

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 131



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The **STOLT BOTAN** anchored off Singapore – Photo : Piet Sinke ©

# Surge in Orders Gives Hope to Shipping Market

A recent surge in new orders for some of the world's biggest cargo ships has provided a glimmer of hope for the beleaguered global shipping market, which has been plagued by excess capacity and lackluster trade.

This week, China Shipping Container Lines 601866.SH -1.34% signed a US\$683 million deal for five new container ships. When completed, the ships will be the largest of their kind afloat, with a capacity to carry 18,400 standard container boxes.

The agreement follows recent orders made by China Shipping's sister company for six natural gas carrying ships for US\$1.51 billion, as well as U.S.-based shipowner Seaspan Corp.'s SSW -1.53% plans to buy as many as 14 large container ships from Chinese and Korean shipyards.

"Many people are considering this as the bottom of the cycle and that there are a limited number of opportunities (to buy) at these low prices," said Tim Huxley, chief executive at Hong Kong shipper Wah Kwong Maritime Transport, which in April placed orders for four large bulk cargo ships, with an option for four more.

Container vessels carry manufactured goods like toys and clothing and bulk cargo ships mostly transport raw materials.

Mr. Huxley said he expects an upturn in the shipping market starting in 2014. An important barometer of global economic activity, the shipping industry has seen container freight rates stabilize on routes between Asia and the U.S. and within Asia, underscoring the relative strength of those regions. China, which surpassed South Korea and Japan as the world's biggest shipmaker by tonnage, recorded a 71% year-over-year jump in new ship orders in the first quarter, recovering from the industry's 44% fall in new contracts in 2012, according to the China Association of the National Shipbuilding Industry.

A drastic decline in trade shipments after the 2008 global financial crisis took its toll on the highly cyclical shipping industry. While companies recorded a slight pickup in 2010, the industry continues to be in its worst state in some two decades.

For much of last year, new shipbuilding contracts slowed because of tight lending conditions and uncertain economic prospects. As well, the industry grappled with figuring out how to better use fleets in the face of weak demand for both container vessels and bulk cargo ships.

Freight rates for many trade routes, especially between Asia and Europe, have stayed below levels where shippers can operate profitably, exacerbated by new capacity being dumped onto the market from existing orders with China's many shipyards, which produced five times as much tonnage in 2012 than they did in 2005.

Shipping giant A.P. Moller-Maersk MAERSK-B.KO -0.19% estimated earlier that container shipping capacity will grow 11% this year, outpacing the rise in demand.

Yet as shippers accelerate the scrapping or idling of older vessels and expectations of trade conditions globally improve, some industry executives believe the worst may be over for shipping, at least for now.

"The shipping industry is at an inflection point now," said Geoffrey Cheng, head of transportation and industrial research at Bocom International Holdings Co. He noted also that shipping operators have found some relief as fuel prices, which constitute around 20% of their costs, have held steady since the start of the year.

Many shipping companies are aggressively positioning themselves for a recovery in the market by placing orders for new ships, which depending on the size usually take around two years to build.

Stricter emission requirements and rock-bottom freight rates are raising demand for bigger and fuel-efficient ships, which can significantly reduce operating costs.

South Korea's two main shipbuilders, Hyundai Heavy Industries Co. 009540.SE +4.90% and Daewoo Shipbuilding, which are the world's biggest producers of container ships, say buyers are coming back to the market.

"Orders are on the rise as clients are able to buy from shipbuilders at lower prices and delivery is faster due to a decreased order backlog," said an official at Hyundai. China Shipping is buying its five large container vessels from Hyundai at around US\$140 million each, lower than the US\$190 million per vessel charge Maersk is paying Daewoo for its 2011 order of 20 similar-sized ships.

The Newbuilding Price Index, compiled by Clarkson Research Services and which reflects changes in new ship values, fell 8% in March from a year earlier and is at its lowest levels since February 2004. Meanwhile, the Chinese government has reiterated its support for the nation's shipbuilding industry, which is politically important because it



employs tens of thousands of workers, but is also extremely inefficient with its glut of small shipyards. Some Chinese banks are extending favorable financing options to buyers to encourage new orders and replace older fleets.

However, some shipping executives worry that the resurgence in new orders could reflect speculative buying from cash-rich owners hoping to catch the market at its trough.

Zhang Shouguo, executive vice president at the China Shipowners' Association, said he believes it might take up to three more years for the shipping market to achieve supply-demand balance "on the condition that no new capacity is added." "A massive newbuild ordering exercise would only prolong the current downturn," he said. **Source : The Wall Street Journal**



Heerema's **HERMOD** arrived at the Heerema location in Rotterdam Caland canal

**Photo : Jan Oosterboer ©**

## **Capesizes End Nine-Day Winning Streak Amid Slowing China Demand**

Returns for Capesize ships, the biggest carriers of iron ore, fell for the first time after a nine-day winning streak amid speculation Chinese demand to charter vessels slowed.

Daily average returns slid 1.6 percent to \$6,195, figures from the London-based Baltic Exchange showed today. The drop was the biggest since April 23 for Capesizes, according to data compiled by Bloomberg. Each of the ships can hold more than 150,000 metric tons of the ore, a steelmaking raw material.

Steel stockpiles at Chinese ports are near the highest in a year, according to data from Shanghai Steelhome Information, a researcher based in the city. China's inventories of hot-rolled coil rose to the highest level in 12 months on April 5, the data showed. Falling iron-ore prices and ample cargoes spurred Chinese buying of the mineral and lifted rates for Capesizes, according to Dominic Meredith Hardy, an analyst at Galbraith's Ltd., a London-based shipbroker.

"This week fixtures seem to have dried up," Hardy said by e-mail today. "Chinese mills will continue to buy while prices are cheap however, we will need to see demand for steel justify this soon in order for buying to continue. At this time, it looks like demand to book Capesizes has slowed as steel mills are taking stock after their recent buying of iron ore."

The Baltic Dry Index, a broader measure of raw-materials freight rates, slipped 0.3 percent to 889, exchange data showed. Returns for Panamaxs, the largest vessels to navigate the Panama Canal, lost 0.1 percent to \$7,943 a day. The vessels last made a daily increase in returns on April 22.

Daily earnings for Supramax vessels slipped 0.3 percent to \$9,091, according to the exchange. Handysizes, the smallest ships tracked by the index, added 0.5 percent to \$8,122, climbing to the highest return this year.

**Source: Bloomberg**

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## Asian VLCC rate hits w40 first time in 3 months on rush to cover May cargoes

The Worldscales rate on VLCCs hauling crude from the Persian Gulf to North Asia, which had stayed in the low w30s for some time, hit the w40 mark Thursday for the first time in three months.

After languishing in the w30-w37.75 levels since January 25, rates hit the key w40 level after GS Caltex was widely reported to have taken either the Asian Progress IV for a Persian Gulf to Yeosu, South Korea, voyage, loading May 26, at this level for carrying a 270,000 mt crude cargo.

Neither the ship's owner, Aramo Shipping, or charterer GS Caltex could be reached for confirmation.

The freight rate on the benchmark Persian Gulf-Japan route has moved up by w8.75 in the last nine trading days from w31.25 on April 24, to be assessed at w40 Thursday, Platts data showed, offering shipowners close to \$12,000/day in earnings on a double-hulled VLCC, which can move up to 2 million barrels of crude or fuel oil.

The supertanker freight rate has moved in a very narrow range so far this year, with the highest level seen January 8 at w43.55.

"The market is very busy now. Last night more than 10 fixtures were reported. The rates are around w37 or above. Most owners are asking w40 now," a chartering source with a North Asian refiner said.

"The tonnage is well supplied but many shipowners are holding back their ships. I see the Chinese, South Korean and Indian charterers getting very busy."

According to sources, a tightening West Africa VLCC market as well as an increase in the voyages to the East from there, was helping the Persian Gulf market with tonnage out of Asia ballasting into the Atlantic region.

Also, the culmination of the recent holiday period in the Far East saw Chinese and South Korean charterers rushing into the market at the beginning of this week to cover their May second- and third-decade loading cargoes in bunches. When charterers come into the market simultaneously, it offers owners an opportunity to push up freight levels by holding back their tonnage.

"It goes without saying that there are plenty of indications of a rising market. The tonnage list is getting tighter and tighter," a source with a VLCC shipowner said.

"Several charterers seem to have been caught out. I wonder why they did not see it. Maybe they have become too relaxed due to too many months with too little activity."

Until the beginning of this week, charterers had been able to fix their cargoes pretty much on a prompt basis without having to pay above the last done levels due to the tonnage glut in the Persian Gulf market.

Meanwhile, some sources say the market could see a standoff now that most of the May-loading cargoes have been covered and there could be a feeling among charterers that the market has already reached its peak.

"Let's see if this will last. A lot of cargoes have been covered, so only 14 [spot] cargoes, or maybe a lot less, to go for May. I won't be surprised if this uptick fades away again after a few days," said Marex Spectron's derivative broker Kevin Sy, who closely tracks the VLCC market. Around 112 May-loading cargoes have been covered so far, according to broker reports. **Source: Platts**



## FIRST MARITIME FESTIVAL IN DUNGARVAN



some photos from the first ever maritime festival held in Dungarvan, Co Waterford, Ireland last weekend. Pictured is the Irish Customs vessel **FAIRE** at the quayside and again departing along with an overview shot of the quay including the 100 year old sailing trawler **KEEWAYDIN** which visited for the weekend also. **Photo's : Patrick Kenealy ©**



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## PHL Navy ship fires upon Taiwan fishing boat, one dead

Beijing-based Xinhua News Agency reported on its website Xinhua.net that a Taiwanese fisherman died Thursday morning after a Philippine Navy ship fired upon a fishing vessel in seas south of Taiwan. Xinhua said the deputy head of Taiwan's fishery administration, Tsay Tzu-yaw, disclosed details of the incident. GMA News Online contacted the Philippine Navy for comment or confirmation, but no authorized officer was available as of posting time.

Citing Taiwanese media reports, Xinhua said the Filipino ship dealt severe damage to the fishing boat while chasing it for an hour "after killing the fisherman" in waters 180 nautical miles southeast of the southern tip of Taiwan. —

Source : DVM/ELR, GMA News



The **MARATHA SCHULTE** during her maiden call to Cape Town – Photo : Ian Shiffmann ©

## Houston Retains Top Spot in Container Trade With Brazil

Houston has maintained its position as Brazil's largest U.S. seaborne trade partner by value and weight, newly compiled statistics show. From 2010 to 2012, the Port of Houston Authority (PHA) handled a total of 311,314 twenty-foot equivalent units of trade with Brazil. In 2012, PHA's market share was 17 percent of the total trade with Brazil, according to statistics compiled from the Journal of Commerce's PIERS data.

Brazil is South America's largest economy and has shown potential for further growth. Houston's trade with Brazil has increased due to U.S. manufactured goods, such as synthetic resins, being exported out of Houston. Further trade growth could be expected, based on planned expansion projects in Houston that will increase ethylene production for export.

Machine parts, motor cars, plastic resins, coffee and granite are among Brazil's main imports and exports with the Port of Houston Authority.

In addition, Brazil is Texas' fourth-largest export market. The Port of Houston's economic activity helps keep Texas the nation's top exporting state. For the past 11 years, Texas has outpaced the rest of the nation in exports. In 2012, Texas exports totaled \$265 billion, up by 5.4 percent from 2011, according to annual trade data from the U.S. Department of Commerce.

## Cargill says move to order bulkier ships an asset play

**Cargill Inc's** move to order bulkier ships is taking advantage of low vessel values and the U.S. agribusiness company has no plans to become a long-term ship owner, the group's shipping chief said on Thursday. The dry bulk shipping market is in a fifth year of one of its worst downturns on record after shipping firms ordered large numbers of new vessels between 2007 and 2009 - just in time for the collapse of the global economy after the 2008 financial crisis.



Overcapacity has sent vessel values for large "capesize" ships to record lows.

**Cargill**, one of the world's largest privately held corporations, recently said it had formed a joint venture with another company to purchase capesize ships from a shipyard in China. The Minneapolis-based group last owned ships in 2003. "Cargill traditionally is not a shipowner - that is not the way we intend to go," said Cargill's head of ocean transportation Roger Janson. "We have ordered some vessels because the asset price is good," he told a Lloyd's List shipping summit in London. The value of a five-year old capesize ship has slumped to just over \$30 million from more than \$150 million at the height of the boom. Janson said Cargill planned to run the vessels with its joint venture partner until the market picks up and would then look to sell them. "The idea is not to run them for the next 20 years. We do not want to be a long-term ship owner. It's an opportunistic play," he said. Janson said Cargill could look at other ship orders but that would depend on the opportunities on offer. Cargill, one of the world's top charterers of dry bulk freight, has more than 400 vessels on charter at any given time, transporting over 150 million tonnes of goods a year. **Source: Reuters**

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The **MAPLE HILL** arriving in the port of Lome Togo at 9 may 2013. With the support of 1968 **Akodessewa** and 1977 **Aneho**. **Photo : Remco Slaats ©**

## Interlake Steamship to convert Lakers to LNG

**Interlake Steamship** moves toward upgrading its fleet to energy efficient, more environmentally friendly LNG fuel, said in the company's press release. The company has announced that it has reached an agreement in principle with Shell to supply liquefied natural gas (LNG) to support Interlake's conversion of its vessels to LNG as the main propulsion fuel. When converted, these ships are expected to be the first LNG-powered ships on the Great Lakes and among the first in the U.S. With a goal of converting the first vessel by the spring of 2015, Interlake is already working through engineering and design, seeking regulatory approval and securing financing. Shell would be Interlake's exclusive supplier of LNG for each converted vessel.



The conversion of Interlake's vessels from heavy fuel oil burning engines to engines that operate on LNG will require Interlake to make significant capital investments in its fleet. However, those investments are expected to result in significant environmental benefits. Interlake anticipates that the conversion to LNG will result in significant reductions of carbon dioxide, sulfur oxide, nitrogen oxide and particulate matter.

"This move takes our dedication to environmental stewardship to the next level," explains Mark Barker, President of Interlake. "While the marine mode of transportation is already by far the most environmentally friendly way to move goods throughout the Great Lakes region, operating on LNG would further reduce our vessels' environmental impacts. We not only respect the needs of our customers, but work to minimize the impact on the waterways which we operate." The move to LNG allows Interlake to use a fuel that is sourced, produced and distributed entirely in North America, reducing the use of and reliance on imported fossil fuels.

"The marine transportation industry already supports thousands of jobs and billions of dollars in wages throughout the Great Lakes," adds Barker. "We are now evolving in a way that would allow Interlake to participate in the long-term growth and economic prosperity of the region that it has served for 100 years. This move allows us to back the growing natural gas industry, which is also creating valuable jobs here in the U.S." Shell announced plans last month to invest in a liquefaction unit at its Sarnia Manufacturing Centre in Ontario, Canada. Once operational, this project will supply LNG fuel throughout the Great Lakes, their bordering U.S. States, Canadian provinces and the St. Lawrence Seaway. **Interlake Steamship** Company's fleet of nine vessels delivers raw materials to ports throughout the Great Lakes region.



**"DOCKWISE VANGUARD"** inbound on her maiden voyage to KOS Ingleside, Texas, Laden with Chevron's **Jack & St. Marlo**. Photo: Dave Warwick, Managing Partner ProBulk, Agents for Dockwise Shipping B.V.

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## 2 Carnival cruise ship passengers reportedly lost overboard near Australia

Authorities were conducting an air and marine search Thursday off Australia's east coast for two cruise passengers who were believed to have fallen overboard the night before.

The couple, Australian citizens from New South Wales state, were discovered missing Thursday morning after the **Carnival Spirit** docked at Sydney's Circular Quay, at the end of a 10-day journey, said New South Wales Police Superintendent Mark Hutchings. He said surveillance camera footage showed that the couple - a 30-year-old man and a 26-year-old woman whose names have not been released - fell from the ship's mid deck Wednesday night, when the ship was about 120 kilometers (65 nautical miles) off the coast of Forster, a city 300 kilometers (185 miles) north of Sydney. "This is a tragic event at the moment, but we're holding out hope we might be able to find these people alive," Hutchings told reporters. Investigators were having the video enhanced in a bid to determine whether the couple had jumped or had fallen by accident, Hutchings said.

The ship has around 600 surveillance cameras that are constantly monitored, although no one reported seeing the fall at the time. No life preservers were missing from the ship, Hutchings said. A missing life preserver might have indicated that one of the missing passengers had attempted a rescue.

Jo Meehan, spokeswoman for the Australian Maritime Safety Authority, which is coordinating the search, said an airplane, a helicopter and police boats were searching a 1,000-square-kilometer (300-square-nautical mile) area of sea. The couple and seven of their family and friends were among 2,680 passengers on a South Pacific cruise. The ship's last stop was Mare Island in New Caledonia, which it left on Monday, bound for Sydney. The couple were discovered missing as passengers disembarked, said Peter Taylor, spokesman for the ship's operator, Carnival Cruise Lines.

"The guests in question were traveling with family and friends, and initial reports indicate that the couple was last seen onboard the vessel last night," Taylor said in a statement. "The ship immediately initiated standard missing person procedures, including a full search of the vessel, as per protocol," he said. Police said in a statement there were alerted about two hours after the ship docked. Carnival Cruise Lines is a subsidiary of Miami-based Carnival Corp., the world's largest cruise operator.

Carnival Corp. has been plagued by a series of high-profile problems in recent years. Last year, the Costa Concordia ran aground off the coast of Italy, killing 32 people. Also last year, the Costa Allegra caught fire and lost power in the Indian Ocean, leaving passengers without working toilets, running water or air conditioning for three days. Costa is a division of **Carnival Corp.**

In February, passengers aboard the **Carnival Triumph** spent five days without power in the Gulf of Mexico after an engine-room fire disabled the vessel. Those on board complained of squalid conditions, including overflowing toilets and food shortages. Carnival Corp.'s representative in the South Pacific region, Ann Sherry, is chief executive of Carnival Australia, which represents 80 percent of cruise lines in the region. She told an Australian parliamentary inquiry into cruise ship safety in February that only two passengers had disappeared overboard from cruise ships in the South Pacific since she took her job more than five years earlier. She said both disappearances had been fully investigated by authorities and there had been no suspicious circumstances in either case. **Source : Daily News Los Angeles**

## Barry Dock RNLI lifeboat in dramatic Channel rescue

**BARRY Dock RNLI Lifeboat** crew were involved in a dramatic rescue of a woman who had fallen overboard in the Bristol Channel. The woman, in her 30s, was airlifted to hospital suffering from the cold after she was stuck in the water for around half an hour.

Emergency crews praised the woman for wearing a lifejacket and said "it could have been an entirely different story" if she had been unprepared.

Barry Dock RNLI Lifeboat was launched shortly after 7am on Saturday (May 4) to Nash Point, just over eight miles away from Barry Dock.

The RNLI Barry Dock all-weather lifeboat, along with the RAF search and rescue helicopter from Chivenor, rescued the woman from the sea and escorted the yacht back to the shore. A man skippering the boat was able to tie a rope around the woman, but was unable to pull her back aboard.



The woman was pulled out of the water by the helicopter and was flown to the University Hospital of Wales in Cardiff, where the Penarth Coastguard Rescue Team had attended the helicopter landing site to assist.

The Barry Island Coastguard Rescue Team was sent to Barry harbour to assist in the berthing of the yacht and help recover equipment. Gerry Adams, spokesman for Barry Dock Lifeboat station, said: "The woman had slipped overboard from a 35-foot yacht in what could be described as squally conditions. The skipper showed good seamanship and managed to secure a line to the woman. The woman, who was wearing a lifejacket, was airlifted

out of the water by the RMB Helicopter 169 and taken to the University Hospital of Wales suffering from effects from the cold."

He added that both the man and woman were good sailors, and that the woman had lost her footing and fallen into the sea as the yacht went from side to side.

"It does happen and unfortunately people do lose their lives if they are not wearing lifejacket," he said.

"The fact that they were wearing good life saving equipment and were able to send for help with the proper equipment meant a life was saved. "Lots of people lose their lives and it could have been an entirely different story."

The RNLI Trent class lifeboat 'Inner Wheel II', manned by its seven-man voluntary crew, put two crew members aboard the yacht to help the skipper sail back to Barry with the lifeboat escorting.

Nicola Davies, RNLI Divisional Sea Safety Manager, said: "It is great to hear how prepared these crew were, they were able to call for help as soon as the crew member fell overboard and the crew were wearing lifejackets. Had they not been wearing lifejackets or had a means of calling for help I am sure we would not have been looking at a life saved story. This is a reminder to everyone, one we would always recommend you wearing a lifejackets or suitable floatation device when taking to the water." A video of the Barry Dock RNLI Lifeboat rescue can be seen at: <http://rnli.org/NewsCentre/Pages/Dramatic-rescue-in-the-Bristol-Channel.aspx>

This rescue was the second incident in which the volunteer crew of the Barry Dock lifeboat was involved in the last week. On Wednesday (May 1), the Barry Dock lifeboat was called to assist a yacht that had gone aground at Llantwit Major. The yacht was on the shore line and assistance from the Porthcawl D class lifeboat was used to effect a coordinated rescue. Further assistance was given to the two persons on the yacht by the HM Coastguard Search and Rescue team. On Saturday afternoon (May 4) Barry Island Coastguards were called to a man stuck in the mud in the old harbour. The man had been taking photos for a college project when he became stuck. When the coastguards arrived they advised him where to walk and where to take photos in the future.

On Monday (May 6) coastguards were also involved in the rescue of two people that had become stranded on Sully Island. The two people were rescued by Penarth inshore lifeboat, while two fishermen decided to stay on the island until the tide went out. On Tuesday (May 7) Penarth and Barry Island coastguards were again called to Sully Island to rescue two people that had become stranded on the Island. Penarth inshore lifeboat brought the two young men back to the mainland. **Source : Barry & District News**

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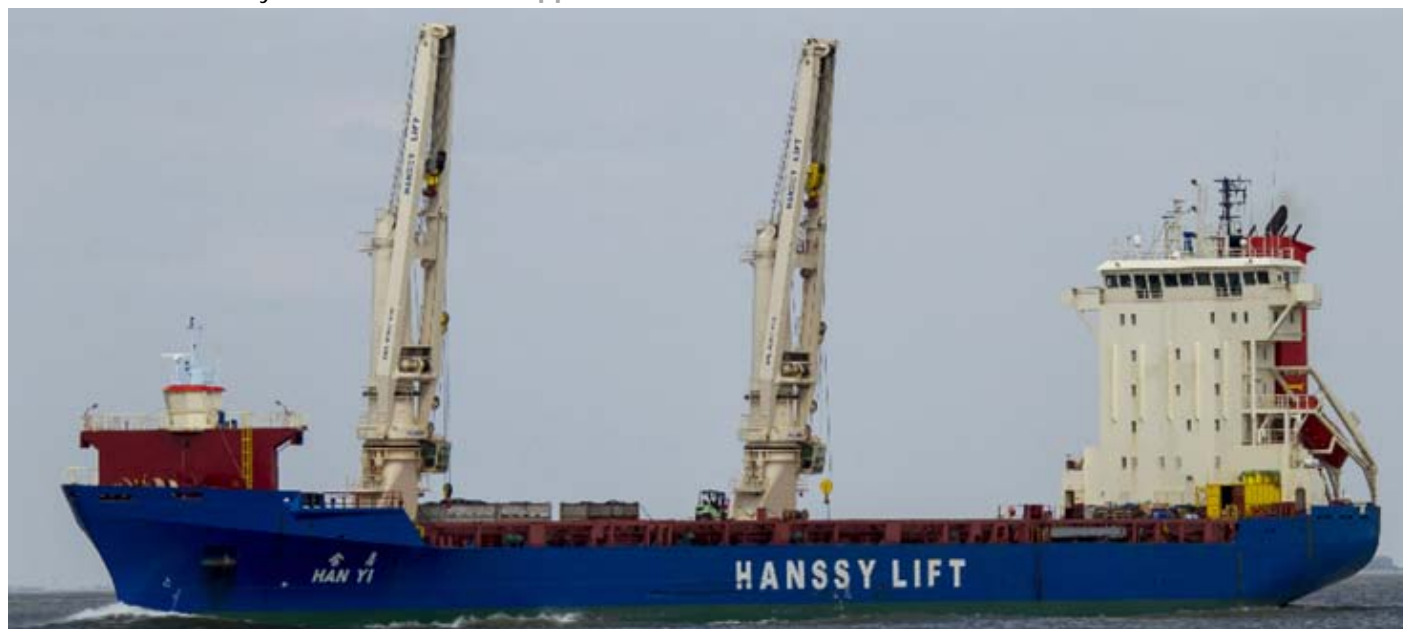
## Death toll up to six in Genoa control tower boxship crash, 3 missing

SIX are dead, four injured and three were missing after the 1,450-TEU **Jolly Nero's** bow rammed into the 50-metre Genoa harbour control tower, causing it to collapse with 13 people inside during a shift change.

Two of the dead were coastguard officers and a third was a pilot. Two were seriously injured and one lost a foot. Genoa prosecutor Michele Di Lecce said she investigating a possible malfunction of the ship's engine or steering, Reuters reported.

The crash occurred shortly after 11pm in calm conditions as the ship was manoeuvring out of the port. "There's no logical explanation because two tug boats were moving the ship and there was a port pilot on board and sea conditions were optimal," said port authority president Luigi Merlo.

The dramatic structure, which looked like an airport tower, collapsed into the water. The only thing left was a leaning metal-framed stairway. **Source : Asian Shipper**



The 1998 Merwede built **HAN YI** (ex. **Enchanter** of Mammoet/Biglift.) passing the Westerscheldt River  
**Photo : Henk Nagelhout ©**

## 200 HK dockers return, but 100 Global men jobless as firm closes shop

TWO hundred dockers returned to work at the Kwai Chung quays of the Hongkong International Terminals (HIT), though 100 other workers could not find work after the 40-day strike when their company went out of business.

The union tents remained in place at the Cheong Kong Centre, in front of the headquarters of the ultimate owner of HIT, Hutchison Whampoa. The union said the encampment would remain until work was found for the 100 Global dockers without jobs.

The dockers are employed by stevedoring contractors, who are paid by the HIT terminal to provide the labour. HIT is owned by Hutchison Port Holdings (HPH), whose principal shareholder is Hutchison Whampoa, owned by Li Ka-shing, whose headquarters in is the Cheong Kong Centre in Central.

The biggest stevedoring contractor, Wing Fung, declared that none of its present workers would be jobless and that it would do its best to find work at other terminals for the 100 Global dockers.

While the dockers are content with their 9.8 per cent pay increase, many were angered that some of the perks of the past were not longer in place, among them is lunch money, which was transferred to contribute to the pay increase.

Hong Kong Cable TV reported that 15 dockers, angry about the discontinued perks such a lunch money, made good on their threats to resign from Wing Fung Stevedoring, after some 200 of them walked out of a goodwill dinner at the news of the loss earlier this week. **Source : Asian Shipper**

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The German **A 1412 FRANKFURT AM MAIN** outbound from Amsterdam - **Photo : Cor van Niekerken ©**

## Iranian Navy to modernize, deploy destroyer

Iranian Navy Commander Rear Admiral Habibollah Sayyari says the Navy is set to fully overhaul and launch a destroyer in the coming days. "The **Bayandor** Destroyer will join the naval fleet on May 24 after undergoing major repair work and being equipped with various weapons systems," the Iranian commander told reporters on Thursday. Hereafter, he said, we can use the destroyer to carry out missions in international waters.

The deployment of the destroyer proves that the Iranian Navy is capable of modernizing equipment. Sayyari said the destroyer is fitted with state-of-the-art equipment such as missile, torpedo, artillery, sonar and other information and communication systems.

In recent years, Iran has made great achievements in its defense sector and attained self-sufficiency in producing essential military equipment and systems.

Iran's Navy launched the **Jamaran 2** destroyer in the Caspian Sea on March 16, 2013. Jamaran 2, a Mowj (Wave)-class warship, has been designed and built by Iranian experts and is equipped with high-tech navigational devices and complex defensive systems.

The Iranian Navy launched its first destroyer, **Jamaran**, in the Persian Gulf waters in February 2010. The 1,420-ton vessel comes with modern radar systems and other electronic warfare capabilities. Sayyari further pointed to a recent minesweeping drill by the US and a number of its allies in the Persian Gulf, adding, "Arrogant countries have endangered regional security by conducting various maneuvers in the Persian Gulf."

He added that Iran monitors such war games and believes that military exercises are not an appropriate way to ensure regional security. The presence of foreign powers has led to regional insecurity, said the senior commander, adding that the establishment of lasting security hinges on their pullout.

The United States and its allies, including Britain and certain Arab countries, began a joint military exercise, the so-called International Mine Countermeasures Exercise, in the Persian Gulf on May 6.

Washington claims the drill, which runs through May 30, is aimed at practicing minesweeping and the protection of commercial vessels. On Tuesday, Iran's Foreign Ministry Spokesman Ramin Mehmanparast warned the US and other foreign forces conducting the exercises in the Persian Gulf against any provocative actions, saying, "Any move in the area will be monitored by Iran's defense forces." **Source : PressTV**

## Gerald R. Ford (CVN 78) Aircraft Carrier's Primary Hull Structure Reaches 100 Percent Completion



**Huntington Ingalls Industries' (HII)** Newport News Shipbuilding (NNS) division hoisted the last piece of primary structure onto the nuclear-powered aircraft carrier **Gerald R. Ford (CVN 78)** on Tuesday. The lift was the last of 162 superlifts and brings more than three years of structural erection work to a close.

Susan Ford Bales, the ship's sponsor and daughter of the late President Gerald R. Ford and Betty Ford, was unable to participate in the construction milestone but wrote a letter of appreciation to shipbuilders.

"Your final superlift for the carrier might seem to be just a part of an ordinary work day at the shipyard, but this superlift is anything but ordinary," she wrote. "Completing the structure of the Ford is a significant achievement and a shining example of the extraordinary skills of you shipbuilders. It also brings us one step closer to delivery of the



carrier to the Navy and honoring Dad's remarkable legacy of service to our nation as a naval officer in World War II and as commander-in-chief."

The unit is the forward end of one of the ship's catapults, which are used to launch aircraft from the ship. Weighing 66 metric tons, the unit is 75 feet long and comprises four steel sections. **Gerald R. Ford** is being built using modular construction, a process where smaller sections of the ship are welded together to form large structural units, equipment is installed, and the large units are lifted into the dry dock using the shipyard's 1,050-metric ton gantry crane, one of the largest in the Western Hemisphere. "Although the unit itself is relatively small, it is an enormous achievement in the life of this aircraft carrier and in our journey to christen and launch CVN 78 this fall," said Rolf Bartschi, NNS' vice president, CVN 78 carrier construction. "I am extremely proud of the hard work and commitment demonstrated by our shipbuilders who have made this important accomplishment possible."

Another shipbuilder who contributed to the milestone is John Mazach, a retired Navy vice admiral who served as vice president of business development at NNS from 2004 to 2008. Mazach, who called the order that initiated the lift, was instrumental in securing the first commitment and funding for the Ford-class program.

Remaining work on the ship prior to launch includes hull painting, shafting work, completion of electrical systems, mooring equipment, installation of radar arrays, and flooding of the dry dock. Ford has been under construction since November 2009. "As the first new-design aircraft carrier in more than 40 years, the Gerald R. Ford class will begin to succeed Nimitz-class carriers when CVN 78 delivers in 2016," said Ye-Ling Wang Bird, Navy deputy program manager for future aircraft carriers. "She will provide the Navy with greater operational capability, built-in flexibility to accommodate future improvements and improved survivability at reduced total ownership cost to the taxpayers."



**HMS Talent** arrived in Gibraltar – Photo : Francis Ferro ©

## SHIPYARD NEWS

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## RINA and Dubai Drydocks team up

The RINA Group has entered into a framework agreement to supply certification and engineering services to UAE-based Drydocks World - Dubai (LLC). Under an MOU signed in Rome, Italy, on 9 May, Drydocks World will draw on RINA Group's expertise to deliver assistance with project management and ship classification and certification for a number of projects, including floating hotels, mega yachts, special project vessels, underwater units and warships. The MoU was signed in the presence of H.E. Ms. Datin Paduka Halimah Abdullah, Malaysian Ambassador to Rome, Mr Muhammad Al Mansoori, Second Secretary of UAE Embassy in Rome, Mr. Hamad Al Nuaimi, Diplomatic Attaché, Embassy UAE in Rome, Ms. Penprapa, Minister Plenipotentiary, Embassy of Thailand, and other dignitaries.

H.E. Abdul Aziz Bin Nasser Alshamsi, UAE Ambassador in Rome said, "We are so pleased on this important occasion to emphasize the tremendous progression in the bilateral relationship between the UAE and Italy during recent years in all economic and political areas. Bilateral trade has grown by 26 per cent compared to 2011, which makes the UAE Italy's first and largest trading partner among all the Arabic countries, and the most important strategic partner in the Middle East.

"The ongoing co-operation between Drydocks World and RINA Group for international classification, certification and engineering services enhances the role of the UAE and the Dubai Emirate's push to be the leader for vessel classification in the Arabic, Middle and Far Eastern regions. RINA Group is recognised as an authoritative member of key international organisations such as the International Association of Classification Societies (IACS), and an important contributor to the development of new legislative standards. Drydocks World has selected RINA Group to develop vital classification services in the region.

"Enhancing the partnership between Emirates Classification-Tasneef, a classification society specialising in the maritime sector, and the RINA Group will help further develop its ability to provide a world-class service for shipbuilding, conversion and refit, as well as ongoing military programmes. It will also enhance its capability to deliver highly sophisticated services for passenger vessels, yachts, warships, and floating offshore oil & gas units. Emirates Classification-Tasneef is also furthering its technical capability in the area of complex underwater structures that require continuous survey during construction to ensure conformation to class and statutory requirements, as it continues to develop a world-class centre for ship classification in the Middle and Far Eastern region."

H.E. Khamis Juma Buamim, Chairman of Drydocks World and Maritime World, said, "We believe in working with good partners like RINA Group to deliver excellence in ship repair, ship conversion and ship building. This agreement with RINA Group will open the way for us to enhance our services for the most complex projects.

"The MoU will provide the desired momentum in terms of sophisticated vessel repair, conversion and construction in the military sector. It will also complement our project management and technical capabilities in the high-potential yacht repair and maintenance segment as well as complex underwater structures that require continuous survey during construction to ensure conformation to class and statutory issues".

Signing the MoU in Rome, RINA Group CEO Ugo Salerno said, "There is a wide range of skills and services available across the RINA Group. RINA Services has particular expertise with complex passenger vessel newbuildings, mega yachts and warships, and D'Appolonia has long-standing experience in combat systems and electronics. Working together with Drydocks World we can help maintain and develop a world-class centre for shipbuilding, conversion and refit, especially for the most complex projects such as floating units for offshore oil & gas, cutting-edge yachts and warships."

Drydocks World has established itself as a leading and fast-growing international player in offshore and engineering, ship repair and maintenance, shipbuilding and conversion, rig building and refurbishment, FPSO/FSO conversion, offshore fabrication, maritime clusters and yacht and fleet operations. The flagship yard, Drydocks World-Dubai, is the largest and most modern facility between Europe and the Far East, and is supplemented by four other facilities in Singapore and on Batam Island, Indonesia under DDW-PaxOcean.

RINA Group operates through a network of companies covering Marine, Energy, Infrastructures & Real Estate, Transport & Logistics, Environment & Sustainability, Innovation and Business Governance fields. Through its companies in their specific contexts, the RINA Group is able to follow the entire life-cycle of a plant, installation, infrastructure, ship or other kind of unit across a wide range of services, certification, assessment environmental, enhancement, product testing, site and vendor supervision. RINA Group revenues amount around 280 million Euros in 2012, with over 2,100 employees, and 150 offices in 53 countries worldwide. [www.rina.org](http://www.rina.org)





### Leerling Proces Operators

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**"Dijkstra Metaalbewerking"** from The Netherlands is specialized in building Aluminum vessels.

Not only yachts, also seagoing vessels, all under Class. The latest orders were the hulls of three new pilot tenders for the Dutch Loodswezen. (Pilot association) Several other types have already left the building hall in Harlingen, like wind farm Catamarans and high speed crew tenders etc. Under own design the company is building the **"DJS high speed tenders"**. More info on the website

[www.dijkstrametaalbewerking.nl](http://www.dijkstrametaalbewerking.nl)

## Aker Arctic develops even more powerful oblique icebreaker

while the first oblique ice breaker, **ARC 100**, nears completion, research specialist Aker Arctic Technology has unveiled a new version of the unique vessel type that promises to bring ice management and pollution control in thick first year ice to a new level. ARC 100 HD will have 2.5 times the bollard pull of **ARC 100**



ARC 100 is set for delivery to the Russian Ministry of Transport in early 2014, after a collaborative shipbuilding effort involving the **OJSC Yantar shipyard** in Kaliningrad, Russia, and the Arctech yard in Helsinki, Finland The resulting newbuilding is a breakthrough in asymmetric three-thruster conceptual design, which will bring new capability in terminal operations, ice management and oil spill response in freezing seas.

The 76 m long ARC 100, with her oblique ice-breaking action, is a game changer in year-round oil spill

response. Additionally, a single oblique icebreaker can cut channels through ice for cargo ships to follow that are as wide as cut by two equivalent conventional icebreakers moving ahead side by side.

Now Aker Arctic has developed a "Heavy Duty" ARC 100 HD version of the design – a 98 m long and 26 m across the beam vessel. The vessel will draw on 24,000 kW of engine power and 19,500 kW of propulsion power to offer 190 tonnes of bollard pull in open water. This is 2.5 times the pull offered by the ARC 100.

Planned to be classed by the Russian Maritime Register of Shipping as an Icebreaker 7, the design is based on extensive model tests at Aker Arctic, Helsinki. Tests demonstrated that the ARC 100 HD will be able to break through 1.5 m thick ice when moving ahead and astern at 5 knots (2 knots through 2 m thick ice). In the oblique mode, it will



be able to cut a 50 m wide channel through 1.5 m thick ice. In broken ice, its vertical side will push ice pieces and its inclined side break ice floats.

As well as increased size, power and maneuverability, the ARC 100 HD adds new ice management and oil spill response functionality. Its dynamic positioning capability will mean it can "spin on the spot" to widen channels. It will also be able to assist during ice field direction changes – effectively cutting ice alongside the cargo vessel exposed to unfavorable ice flows.

Aker Arctic has incorporated specific oil recovery measures. As with the ARC100 design, instead of the vulnerable rubber arm sometimes seen in oil spill response operations, the ARC 100 HD's vertical hull side itself will act as a sweep arm up to 60 m across in heavy waves. The vessel will also feature a skimmer system, including a side door, effective in-built brush skimmers/collector tanks for oil separation, recovered oil transfer pumps, and a discharge pump. "This project is a significant milestone for icebreaker expertise, as it shows the way design and construction efforts are keeping pace with continuing demand for harder to recover energy sources," says Mikko Niini, Managing Director of Aker Arctic Technology Inc. "With the awarding of drilling permits in the Arctic subject to increasing scrutiny, this is another example of Aker Arctic Technology's commitment to meeting the challenges set by nature."

Source : MarineLog

## ROUTE, PORTS & SERVICES



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The 2013 built NLD flag general cargo ship **NORDIC** underway 25 miles offshore Malta loaded with wind turbines bound to Izmir, Turkey on Thursday 9th May, 2013.

Photo : Mr. Massimo Farrugia - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

## PETRONAS acquires interest in brazil's offshore blocks

**PETRONAS**, through its subsidiary **PETRONAS Brasil E&P Limitada**, has reached an agreement with OGX Petróleo e Gas S.A (OGX) to acquire OGX's interest in two offshore blocks in Brazil's Campos Basin, said in the company's press release.

Under the agreement signed on 7 May 2013, PETRONAS Brasil will acquire 40 per cent of OGX's interest respectively in Blocks BM-C-39 and BM-C-40 for a total consideration of US\$850 million (RM2.6 billion). The blocks are located in the shallow waters 95 km offshore Rio de Janeiro state and contain the Tubarão Martelo field which is currently under development.

Brazil is considered to be one of the world's top holders of hydrocarbon reserves, with about 145 billion barrels of oil reserves. The proposed acquisition, which is at the asset level, will mark PETRONAS' first entry into the exploration and production business in the country.

PETRONAS views the acquisition as a highly attractive opportunity in terms of asset quality and for strategic future growth in Brazil. The completion of the transaction is conditional upon relevant regulatory approvals.

Bank of America Merrill Lynch is the exclusive financial advisor while Mattos Filho, Veiga Filho, Marrey Jr. e Quiroga Advogados is the legal advisor to PETRONAS on this transaction.

## Unpopular tugs should be back this summer

TWO new £7 million harbour tugs that were taken out of service after one of them collided with an oil tanker in Shetland should be back in service later this summer.



Crews at the council-run oil port of Sullom Voe refused to work on the tugs **Solan** and **Bonxie** after a collision with the shuttle tanker **Loch Rannoch** in December 2011, just nine months after they were delivered from a Spanish shipyard.

On 22 December the **Solan** still had a rope attached to the 76,000 tonne tanker when it suddenly lost all power and control.

The tanker, which was travelling at five knots, struck

the tug on the stern. No one was injured, but crews said the incident could easily have proved fatal and demanded the tugs be immediately taken out of service.

A council-appointed incident panel has taken more than a year to investigate the collision, having been held up after the information from the tug's black box, or voyage data recorder, proved hard to find.

On Tuesday Shetland Islands Council's harbour board was told the collision had been caused by an underlying steering problem, which meant that the tugs handled completely differently to the rest of the council's fleet.

The panel reported two other contributory factors were poor lighting in the bridge that led to the wrong buttons being pressed, and the trainee mate and his supervising master were distracted by problems with the towing winch.



SIC infrastructure director Phil Crossland said the tug's engine manufacturers had identified a technical solution to the steering problems, which will cost £60,000, far less than the £1 million the council has set aside for the purpose.

However if the fix is successful, the council may still decide to let go of the tugs which have not proved so unpopular with the workforce.

The tugs use a lot of fuel and are expensive to run at a time when the harbour's income from the oil industry has steeply declined and is expecting to make no profit for the next three years while BP's Schiehallion oil field, its main customer, is being redeveloped.

Crossland said: "These are very powerful tugs and the more powerful a vessel is the more fuel it uses.

"I am confident they will be very capable harbour tugs, but we need to have an operation which is as efficient as possible. A decision about the future for the vessels is for another day."

Harbour board chairwoman Andrea Manson said she was pleased with the professional way in which the investigation had been conducted.

"It is clear from the report that there were several factors which led up to the incident," she said.

"The report, as is required by law, will now be sent to the Marine Accident Investigation Branch for their consideration, but I'm confident that this concludes this long-running matter." **The report can be read [here](#).**

Source : Shetland News

## EARNINGS ADVANCE AT ACE WINCHES

**ACE Winches**, the deck machinery specialists, announced post tax profits of £6.2m for 2012, a 15 percent increase on the previous year.

Turnover at the Aberdeenshire-based group soared to £31.1m in the year ended 31 October 2012, a 42 percent increase on the previous twelve months, with around three-quarters (74 percent) of the company's business generated from international trade.



**ACE Winches** is a global leader in the design, manufacture and hire of winches, marine deck machinery and the provision of associated hire personnel for the offshore oil and gas, marine and renewable energy industries. Earlier this month **ACE Winches** secured a Queen's Award for Enterprise for International Trade, its second award in this category in three years.

The company has continued its commitment to invest in growing the business by extending the scale and capability of its hire fleet with capital expenditure of £2m. This investment coupled with the £7.1m the company spent in 2012 on the development of the group's manufacturing and hire division facility lays the foundation for future strong growth and expansion.

**ACE Winches** also completed the development of its global headquarters on its 24-acre Towie Barclay Works campus near Turriff in 2012.

Commenting on the continuing growth of the company, Chief Executive Office, Alfie Cheyne, who founded the business in 1992, said: "Despite the difficult economic conditions in 2012 – both at home and abroad – ACE Winches has managed to deliver remarkable growth. We are developing greater strength in all areas of our business, in particular our Service division and through our ACE Winch Academy, and our core business in the manufacturing and hire of winch packages remains strong. Globally we are reaching out to customers with new projects in India and Asia as well as in our home European markets delivering high-specification bespoke and standard equipment worldwide, quickly and efficiently."

During the 2012 financial year staff numbers increased from 200 to 253. ACE continued to set new records with the highest intake yet of Modern Apprentices engaged on the company's IMechE- accredited apprenticeship scheme. Forty-one apprentices were employed on the four year programme which covers technical and craft skills as well as



business administration. Six members of staff were graduates undergoing the ACE graduate engineering scheme and a further 12 were engaged in a Trainee Program.

**ACE Winches** is committed to providing active support to local community initiatives and fundraising, including the adoption of four local charities, sponsorship of a number of teams at the local football club, and sponsorship and donations to a number of other local groups.

Mr Cheyne said: "As a major employer in the area, the company recognises the influence it has on the local economy and community. Our objective remains securing the long term future of the company for the good of all those that work here. We are confident that the long term future looks bright."



The **NEPTUNE MARINER** arrived with the **BIBBY KALMAR** in Rotterdam – Photo : Ria Maat ©

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## Stena Voyager Makes Final Journey

Stena Line's HSS vessel, the **Stena Voyager**, which operated on the Belfast-Stranraer route between 1996 – 2011, is about to make her last journey as she heads to the recycling yard. When the **Stena Voyager** was first introduced in the middle of the '90s, the ferry was unique in its class and since its first sailing, the ship has carried over 17 million passengers and made over 45,000 sailings between Northern Ireland and Scotland. When commissioned by Stena Line, the HSS series of three ships, including the **Stena Voyager**, helped to revolutionise the look of the ferry industry. With its top speed of 40 knots and high quality onboard travel experience for 1,500 passengers and its freight capacity of 375 vehicles, the ferry became an instant hit with customers. "Whilst the HSS class was a unique and highly innovative development for Stena Line, unfortunately the spiralling costs of operating



Photo : Rob de Visser ©

the Stena Voyager have become all too high. When the Voyager was first put into service fuel was approximately \$20 per barrel and now the price is around \$110 dollar, for a fuel hungry vessel this is simply untenable," said Michael McGrath, Stena Line's Chief Operating Officer. "We live in different times now and we have to invest in more fuel efficient services for our freight and travel passengers. As a result we have now introduced two Superfast ferries on the service between Northern Ireland and Scotland and we have constructed new ports in both Cairnryan and Belfast to give our freight and travel customers one of the best ferry experiences on the Irish Sea." The **Stena Voyager** will

now be moved to the Öresundsvarvet shipyard in Landskrona, Sweden, where she will be recycled by Stena Line's sister company, Stena Recycling. All of the **Stena Voyager's** various components will be recycled, as far as is possible, helping the company to maintain its environmentally responsible reputation. "Recycling the **Stena Voyager** is a unique and interesting project. There are many different types of material to recycle, and this will be done in several stages. The project requires highly experienced personnel and efficient recycling processes, which we possess," said Staffan Persson, MD, **Stena Recycling**. "Recycling the large quantities of aluminium in the **Stena Voyager** will save up to 150 metric tonnes of carbon dioxide and the metal can be reused in the form of car parts or furniture for example." The **Stena Voyager** was designed by another company in the Stena Sphere Group, Stena Teknik and at the time was one of the most revolutionary designed and constructed ships in the world. source : **Ferries of Northern Europe**

## See Dockwise Realizing the Inconceivable Together at :

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



The **HAI YANG SHI YOU 278** and **CASTORO 7** in Caracas bay (Curacao) – Photo's : **Kees Bustraan** ©



And ballasting down to discharge the **CASTORO 10**



## Yang Ming takes delivery of new container vessel YM Unicorn

**YM Unicorn**, an 8,626 TEU ful-container vessel built for **Yang Ming** by CSBC CORP., TAIWAN, was delivered and named at a ceremony held at CSBC Kaohsiung Shipyard on May 3, 2013, the shipping company's news release said.

The ceremony was presided over by Dr. Frank Lu, Chairman of Yang Ming Marine Transport Corp., and Mr. Robert Lai, Chairperson of CSBC CORP., TAIWAN. Mrs. Li Yue-Chun, wife of the GM of Xxentria Technology Materials Co. Ltd, was invited to sponsor the new ship. **YM Unicorn** is the last of five 8,626 TEU full-container vessel built for Yang Ming by CSBC CORP. This type of vessel is eco friendly. It features fuel-saving and high capacity, and also can contribute to environmental protection. With the deployment of this new vessel, Yang Ming can enhance the comprehensive service and provide better service to customers.

**YM Unicorn** is to be deployed in the NE2 Service (Asia–North Europe). Her ports of call are in this order: Xiamen–Kaohsiung–Yantian–Singapore–Rotterdam–Hamburg–Felixstowe–Antwerp–Port Said–Singapore–Hong Kong–Xiamen. **Source : PortNews**

## OLDIE – FROM THE SHOEBOX



The **USS LAFFEY** moored in Charleston- **Photo : Krijn Hamelink.**

**USS Laffey (DD-724)**, an Allen M. Sumner-class destroyer, was the 2nd ship of the United States Navy to be named for Bartlett Laffey. Seaman Laffey was awarded the Medal of Honor for his stand against Confederate forces on 5 March 1864. The ship earned the nickname "The Ship That Would Not Die" for her exploits during the D-Day invasion and the battle of Okinawa when she successfully withstood a determined assault by both conventional and the most unrelenting kamikaze air attacks in history. Laffey is a U.S. National Historic Landmark and is preserved as a museum ship in Charleston, South Carolina. Laffey's keel was laid down on 28 June 1943 by Bath Iron Works Corp., Bath, Maine; launched on 21 November; sponsored by Ms. Beatrice F. Laffey, daughter of Seaman Laffey; and commissioned on 8 February 1944, with Commander F. Julian Becton in command. On 7 November 1956, **Laffey** departed Norfolk and headed for the Mediterranean at the height of the Suez Crisis. Upon arrival, she joined the 6th Fleet which was patrolling the Israeli-Egyptian border. When international tensions eased, Laffey returned to Norfolk on 20 February 1957, and resumed operations along the Atlantic coast. She departed on 3 September for NATO operations off Scotland. She then headed for the Mediterranean and rejoined the 6th Fleet. Laffey returned to Norfolk on 22 December. In June 1958, she made a cruise to the Caribbean for a major exercise.

Returning to Norfolk the next month, Laffey resumed regular operations until 7 August 1959, when she deployed with DesRon 32 for the Mediterranean. Laffey transited the Suez Canal on 14 December, stopped at Massana, Eritrea, and continued on to the Aramco loading port of Ras Tanura, Saudi Arabia, where she spent Christmas. Laffey operated in the Persian Gulf until late January 1960, when she transited the Suez Canal and headed for home, arriving at Norfolk on 28 February. Laffey then operated out of Norfolk, making a Caribbean cruise. In mid-August, she participated in a large naval NATO exercise. In October, she visited Antwerp, Belgium, returning to Norfolk on 20 October, but headed back to the Mediterranean in January 1961. While there, she assisted **Dara**, a British freighter in distress. **Laffey**



sailed for home in mid-August and arrived at Norfolk on 28 August. Laffey set out in September on a vigorous training program designed to blend the crew into an effective fighting team and continued this training until February 1963, when she assumed the duties of service ship for the Norfolk Test and Evaluation Detachment. From October 1963 - June 1964, Laffey operated with a hunter-killer group along the eastern seaboard, and on 12 June made a midshipmen cruise to the Mediterranean, arriving in Palma de Mallorca on 23 June. Two days later, the task group departed for a surveillance mission observing Soviet naval forces training in the Mediterranean. Laffey visited Mediterranean ports of Naples, Italy; Théoule, France; Rota and Valencia, Spain, returning to Norfolk on 3 September. Laffey continued to make regular Mediterranean cruises with the 6th Fleet and participated in numerous operational and training exercises in the Atlantic and Caribbean.

**Laffey** is currently a museum ship at Patriots Point in Charleston, South Carolina, alongside two other US National Historic Landmarks: the aircraft carrier **Yorktown**, and submarine **Clamagore**. In October 2008, it was discovered that over 100 leaks had sprung up in Laffey's hull, and officials at Patriots Point were afraid that the ship would sink at her mooring. An estimated \$9 million was needed to tow the ship to dry dock for repairs, prompting Patriots Point officials to secure a \$9.2 million loan from the state of South Carolina to cover the costs. On 19 August 2009, she was towed to Detyens Shipyards in North Charleston on the Cooper River for repair in drydock. The rust-eaten, corroded hull was repaired with thicker plating, miles of welding, and new paint. On 16 April 2010, the Board of Trustees of Clemson University reached a lease agreement for Patriots Point organization to moor Laffey adjacent to Clemson's property at the former Navy base in North Charleston. Laffey was returned to Patriots Point on 25 January 2012 with more than a dozen former crew members among the crowd on hand to greet her. Said one veteran, "This means a lot of years of fighting to get her saved again. The Germans tried to sink her. The Japanese tried to sink her and then she tried to sink herself sitting here. She's whipped them all and she's back again." It cost \$1.1 million to return the ship and to make repairs to accommodate her in a new berth at the front of the museum.

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



Kotug fleet at the Wiltonhaven, Schiedam. (**SD Jacoba**, **SD Sparta** and **ZP Chalone**)

**Photo : Patrick Nowee - Captain HLV Svanen ©**

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