the start, Maersk and Seago Line expected to do more in Wilhelmshaven," said Ulf Langschwager, managing director of Seago Line Germany. "Now I believe we will hardly see the volumes we initially anticipated this year."

Thilo Heinrich, head of trade and marketing at Maersk Line's German unit, said the crises buffeting the industry couldn't have been predicted when the plan was hatched more than a decade ago.

Naval Base

"The volume forecasts date back 10 years to 12 years and not a few months," Heinrich said. "We had the financial crisis in 2009, followed by the shipping crisis, which has all negatively affected the market."

Bremen and Lower Saxony spent around 600 million euros to transform the former naval base during the two world wars and build docks, creating new ground by pumping sand and dredging entry and landing points at Wilhelmshaven. Eurogate and Maersk invested a further 350 million euros on cranes, trolleys, technology infrastructure and buildings to lure the new generation of container ships away from competing northern European harbors such as Antwerp, Le Havre and Rotterdam (ROTTCTTO), Europe's biggest.

Yet of the 33,000 standard containers loaded and unloaded from September 2012 through March this year, only 7,000 were in the first three months of this year.

More Megaships

"The shipping industry suffers from overcapacity and there are more mega-ships coming into the market this year," said Thomas Wybierek, a shipping analyst at Norddeutsche Landesbank Girozentrale in Hanover. "Furthermore, Chinese growth is below expectations, the euro zone is stuck in crisis and there are no stimuli from the US."

The European Commission expects 2013 will end in a recession for the European Union for the second consecutive year. China's economy expanded 7.7 percent in the first quarter, trailing analysts' forecasts and slipping from a 7.9 percent pace in the previous period.

The weaker-than expected-start meant Eurogate had to take measures to rein in costs. Since March 18, 332 of its 400 workers in Wilhelmshaven have been put on shorter hours, a policy the operator says will continue until traffic picks up. "An expansion of the port would currently not make sense," said Corinna Romke, a spokeswoman for Eurogate.

"We won't reach an overall capacity of 2.7 million standard containers overnight," she said, declining to give a volume forecast for the full year. "Our priority this year is to win a contract from a second shipping company." Seago Line manager Langschwager said he expects the harbor to play a supplementary role within the existing port infrastructure in northern Europe in the future. "Should volumes in the shipping industry grow and other ports like Hamburg or Bremerhaven be swamped with containers, then Wilhelmshaven is a good option," he said. **Source: Bloomberg**

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NORMAND CUTTER ARRIVED IN SINGAPORE



azimuth (retractable) and 2 x 1200 kW tunnel Stern Thrusters , for the Dynamic Positioning the DP 2 class Kongsberg Simrad SDP 21 is installed equipped with 2 x DGPS, 1 x Fan beam laser 1 x Lightweight taut wire, 1 x HiPAP 500, 3 x MRU, 1 x Artemis, 1 x Seatex Seapath 200

Last Wednesday
Solstad's Deepwater
subsea construction and
umbilical lay DP vessel
NORMAND CUTTER
arrived at Singapore
West Jurong anchorage
the Douglas registered
vessel having a length
of 127.5 mtr and beam
of 27 mtr and is
powered 2 x 3.900 kW
CP propellers and is
equipped with 2 x 1500
kW tunnel bow
thrusters, 1 x 1500 kW



Onboard is installed an 300 t, single fall, active- heave compensated, telescopic crane, rated for subsea lifts down to 2,500 m including 2 x anti-healing tanks. 25 t knuckleboom pedestal crane. 60 t 'A' frame for lifting and plough deployment. 140 t towing winch with 4,000 m of 54 mm dia. Wire - **photo's : Piet Sinke ©**



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The **CHEM NICHOLAS** enroute Amsterdam – Sontharbour – Photo : Marcel Coster ©

Unions announce overtime work bans at Australia's Port Waratah coal terminals

The Maritime Union of Australia and four other Australian trade unions -- representing two hundred operations staff at Port Waratah Coal Services' two coal terminals at Newcastle port -- have announced indefinite bans on overtime and end-of-shift activities starting from 6 pm Sydney time (0800 GMT) Sunday, a PWCS spokesman told Platts Wednesday. PWCS operates the Carrington and Kooragang terminals at Newcastle port in New South Wales, which have a combined coal export capacity of 145 million mt/year. Coal shipments via the two terminals were 106 million mt in 2012, making it the largest coal export facility in Australia.

Formal notice of the industrial action, which is for an indefinite period at this stage, was given to PWCS in a letter dated Tuesday, and it follows a vote by union-affiliated employees in favor of strikes lasting for up to seven days at a time in a ballot held last week.

The notice states that MUA's 92 members employed at PWCS will engage in three types of work bans for an indefinite period starting from 6pm Sunday -- an unlimited ban on overtime and on any duties outside of MUA members' job descriptions, and the non-performance by them of any shift changeover duties. Members of the other four unions will also take part in the same industrial action, a PWCS spokesman told Platts Wednesday.

The reaction in the coal market to the announced industrial action has been measured, traders said.

"It depends on how long the strike will last. We are not feeling as though any buyers are concerned; everyone is well stocked," said one participant in the Newcastle thermal coal market.

He added that there was some speculation in the market that the Australian government may step in to prevent any major disruption to coal exports from Newcastle port, if the dispute escalates.

MUA and three other trade unions -- the Australian Manufacturing Workers' Union, the Communications, Electrical and Plumbing Union and the Transport Workers' Union -- have formed a single bargaining unit that has been negotiating with PWCS for the last eight months on a new work agreement. The fifth union -- Australian Workers' Union -- is also taking part in the industrial action.

"We had a 100% 'yes' vote on protected [industrial] action which I have never seen before, which shows the frustration of what is happening with negotiations," Russell Wilson, an organizer for CEPU, which has 38 members employed at PWCS, said in a statement released by MUA Wednesday.

The unions are opposing the company's plans for changes such as the use of less experienced contractors for shiploading and to operate other equipment, and the abolition of a local disputes resolution process.

PWCS met with the unions on Wednesday for talks to avert the industrial action, but the meeting broke up midday without any agreement, according to a union source.

"The company said they were not willing to move on the key items. Our members do not see any reason to divert from their industrial action," he said.

The PWCS spokesman said Wednesday: "Negotiations on the latest offer are under way at Newcastle today. We are disappointed [by the industrial action], but we do respect their right to take this action and we will continue to negotiate in good faith."

He confirmed that the company was informed of the industrial action Tuesday evening, adding that PWCS has contingency plans to deal with the implications of the work bans for the Hunter Valley coal chain which moves coal exports to the PWCS terminals. Relations between PWCS and its workforce have been trouble-free for the past 10 years, with no major industrial action occurring in that period, according to union sources. PWCS' shareholders comprise Newcastle Coal Shippers -- a company partly owned by Anglo American and Xstrata -- with a 37% stake; Coal & Allied Industries -- Rio Tinto's 80%-owned coal mining subsidiary in New South Wales -- with a 30% stake; Australian coal producer Bloomfield Collieries with 3%; with various Japanese power utility and trading interests holding the remaining 30%, according to the PWCS spokesman. **Source: Platts**



HAL's **NOORDAM** arrived at Heraklion from Piraeus. Later that day she sailed for Port Said

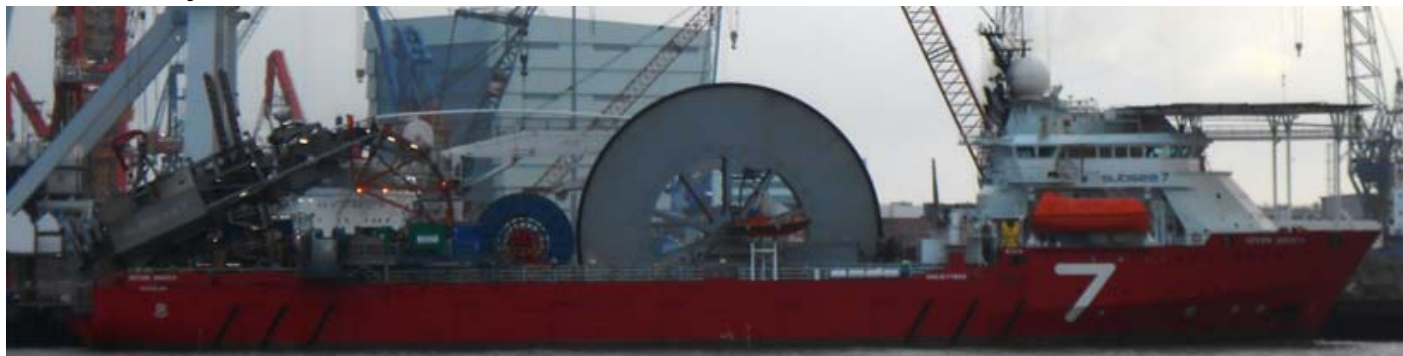
Photo : Simon Smith ©

Far East-East Coast South America service bumps up to 9,000-TEUers

EVERGREEN and Cosco have begun to replace their eleven 3,400-TEU to 4,200-TEU ships with the first vessel replacement of two in the 8,000-9,000-TEU range to join the Far East-East Coast South America service (ESA) together with the 8,063-TEU **OOCL Qingdao**.

The one of two ships has been chartered from OOCL in exchange for vessels chartered by OOCL from Cosco for the Far East-Middle East trade.

Other vessels to follow are two from Zim, which joins the service with the 8,440-TEU Zim Ningbo and the Zim San Diego, reports Alphaliner. Evergreen will provide five vessels including the 8,073-TEU Ital Contessa, the 8,827-TEU Valor, the 8,073-TEU **LT Cortesia**, the 8,827-TEU **Value** and the 8,827-TEU **Valiant**. Cosco will provide the 8,063-TEU **OOCL Ningbo**. Two other carriers to employ this class of vessels are Maersk Line and Hamburg Sud on the Far East-East Coast South America route (ASAS 1/NGX). MSC launched its Ipanema service in April which adds about 9,000 TEU every week on the Far East-South America East Coast. **Source : Schednet**



The **SEVEN NAVICA** moored at the **Mammoet** quayside in Schiedam (The Netherlands) – **Photo : Freek Koning ©**

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Iran Shipping lines 2008 built 294 mtr long **BASHT** outbound from the Pasir Panjang container terminal in Singapore passing the Sinki Fairway before joining the Westbound VTS lane, the container vessel is built as the **TUCHAL** at the **Hyundai Heavy Industries Co Ltd - Ulsan Yard** under hull No.: 1820 renamed in **AGATA** in April 2012 and in **BASHT** during September 2012 – **Photo : Piet Sinke ©**

Wan Hai Lines Chooses ClassNK-NAPA GREEN for New Container Vessel

Taipei (Taiwan) – Leading classification society **ClassNK** and maritime software company NAPA have announced that Taiwan-based Wan Hai Lines Ltd has chosen ClassNK-NAPA GREEN ship efficiency software for use on **WAN HAI 516**,

a 4680 TEU vessel delivered by CSBC in April 2013. This marks the first time that the operational optimization and SEEMP (Ship Energy Efficiency Management Plan) solution will be installed commercially on an existing vessel. The announcement was made at a signing ceremony attended by representatives from Wan Hai Lines, ClassNK, and NAPA held at Wan Hai Lines headquarters in Taipei, Taiwan on 7 May 2013.

The ClassNK-NAPA GREEN system is a new comprehensive software system developed by NAPA and ClassNK to help owners and operators reduce fuel costs and CO2 emissions and smoothly comply with new IMO SEEMP requirements which entered into force at the beginning of 2013. While the new software is already in use as part of verification testing on a container vessel operated by Japan's Shoei Kisen, this agreement with Wan Hai Lines marks the first commercial success for the system.

With more than 70 container vessels under operation, Wan Hai Lines is one of Asia's leading container vessel operators. Speaking during the signing ceremony Mr. Sanders Jong, Vice President Marine Division, Wan Hai Lines highlighted the importance of the new technology for the company: "Improving the fuel efficiency of our vessels is one of the most important challenges we face as an operator today. After examining a variety of technologies, we chose the ClassNK-NAPA GREEN system based on its comprehensive and user friendly set of tools for trim, speed and route optimization, as well as for the dynamic performance model, which we hope will allow us to achieve a higher level of environmental and economic ship management."

These comments were echoed by Mr. Juha Heikinheimo, President of NAPA Group who said: "Following on the success of our verification tests, we are proud to be able to partner with Wan Hai Lines for this first commercial application of ClassNK-NAPA GREEN. ClassNK-NAPA GREEN offers many powerful tools for improving the efficiency of ship operations. We expect the jointly developed Dynamic Performance Model included in ClassNK-NAPA GREEN to open up a new era for real time monitoring and efficiency optimization in the shipping industry."



The **SAMOS** arriving in Melbourne – Photo : Dale E.Crisp ©

OLDIE – FROM THE SHOEBOX



The **CITY OF AUCKLAND**, 5 holds, six cylinder Doxford and a good ship at sea. I was a junior and 4th Engineer on the vessel and thoroughly enjoyed my time on her, albeit only the lounge and saloon had air conditioning.

Photo : Brian Thornborrow I. Eng MIMarEST

.... PHOTO OF THE DAY



Pictured in Tilbury Dock on 07-05-2013, the departing **VANTAGE**, In the background the **TRANSPULP** is seen.
Photo : Capt Julian Jager, Master m.v. Norstream ©

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