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**The 1930 built 55 mtr long MARJORIE at the Westerscheldt River**  
**Photo : Henk Nagelhout (c)**

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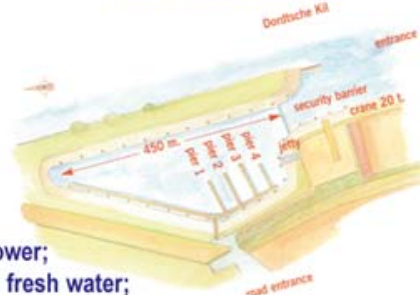
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Transshipment vessels "GYPSUM INTEGRITY" and "GYPSUM CENTENNIAL" followed by "SMIT LMNALCO LION" off Freetown / Sierra Leone. Photo : Barry Fredriksz (c)

## ABB systems onboard three Nor-Shipping Energy Efficiency Award nominees

### Energy management system and Onboard DC Grid bring energy efficiency to the next level

**ABB**, the leading power and automation technology group, has systems onboard three out of the four ships shortlisted for Nor-Shipping's prestigious Energy Efficiency Award. **Nor-Shipping** is a leading maritime event that takes place every second year in Oslo, Norway. The Energy Efficiency Award will be presented to the ship considered to have made the greatest contribution towards energy efficiency. The three nominees with ABB systems onboard are:

Viking Grace, the world first LNG-fuelled large passenger ship, owned by **Viking Line**, who chose ABB to supply the complete electrical power plant and propulsion system together with energy management system -- EMMA, which is a part of ABB's advisory suite within its vessel information and control solutions (VICO). EMMA helps to manage energy-related processes, practices and decisions on the new ferry to use fuel more efficiently during operation.

CMA CGM's Marco Polo, the largest container carrier on the oceans, has ABB's advisory system OCTOPUS onboard for motion forecast and monitoring and heavy weather decision support. OCTOPUS analyses wave measurements, weather forecasts, navigation data and the voyage plan, taking ship characteristics, loading conditions and motion sensor measurements into account to advise crew on optimal route planning, speed and fuel consumption in all weather conditions.

The third vessel, Myklebusthaug Management's **Dina Star** is the first ship to feature ABB's full Onboard DC grid system, integrating all power, propulsion, automation and advisory systems. With Onboard DC grid, ABB has created one of the most flexible marine power and propulsion systems ever brought to market. The system offers up to 20% fuel savings over conventional plants, significant potential space savings and improved dynamic response. Over the coming months, ABB will offer field data verifying reductions in emissions and fuel consumption using its energy management system EMMA, which is also installed on **Dina Star**. "ABB is proud to be one of the key suppliers contributing to the energy efficiency on three of the vessels nominated for this coveted award," says Heikki Soljama, head of ABB Marine and Cranes business unit. "This underlines ABB's leading position in providing innovative and energy efficient solutions in the maritime industry. We are very happy to see that ABB's constant efforts in providing more efficient, smarter and environmental-friendly solutions are recognized by our customers and the industry. Energy efficiency has always been one of our key business drivers, and customers benefit by partnering with one experienced supplier offering integrated power and automation, and energy management. ABB will help the vessels regulate fuel and power consumption, and provide detailed operational information for all onboard systems to maximize their performance, efficiency and passenger safety and comfort."

At Nor-Shipping, ABB will highlight its full range of marine solutions in hall E, booth E01-E12. These solutions include integrated automation and power & propulsion systems. ABB ([www.abb.com](http://www.abb.com)) is a leader in power and automation technologies that enable utility and industry customers to improve performance while lowering environmental impact. The ABB Group of companies operates in around 100 countries and employs about 145,000 people.

## Oil-Tanker Charter Rates Reach 2013 High on Demand for Vessels

Charter costs for the biggest tankers hauling Middle East oil to Asia reached this year's high as demand to book the ships strengthened. Hire rates for very large crude carriers on the benchmark Saudi Arabia-to-Japan voyage added 8.9 percent to 45.53 industry-standard Worldscale points, figures from the London-based Baltic Exchange showed today. The advance was this year's biggest and extended May's climb to 36 percent.



The **EAGLE SAN ANTONIO** anchored off Singapore – Photo : Piet Sinke (c)



Charter rates on the route to Asia rose 26 percent in a week, according to the exchange's data. VLCC supply in the Persian Gulf, the world's biggest cargo-loading region, remained near the "six-month low of 50-something vessels" even as it increased by three to 56 ships, Marex Spectron Group said in an e-mailed report. Each ship can hold 2 million barrels of crude. "Charterers kept coming into the market on top of each other, and the trend started to firm and rates corrected up," the consulting unit of Oslo-based shipping-services and investment-banking company Astrup Fearnley said in an e-mailed report today. "The next couple of days/next week will prove if the market has peaked or if there is further upside potential." Daily earnings for VLCCs on the benchmark journey climbed 35 percent to \$21,802, according to the exchange. Returns surged sixfold since May 22. The exchange's earnings assessments don't account for owners' efforts to improve returns by securing cargoes for return-leg voyages or reducing speed to burn less fuel, the industry's biggest expense. The Worldscales system is a way of pricing oil cargoes on thousands of trade routes. Each individual voyage's flat rate, expressed in dollars a metric ton, is set once a year. Today's level means hire costs on the benchmark route are 45.53 percent of the nominal Worldscales rate for the voyage. The advance for VLCCs on the benchmark route was also the largest move among crude tankers tracked by the exchange. The biggest one-day change for vessels shipping refined fuels was for tankers heading to Europe from the U.S. Gulf Coast, which fell 4.3 percent to 80.36 points, bourse data show. **Source: Bloomberg**



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The **SMERALOO** moored in Vissingen – Sloe harbour – Photo : Jan de Bokx (c)

## Largest cruise ship, Mariner of the Sea arrived in Penang

The largest cruise ship home-porting in Asia, **Mariner of the Sea**, has arrived in Penang for the first time. Arriving , the Royal Caribbean International vessel measuring 1,020 feet with 15 decks, brought some 3,000 passengers from

around the world to discover Penang. The cruise ship will sail off tonight to its second stop in Malaysia, Port Klang. It is scheduled to reach there at about 9am on Friday. On Saturday, she is expected to reach Singapore. The ship is currently on an 11-night repositioning cruise from Dubai to Singapore to kick start her maiden Asian season. Her port-of-calls are Goa, Cochin and Port Klang for the sailing. **Source : Straits Times**



29-05-2013 : The **Mærsk Mc-Kinney Møller** on her trial run, as seen from the **SAL** Heavy Lift vessel "**Trina**" off Korea. **Photo : Anders Hyrup (c)**

## **Ill fated express boat believed to be overloaded, says Sarawak police**

Based on initial findings, police believe the ill fated express boat that sank in the Rajang River near Belaga Tuesday morning was overloaded with more than 200 passengers, said Sarawak Police Commissioner, Datuk Acryl Sani Abdullah Sani.



He said the figures that the express boat with a capacity of only 67-seated passengers was packed with more than its official load capacity, was based on accounts of survivors in the tragic incident. "The identities of those still missing are sketchy because there were no official figures of passengers on board as the express boat operator is believed to have not kept a manifest," he told Bernama in Kuching. So far unofficial reports said some 21 people are still missing while 181 others managed to swim to safety when the express boat crashed into rocks about 40 minutes after leaving

Belaga town. He said police involved in the search and rescue team were still at the scene of the incident and it would take a few more hours to get any accurate information or confirmation on the actual number of casualties. **Source : AstroAwani**

## **Baltic index drops on lower capesize, panamax rates**

The Baltic Exchange's main sea freight index tracking rates for ships carrying dry bulk commodities fell on Thursday, dragged down by lower capesize and panamax rates.

\* The overall index, which gauges the cost of shipping commodities such as iron ore, cement, grain, coal and fertilisers, fell 7 points or 0.86 percent to 811 points.

\* The Baltic's panamax index dipped 15 points or 1.83 percent to 806 points.

\* Average daily earnings for panamaxes, which usually carry 60,000 to 70,000 tonne cargoes of coal or grain, were down \$124 to \$6,415.

\* The capesize index fell 9 points or 0.67 percent to 1,339 points.

\* Average daily earnings for capesizes, which typically transport 150,000-tonne cargoes such as iron ore or coal, were down \$122 to \$5,172. **Source: Reuters**



## **NATO Shipping Centre - Weekly Piracy Assessment**

The NATO Shipping Centre has issued its Weekly Piracy Report for period 23-30 May 2013. The NATO Shipping Centre (NSC) continues to work closely with both industry and military organizations in order to provide accurate reporting on piracy activity throughout the region. During the last week there were more reports of suspicious approaches however there were no positively identified pirate attacks.

In discussions with other reporting agencies, there have been several recent cases where vessels have not reported suspicious activity or suspected piracy in accordance with the recommended procedures in the Best Management Practices 4 (BMP4). It is requested that vessels transiting through the region follow the BMP4 reporting procedures in order to ensure that the NSC, UKMTO and MSC HOA can provide reporting on all events of concern.

As identified last week, with the onset of the SW Monsoon season there is increased fishing activity in the Gulf of Aden along the southern coastline of Yemen, and this has created a condition for additional interaction between fishing boats and merchants transiting in close proximity to the traditional seasonal fishing areas. Be advised that it is normal for dhows to act as larger supply vessels and a central repository for regular fishing activity and regularly have a number of small boats/skiffs conducting associated fishing activity in the vicinity of these boats.

It is recognized that such activity looks very similar to pirate action and it may be difficult to differentiate between legitimate fishing and potential pirate activity, however there are currently no known dhows operating as a "Pirate Mother Ship" within the Gulf of Aden, Arabian Sea or Somali Basin.

### **Standing Guidance**

#### **Regional Considerations:**

Masters are advised to remain vigilant at all times in transit or at anchorage and fully implement protection measures, as set down in BMP4, across the entire High Risk Area (HRA).

Sailing yachts should avoid transiting the HRA. Past activity has shown that pirates will attack both large and small yachts passing their way. Despite the fact that attacks on merchant vessels appear to have decreased, the possibility of attacks and the successful pirating of sailing vessels remains likely due to their vulnerability and the reduction of revenue sources from pirated merchant vessels.

There have been a number of incidents reported to counter-piracy organisations in the HRA involving small craft approaches to merchant vessels. Although these incidents may appear to be piracy related, the majority actually are not and have been assessed as non-piracy related activity common to the pattern of life in the area. This can include fishing, small vessel trade, smuggling and other local traffic.

Fishing vessels may approach a merchant ship to maximize fishing opportunities or to safeguard fishing nets and fishermen may carry small arms. It is not uncommon for fishing vessels to follow merchant and large vessels in order to capitalise on the often increased numbers of fish in the resultant wake. Please note that, if the NATO Shipping Centre assesses an approach or incident to be piracy-related, we will issue relevant warnings.

### **Weather:**

Southwest monsoon conditions are starting to influence the operating areas, with the exception of the GOA. Winds and seas continue to increase in all areas as the Southwest Monsoon continues to establish over the next week.

### **Piracy Threat:**



The threat of piracy against merchant shipping continues throughout the entire HRA. Successful disruptions by naval forces over the past few months, in conjunction with masters' adherence and implementation of BMP4, have significantly reduced the pirates' ability to capture vessels. However, pirates are able to act far off the coast of Somalia and are likely in search of vessels of opportunity.

### Pirate Tactics:

Pirate Attack Groups (PAGs) have made "soft-approaches" on merchant ships transiting the HRA. A skiff will often approach a vessel to probe the reactivity of its embarked security team, if present. If they elicit no response, the pirates may then proceed with an attack, sometimes accompanied by a second skiff. This practice seems designed to allow pirates to avoid needless expenditures of ammunition and personal risk without a significant probability of success.

### Continued Vigilance and the use of BMP:

It is imperative that merchant vessels remain vigilant at all times in transit and/or at anchorage and fully implement protection measures set down in BMP4 across the whole High Risk Area (HRA) as it can make the critical difference of being approached, attacked, or pirated. NSC would like to remind masters that BMP4 highly recommends maintaining best possible vessel speed when transiting the HRA to deter pirate boardings.

### Registration & Incident Reporting:

As per Section 5 of BMP4, early registration with MSCHOA before entering the HRA and initial and regular reporting to UKMTO are highly recommended to ensure military authorities are aware of a vessel's passage and vulnerabilities.

Source: NATO Shipping Centre

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PB Sea-Tow vessel - **PB Matua** departing Apia , Samoa on voyage to Tokelau Islands . Tokelau is a New Zealand territory made up of 3 islands 270 nm north of Samoa. There are 1600 residents and the PB Matua provides the only transport method for passengers and freight to this island group. **PB Matua** is contracted to the New Zealand Government. **Photo :Peter Dunlop ©**





The **OFFSHORE WANDELAAR** & **OFFSHORE WESTDUINE** outboard from Rotterdam - Photo : Kees Torn ©

## Governments confront rising threat to ships from signal jamming

Ships on the world's busiest waterways face growing threats to their satellite navigation systems, including jamming attacks, prompting Britain and South Korea to deploy back-up devices to avert potential disasters at sea. South Korea has already experienced waves of signal jamming since 2010 on ships and aircraft, its officials said. Vessels increasingly rely on systems that employ satellite signals to find a location or keep exact time, including the Global Positioning System (GPS).

Experts say GPS is vulnerable to signal loss from solar weather effects or radio and satellite interference and can also be affected by intentional jamming by criminal gangs, nation states or potentially from militant groups.

"When a ship loses GPS, multiple systems go down altogether and there is nothing which tells the captain this is due to jamming. The danger of a grounding or a collision is then ever present," said David Last, strategic advisor to the General Lighthouse Authorities of the UK and Ireland (GLA). "GPS failure on a dark night with low visibility is simply terrifying for a crew," Last said.

Earlier this year the GLA launched a radio-based back-up system called eLoran in the Dover Strait, one of the world's busiest shipping lanes. It plans a prototype roll-out of eLoran at another six locations along Britain's east coast by mid 2014. The eLoran system works on earth-based radio systems to provide alternative position and timing signals for navigation. Ships need to install receiver equipment. The GLA said vessels also had to contend with increasing numbers of obstacles such as oil rigs and wind farms.

"Ships are larger these days and pass through hub routes with multiple choke points. They may be in oceans but there are still queues of ships moving through them," Last said. "Unless we have e-navigation supported by a resilient back-up system, the risks will grow."

### JAMMING ATTACKS

GPS systems are vulnerable to jamming as disabling devices can be bought cheaply. Criminal gangs have been active on land around the English port of Dover, for instance, disabling trackers on high-value stolen cars. Signal jamming can also be used by countries. NATO defence ministers will hold a first-ever session on cyber security at talks in Brussels next week. While its focus has been on protecting its own communication systems, the Western alliance has been looking at expanding its role in protecting vital infrastructure such as ports, electricity grids and pipelines, fearing they are vulnerable to attacks from militants or hackers. Captain Tim Gallaudet of the U.S. Naval Observatory, citing a U.S. navy sailor recently returned from a deployment in the Middle East Gulf, pointed to signal disruptions close to Iran. "When transiting near the Iranian territorial sea limit in the northern Arabian Gulf, his ship consistently experienced interference with the vessel's GPS receivers, almost certainly due to intentional jamming," Gallaudet told a forum last month. He did not say who was responsible for the jamming. "I have navigated in that region on three different U.S. navy ships, and there are numerous oil platforms, areas of shoal water, and of course the Iranian



territorial sea limit. So, the importance of assured PNT (positioning, navigation, and timing) capability in the region should be readily apparent." Following jamming attacks by North Korea, which South Korean officials say began about three years ago, Seoul saw the need for a back-up system and it is working to deploy eLoran. During 2012 alone, 1,016 airplanes and 254 ships experienced GPS disruptions during 16 days of jamming by North Korea, Seoul officials said. Jiwon Seo at South Korea's Yonsei University, who is working with the government on its eLoran programme, said Seoul expected an initial prototype system in 2016. "eLoran is a very high-power terrestrial navigation system and it is virtually impossible to jam it," he said. "Once the Korean eLoran system is operational, any neighbour countries receiving enough signal strength can use the signals for navigation. If Russia, China, and Japan also deploy eLoran in the future, the eLoran service coverage can be expanded to the entire northeast Asia." **Source: Reuters**



'BOA DEEP C', seen in an overcast Sekondi Port, Ghana, getting prepared for new gas pipe line installation from the Jubilee Field, offshore Ghana. **Photo : Pat McCardle ©**

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## Maersk's 8.4 Billion Bananas Add to Ship Profits

The secret to making money in shipping containers can be found in 8.4 billion bananas. That's how much of the fruit A.P. Moeller-Maersk A/S (MAERSKB), the world's biggest container line, moved last year. The company's reliance on refrigerated boxes helped keep it profitable as the industry posted a second straight year of losses. Moving perishable food in refrigerated containers is expected to grow an average of 4.5 percent a year until 2016, according to Drewry

Maritime Equity Research, twice the pace forecast for ordinary boxes this year. Maersk and its rivals are seeking to move more goods in cooled containers -- whose freight rates are 3.5 times higher -- to offset losses from other goods. "Transport of refrigerated goods is one bright spot for shipping lines," said Jay Ryu, an analyst at Daewoo Securities Co. in Seoul. "Moving things like meat and wine will generate more earnings than wastepaper and hay." New cooling methods manufactured by United Technologies Corp. (UTX) have helped Maersk to work with farmers in the Philippines and apple growers in New Zealand to transport fruits farther. Shipping lines are hauling \$6 billion of computers and perishable goods in refrigerated boxes daily. Furniture and construction material are the top two items by volume that the container line industry moves. Bananas are the biggest cargo moved by refrigerated containers, also known as reefers. Then comes frozen chicken, citrus, fish and dairy products. Some mobile phones and displays are also shipped in air conditioned boxes, according to United Technologies.

### Global Population

The world's 30 biggest container-shipping companies had a combined loss of \$6 billion in 2011, and narrowed it to \$239 million last year, according to market researcher Alphaliner. Transport using refrigerated containers is expected to increase to 212 million tons in 2016 from 172 million tons in 2011 because global population is forecast to increase to 7.45 billion by then, according to shipping consultant Drewry. "This forecast will have a direct effect on worldwide perishable reefer demand, particularly in the high-volume import regions such as Western Europe, North America and Asia," said Rahul Kapoor, a Singapore based analyst at Drewry. Moving goods in cooled boxes gives companies more margins, he said. In mid-March, it cost \$1,700 to move a non-refrigerated forty-foot box to north Europe from Santos, Brazil, according to Drewry. In comparison, rates for frozen meat in a cooled container on the same route were about \$5,000, and as much as \$6,000 to Russia.

### Philippine Bananas

Maersk has invested \$1.9 billion in the reefer business since 2008, according to the company's website. Maersk delivered 11.6 million tons of refrigerated cargo last year, using its 230,000 reefers -- each capable of carrying 25 tons of chicken.

Every week, the company moves at least 1,000 boxes filled with bananas from the Philippines, said Thomas Knudsen, chief executive officer of Maersk Line's Asia-Pacific operations.

Shares of Maersk fell 0.3 percent to 42,000 kroner as of 1:54 p.m. in Copenhagen. The stock gained 12 percent last year. Thirteen of the 31 analyst ratings on the company recommend investors buy the stock, according to data compiled by Bloomberg. In comparison, shares of Singapore-based Neptune Orient Lines Ltd. (NOL) -- unprofitable in each of the past two years -- rose 1.8 percent last year. Nine of 26 analyst ratings on the company recommend investors sell the stock. With Maersk, CMA CGM SA, Hapag-Lloyd AG, NOL and other shipping lines all embracing this trade, demand for boxes and new technology is also rising. UTC Climate, Controls & Systems, a unit of Hartford, Connecticut-based United Technologies, has developed a new container-cooling system that uses greenhouse gas to keep fruit and meat from getting spoilt. That will replace industrially produced hydrofluorocarbons, one of the biggest causes of global warming, John Mandyck, the company's chief sustainability officer, said in an interview in Singapore May 14. UTC -- the world's biggest maker of reefers -- expects to start selling the new product called NaturaLine in the second half of this year. Maersk also uses a technology that helps slow the aging process of the fruit, Knudsen said. "In developing economies, about 50 percent of all vegetables and so on are lost during transportation because it's poorly stored," Knudsen said. Maersk is now working in Papua New Guinea to haul tuna. "With a world that has a growing population, and our land not growing, it's important that we become more productive in how we manage our food supply," said UTC's Mandyck. **Source: Bloomberg**



TSHD **CHARLES DARWIN** operating off Den Helder  
Photo : Tom van Oossanen – [www.tomvano.com](http://www.tomvano.com) ©





The **BEATE OLDENDORFF** enroute Rotterdam - Photo : Ria Maat (c)

## Qatar's Nakilat aiming to double staff to 10,000 by 2016

**Qatar Gas Transport Company Ltd (NAKILAT)**, the Doha-based shipping company overseeing the world's largest fleet of LNG vessels, is planning to double its labour force to 10,000 employees by 2016, its managing director told Arabian Business.

"We have around 5,000 people and we expect to really go away above 10,000 plus in a few years down the road. Once we get all the facilities completed we will be more than 10,000 people. We are doubling our staff in about three years" Muhammad Ghannam, managing director of Nakilat said in an interview in Doha. Nakilat's Qatari workforce is currently almost 20 percent at its head office, with plans to increase this to 24 per cent by the end of 2013, and the company is looking to increase this to 30 percent in the near future, Ghannam said. Nakilat 2012 total profit from operations was QR746.5m (\$205m), having assets worth QR30.9bn as of December 31, 2012. Established in 2004 as a joint stock company, Nakilat owns 54 LNG vessels, making it the largest LNG ship owner in the world. A report by Lloyd's Register this year said it expected the total tonnage of LNG ships to increase by 1.8 to three times what it currently is within a decade. **Source: Arabian Business**



## Geruststelling voor bezoekers sleepvaartmuseum

Soms is het voor bezoekers van het sleepvaartmuseum een onaangename verrassing dat de lopende wisseltentoonstelling na vijf à zes maanden alweer afgelopen is. Een bezoek aan het museum wordt vaak uitgesteld tot het te laat is en de expositie alweer is opgeborgen. Het bestuur van het museum heeft besloten dit probleem in ieder geval gedurende de vakantiemaanden op te lossen. De tentoonstelling "**Waar zijn ze gebleven?**", die 2 juni zou aflopen, wordt verlengd en wel tot en met 6 oktober a.s., niet toevallig de zondag na het Maassluise maritieme feest de '**Furiade**'.



Er is dus volop gelegenheid om in de vakantieperiode de tentoonstelling, die gaat over Nederlandse sleepboten die naar het buitenland werden verkocht, te gaan bekijken. Het leuke is dat door de geëxposeerde foto's de levensloop



van veel sleepboten letterlijk in beeld wordt gebracht. Zo zijn er sleepboten verbouwd tot jacht, maar in die gedaante nog duidelijk herkenbaar.

Er zijn meer sprekende voorbeelden, ook van recente datum. Zo werd de sleepboot *Tempest* in 1976 gebouwd voor rekening van Wijsmuller uit IJmuiden, van oudsher de grote concurrent van Smit. In 1991 werd het schip ingebracht in SmitWijs B.V. een samenwerkingsverband van beide grote zeesleepmaatschappijen. Zowel zusterschip *Typhoon* als de *Tempest* werden in 2005 verkocht aan ITC te Heemstede, die er met succes nog zeven jaar mee voer. Onlangs werden de schepen opnieuw verkocht, nu naar het Midden-Oosten. Ze werden resp.

*Gudri* en *Indus* gedoopt. De eerstgenoemde werkt nu in de buurt van Nigeria. Wat te denken van de ooit wereldberoemde *Smit Rotterdam* en haar zusterschepen *Smit London* en *Smit Singapore*. Ook deze vaartuigen werden in het samenwerkingsverband SmitWijs ingebracht, maar gingen in 2001 over in handen van het Deense *Svitzer*, die Wijsmuller had overgenomen. Het voorvoegsel 'SmitWijs' ging van de schepen af, maar de namen werden verder gehandhaafd. Recentelijk werden de drie schepen aan een grote Amerikaanse onderneming verkocht die sloopschepen opkoopt en naar sloperijen in het Verre Oosten gaat verslepen.

Fraaie gedetailleerde modellen van zowel de Wijsmuller- als de Smit eenheden, maar ook die van andere maatschappijen en niet te vergeten van de stomers van voor 1940 zijn voorlopig nog even te zien in Maassluis aan de Hoogstraat 1-3. Openingstijden iedere dag van 13.30 tot 16.30 uur, behalve op maandag.

## Divers recover 10 bodies from sunken ship off Nigeria coast contracted by Chevron Corp.

A contractor for *Chevron Corp.* in Nigeria says divers have recovered the bodies of 10 sailors who drowned when their ship sank off the coast. *Sea Trucks Group* said in a statement Friday that one other sailor remained missing from the sinking of the tug boat *Jascon 4* some 14 nautical miles off the coast of Escravos, Nigeria. The company says the boat overturned Sunday while trying to tow a tanker in the area. The company says it has halted recovery efforts as the ship is now too unstable for divers to work in. Offshore work can be dangerous, as sailors face Nigeria pirate and militant attacks. Industrial accidents happen as well. A sailor drowned in 2010 after falling overboard from a boat working for French oil firm Total SA. Source : AP

## CASUALTY REPORTING

## Tanker and bulk carrier collide off Galveston

Two deep-draft ships, a tanker and a bulk carrier collided on Thursday approximately 30 miles off the coast of Galveston, the US Coast Guard reports. The Coast Guard is responding to the collision. There has been no report of injury or pollution from either vessel; however, both vessels are reporting damage but are in stable condition.

At approximately 5:50 a.m. watchstanders at Coast Guard Marine Safety Unit Texas City received a report of a collision between the 900-foot Tank Vessel *Profit* loaded with approximately 19 million gallons of crude oil and the 625-foot Motor Vessel *Imperial Spirit* loaded with grain.

The Coast Guard launched an Air Station Houston helicopter with a pollution incident responder to conduct an initial damage assessment. Coast Guard Cutter *Skipjack* was also launched with a team of incident responders, marine

inspectors, and marine casualty investigators to conduct a preliminary investigation and mitigate any possible further risk to the environment or the mariners aboard the two vessels. The cause of the incident is under investigation.

## Soloroeier van Me Inc gered

Afgelopen donderdag nacht ontving het Kustwachtcentrum in Den Helder een signaal dat het noodbaken van de **Me Inc.** was afgegaan. De **Me Inc** is bezig met een solo roeireis rond de wereld en bevond zich op dat moment tussen Australië en Afrika, ongeveer 1900Km verwijderd van de Cocoseilanden. Gisteren had de boot een bijna aanvaring met een tanker waardoor de roeier vermoedelijk al wat verwondingen had opgelopen. Het Kustwachtcentrum heeft vervolgens contact opgenomen met de Australische Kustwacht, die verantwoordelijk zijn voor het gebied waar de boot op dat moment voer. Die hebben een noodbericht uitgezonden aan scheepvaart in de buurt om goed uitkijk te houden naar de roeiboot. Daarop heeft de LNG Sokoto, onderweg van Japan naar Nigeria gereageerd.



The **LNG SOKOTO** – Photo : Frans de Lijster ©

De **LNG Sokoto** heeft enige tijd later de roeiboot aangetroffen, die dreef op zijn kop, en de roeier kon zichzelf nog vasthouden aan de roeiboot. De roeier is opgepikt en nu aan boord onderweg naar Nigeria, hij maakt het naar omstandigheden goed. Bron : Kustwachtcentrum Den Helder

## NAVY NEWS

### INS Arihant reactor to be made critical next week



Moving towards completing its nuclear triad, India will activate the atomic reactor on-board the indigenous nuclear submarine **INS Arihant** next week paving way for its operational deployment by the Navy soon. "We are gearing up for the sea trials of Arihant," DRDO chief V K Saraswat said at an award function. "The nuclear reactor on-board the **INS Arihant** would be made critical (activated) in first week of June," sources said on the development of the nuclear submarine.

Nuclear triad is the ability to fire nuclear-tipped missiles from land, air and sea. After the nuclear reactor is activated, the agencies concerned can work towards readying the warship for operational deployments soon. **INS Arihant** has been

undergoing trials at Navy's key submarine base in Vishakhapatnam and would be launched for sea trials after the nuclear reactor goes critical.

The DRDO has also readied a medium-range nuclear missile BO-5 for being deployed on the [Arihant](#) and its last developmental trial was held on January 27 off the coast of Vishakhapatnam. The nuclear submarine will help India achieve the capability of going into high seas without the need to surface the vessel for long durations.

Conventional diesel-electric submarines have to come up on surface at regular intervals for charging the cells of the vessel. **Source : indiaTimes**

## **HMS Edinburgh in final return to Portsmouth In keeping with navy tradition the ship was flying a decommissioning pennant on its final return**

**The last of the Royal Navy's Type 42 destroyers has returned to Portsmouth for the final time.**

It marks the end of [HMS Edinburgh's](#) farewell tour which included visits to its namesake city and Liverpool, where it was built. The ship is due to be decommissioned next week, having clocked up about 800,000 miles. Commanding officer, Cdr Nick Borbone, said it was a "fitting finale to an illustrious career".

The Type 42 Destroyers are to be replaced with Type 45 vessels, which are double the weight and carry the latest missile technology. The 30-year-old [HMS Edinburgh](#) underwent a £17.5m refit in 2010.

The ship is being decommissioned as part of the government's Strategic Defence Review announced in 2010, which will see the Royal Navy's surface fleet cut from 23 to 19 ships. During its final tour [HMS Edinburgh](#) also stopped off in London to take part in events to mark the 70th anniversary of the Battle of the Atlantic.

Cdr Borbone said: "We have been able to open the ship to thousands of visitors across the nation all of whom have had a chance to experience a Type 42 for the final time and also see for themselves how the Royal Navy continues to play a vital role in protecting the interests of the UK."



**Photo : Chris Brooks [www.ShipFoto.co.uk\(c\)](http://www.ShipFoto.co.uk(c))**

[HMS Edinburgh](#) fired a 21-gun salute as it approached its home harbour, with a reply from the saluting gun at Fort Blockhouse in Gosport. The ship will be open to the public on Saturday and Sunday before the white ensign is lowered for the final time during a decommissioning ceremony on 6 June. The largest of the Type 42 destroyers built for the Royal Navy, it was launched in 1983 and served in the 2003 Iraq war. In its final operational deployment, [HMS Edinburgh](#) was used in counter-drug trafficking measures off west Africa before visiting the Caribbean and the US.

**Source : BBC**

## **Intl waters free for Chinese submarines**

Chinese submarines are free to navigate international waters, including the Northwest Pacific, which is also visited by other nations' maritime forces, the spokesman for China's Ministry of National Defense said Thursday. Spokesman Geng Yansheng made the remarks at a regular ministry briefing. He also criticized the so-called "China Military Threat," as described by some Japanese media, as an act of "intentionally creating tension with an ulterior political motive."



"Such act is irresponsible and not conducive to peace and stability in the region," Geng said. His remarks were made in response to a reporter's question regarding some Japanese media outlets' recent, frequent reporting on the voyages of China's Yuan-type submarines in Japan's contiguous zones. **Source : ECNS**

## Canadian navy announces designs for new ships, says the military has placed its future in industry's hands

The head of the Royal Canadian Navy delivered a poignant reminder Wednesday that the fate of Canada's military is in industry's hands as he announced that a design for new resupply ships has been chosen.

The relationship between National Defence and defence companies has been turbulent recently following problems with a number of high-profile procurement projects, including the F-35 stealth fighter, armoured vehicles for the army and search-and-rescue aircraft.

Some of these issues have originated within National Defence and other federal departments, others have been industry's fault. The result, however, has been the same: delays, cost overruns, and project cancellations or resets.

Speaking to a room full of defence company representatives during a major arms-trade show in Ottawa, Vice-Admiral Paul Maddison noted that the huge opportunity inherent in the Conservative government's promise to invest hundreds of billions of dollars in Canadian military equipment over the next two decades.

"If we are to collectively succeed, it will be because we enter into this great enterprise in a genuine spirit of strategic trust and co-operation, of frank and honest dialogue and respect," he said.

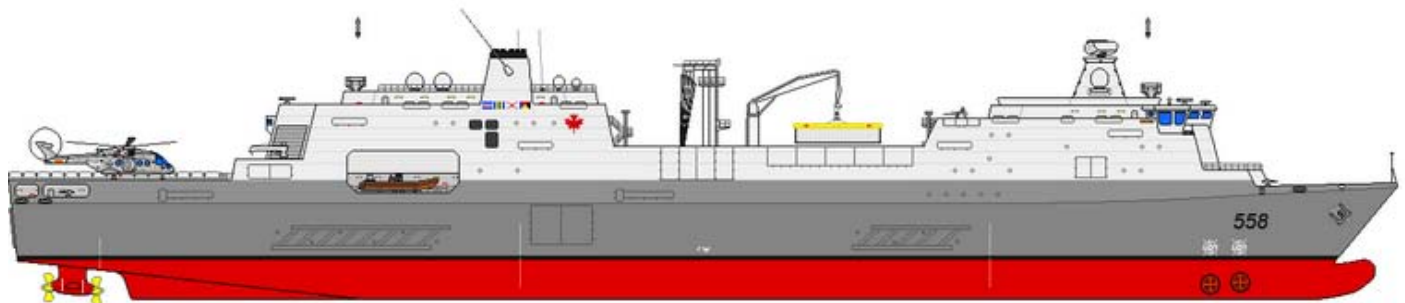
Maddison appealed to industry representatives to look beyond their own interests and do the right thing for the country and Canada's men and women in uniform.

"The Royal Canadian Navy has placed its future in a very real way into your hands," he said. "The same applies to the Canadian Armed Forces as a whole."

"We have done so with great optimism and confidence in your ingenuity, your creativity, and your shared determination to succeed. We've done so knowing that you have that sense of mission and purpose, which surpasses the fates and fortunes of the firms that employ you."

He said this is particularly true for the government's \$35-billion national shipbuilding plan, which is emerging as one of the most complex military procurements in Canadian military history. Maddison, who retires in just over three weeks, said the three major naval projects — new armed Arctic patrol ships; replacements for the navy's aging destroyers and frigates; and new resupply vessels — are proceeding.

In particular, he revealed that a design had been chosen for the resupply vessels, also called joint support ships, in late April following an in-depth comparison between two options "based on capability, cost and risk."



So the sequencing decision that's going to be made is, you know, is JSS built first or is the polar (icebreaker) built first. The joint support ships were the subject of a Parliamentary Budget Officer's report at the end of February, which warned the project could cost more than \$1 billion more than the government had budgeted. The government refuted the PBO's findings.

Maddison would not reveal what design had been selected for the vessels, nor could he say when the joint support ships will be built thanks to a scheduling conflict with the Coast Guard's new polar icebreaker, the CCGS John G. Diefenbaker.

The joint support ships are desperately needed to replace the navy's two 45-year-old resupply vessels, which were supposed to have been retired in 2012 and have become environmentally unsound and prohibitively expensive to maintain. But they are expected to be ready for construction at the same time in 2017 as the Canadian Coast Guard's new polar-class icebreaker, the **CCGS John G. Diefenbaker**, and the Vancouver shipyard responsible for both projects can only handle one project at a time.

Maddison said there is an "urgent" need to replace both the resupply ships and Coast Guard's existing heavy icebreaker, the 40-year-old **CCGS Louis St-Laurent**.

"So the sequencing decision that's going to be made is, you know, is JSS built first or is the polar (icebreaker) built first," he said. "So we'll see how that goes."

The navy commander could not say whether the navy would still be able to afford the new joint support ship design that had been chosen if construction was delayed in favour of the icebreaker. He also warned that he did not see the navy's existing resupply vessels lasting past the end of this decade, though he was confident National Defence would be able to "find a way to innovatively mitigate any capability gap that opens." Source : National Post

## Bangladesh gets its first Hamilton class cutter

Bangladesh received its first decommissioned Hamilton class cutter from the U.S. Coast Guard at a ceremony on Coast Guard Island in Alameda, Calif. The Coast Guard transferred the 3,300-ton cutter, formerly the **USCGC Jarvis**, to a 20-member team from the Bangladeshi navy.



The **Jarvis** -- decommissioned in October and renamed **BNS Somudro Joy** -- was sold to Bangladesh as an excess defense article through a foreign military sales program, the Bangladeshi news website bdnews24.com reported.

At the ceremony were U.S. Coast Guard Vice Adm. Paul F. Zukunft, Cmdr. Coast Guard Pacific Area and Chief of Naval Staff for the Bangladeshi navy Vice Adm. Muhammad Farid Habib, a report by the Bangladesh military website bdmilitary.com said.

The ship's commanding officer Capt. Mohammad Nazmul Karim arrived in Alameda in March to begin preparations to accept the

**Jarvis**. Another 70 crew members arrived this month.

Around 26 former **Jarvis** crew members will advise the Bangladeshi crew until **Somudro Joy** sails for Bangladesh this year. The 378-foot **Somudro Joy**, which has a helicopter landing deck and hangar, is powered by two Pratt and Whitney gas turbines and two Fairbanks-Morse diesel engines.

The Bangladeshi navy said the guided missile frigate, now the largest vessel in the fleet, will receive a further refit and upgrades after arriving in Bangladesh, bdmilitary.com reported. Planned upgrades include boosting the vessel's combat capability with more ASHM and SAM launchers. The **Jarvis** was built by Avondale Shipyards and commissioned in 1972 and will be replaced by Legend class National Security Cutters for the U.S. Coast Guard.

The **Somudro Joy** joins the BNS **Bangabandhu** guided missile frigate built by Daewoo Shipbuilding & Marine Engineering in the South Korea and commissioned in 2001.

In January, Prime Minister Sheikh Hasina commissioned the **BNS Padma**, the first Bangladeshi-built warship, at the Titumir Naval Base, near Khunla, around 90 miles south of Dhaka. The 160-foot frigate cost around \$7.4 million and has four 37mm and two 20mm cannons, the Bangladesh Sangbad Sangstha news agency reported. At the commissioning, Hasina said the navies of China, India and Myanmar are becoming more active in the Bay of Bengal and Bangladesh needs the **Padma** to protect its coastal waters. Hasina also said the country is on target to purchase two submarines but didn't say where the vessels would come from. Activities are going on to purchase two submarines from a friendly country," she told Parliament while replying to a written question on her government's efforts to modernize the navy, army and air force. Source : United Press International



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## SHIPYARD NEWS

# New Flensburg Prototype launched



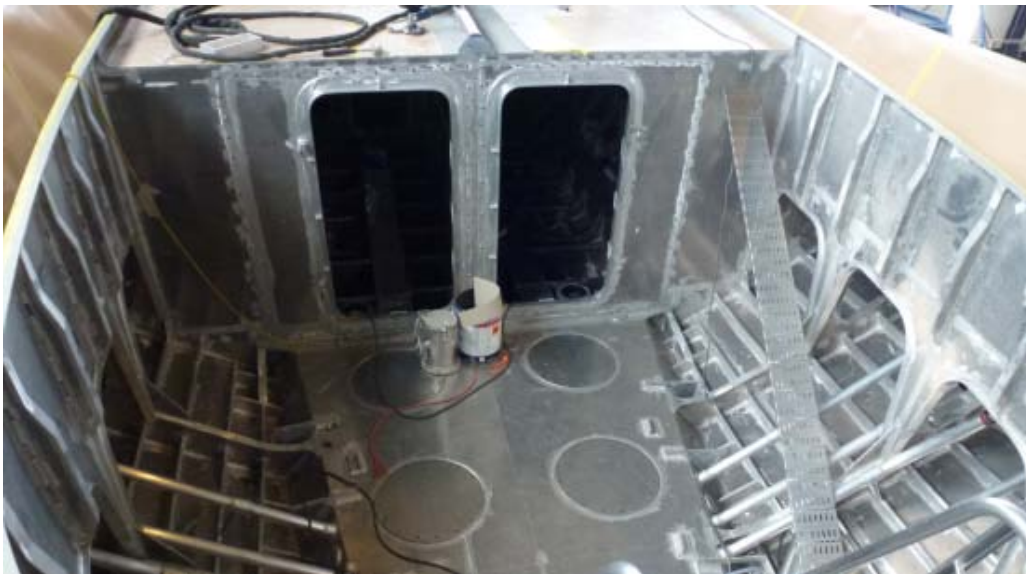
The 210 metre long ConRo ferry “**Oceanex Connaigra**” was launched yesterday by **Flensburger Schiffbau-Gesellschaft (FSG)** for the Canadian shipping company **Oceanex**. The ship already sets new standards as far as innovation, flexibility and environment are concerned. She underscores, yet again, the excellent global reputation of Flensburg shipbuilders for setting benchmarks in international shipbuilding. FSG has been building this latest ship since October of last year. She is operationally very flexible with a deadweight of 19,300 tons, which is unusually high for a ConRo vessel. Her design, including ramps and clear deck heights, means that containers of different sizes as well as trucks, trailers and cars can be carried on 13,700 square metres of available space. The ship's extensive equipment includes a stern ramp, a side ramp, fixed car decks in the lower hold and below them hanging decks also in the lower hold as well as an internal ramp system supplying the different trailer and car deck levels. Another special feature is the design of all systems for classified world-wide transport, which means the highest ice-class. Because of the rough weather conditions the ship will have to cope with and temperatures down to -30 degrees, all components are of high quality and well above the usual standard for existing ConRo ships on the market. Quality and reliability come first for the ship's owners because they will be judged by their customers on the punctuality and reliability of their door-to-door transport concept. Both customers and shipyard have also placed the highest value on environmental factors in this project. Because of her optimal lines the new ship uses 30% less fuel than ships previously in service. That means a reduction in CO2 emissions of about 20,000 tons a year. With her innovative new waste gas de-sulphurisation plant the new FSG ship already meets stricter environmental regulations due to apply from 2015 on ships in emission control areas.



## DAMEN BUILTS NEW LIFEBOAT FOR KNRM



3 KNRM lifeboat Coxswains **Marcel** ( KNRM Lifeboat station Breskens ), **Johannes** (KNRM Station Neeltje Jans) and **Jan** ( KNRM Station Hoek van Holland) onboard the prototype new lifeboat at present under construction at the **Damen shipyard** in Gorinchem – **photo's : Piet Sinke ©**



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## Lloyd Werft builds next-generation offshore vessel for CEONA

Work has already started at Lloyd Werft Bremerhaven AG on the multi-functional offshore construction vessel and pipe-laying platform **CEONA AMAZON** for London-based shipping company **CEONA**, said in the company's press release.

The 33,000gt newbuilding, 199.4m long, 32.2m wide and drawing 7.5m, will be part of a new generation of vessels in the CEONA fleet. The keel will be laid in August this year and she is due to enter service in late 2014.

Based on a drill-ship design, the DP2-equipped **CEONA AMAZON** boasts exceptional sea-keeping characteristics making it ideal for operations in remote and challenging locations.

It will carry pipe-laying equipment from **HUISMAN** in Holland and boast extensive under-deck storage capacity for line pipe or umbilicals as well as a deck area of 4,600m<sup>2</sup> for further pipe and reel storage, making it independent of costly logistics bases. Two on-board 400t mast head cranes and a single 30t knuckle boom crane – all heave-compensated – enable heavy lift operations including installation of large subsea structures singly or in tandem in water depths to 3000 metres.

Two on-board work-class ROVs will be for operation down to the same depth and **CEONA AMAZON** will also boast a helipad and 7 thrusters. Capable of laying rigid or flexible pipelines and umbilicals, it will have accommodation for 200 personnel in 114 high standard, comfort- class cabins. The combination of pipe-laying, lifting and mobile asset flexible installation along with remote operation if required make it extremely well-suited to overall offshore field development, CEONA said. Source : portnews



MSC Ship Mngmt's (Cyprus) Dwt 60,639 Container "MSC SARISKA" (294 x 32 m) under dry docking works in Cernaual Shipyard in Algeciras. Photo : Enrique Pérez - Cernaual Shipyard ©



## Dalian Awarded Second New Build Accommodation Jackup From CBI-MMEER

**CBI-MMEER Accommodations Ltd.** has placed a second new build order for a state of the art Accommodation and Construction Support Jackup for delivery by August 2015. This order builds upon CBI-MMEER's existing relationship with Dalian Shipbuilding Industry Offshore Inc. (DSIC Offshore) by constructing a second Gusto MSC designed AJ-46-360-C. The unit will have the following features:

- Rated for 350' Water Depth
- Dual-Use Accommodation & Construction Assist
- Initial Bed Capacity of 354 People on Board, Expandable to 450 via Modules
- 900 Person Life Boat Capacity
- Ample Deck Space for Lay-Down & Work in Progress
- Three Construction Cranes include a 55' Cantilever with a Mounted 200 Ton Pedestal Crane, and Two 50 Ton Auxiliary Cranes
- Fully High-Spec, Self-Elevating, Jackup Unit
- Harsh Environment Operable
- Delivery by August 2015

"The positive response to our first new build order has led us to finance this second order. We find working with DSIC Offshore's construction teams and executive management to be a rewarding experience, and look forward to broadening our relationship through this additional new build unit" said Evan Claar, Chairman of CBI-MMEER Accommodations Ltd. "This High-Spec Jackup Unit will provide the offshore industry with exceptional Accommodation and Construction Support, and fills a need for new equipment built to the highest safety standards," said Mike Mullen, Director of CBI-MMEER Accommodations Ltd. **CBI-MMEER Accommodations Ltd.** is a joint venture between CBI Capital LLC and Mike Mullen Energy Equipment Resource, Inc. The venture has orders for two High-Spec Accommodation and Construction Assist Jackups for delivery in 2015. Pareto Offshore advised Dalian on this transaction.

## ROUTE, PORTS & SERVICES



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## Statoil accepts fine for Gullfaks incident

**Statoil** accepts a fine of NOK 30 million following the well control incident on the **Gullfaks C** platform in 2010, said in the company's press release.

Earlier this year, Statoil was fined by the public prosecutor for Rogaland county following the well control incident that occurred on Gullfaks C on 19 May 2010. The company has decided to accept the fine. The **Gullfaks C** incident has been thoroughly examined both by Statoil and other parties. An extensive improvement programme has been implemented throughout the company to ensure that learning is gained from the incident. **Source : PortNews**





The **DP GEZINA** passing the Oude Maas – Photo : Lia Mets (c)

## Despite tight budgets and uncertain economic forecasts, demand for WSS services in Japan remains solid

Speaking after last week's Bariship Japan event in Imabari, General Manager WSS Japan Yoshihiro Iizuka said that for ship-owners and vessel operators, a combination of increased regulation and continued pressure on budgets means that the cost of products and services is more crucial than ever.

However, according to Iizuka, the company has seen steady demand for its services such as Life Raft Exchange program and Ships Agency Re-Defined. He said:

"The Japanese shipping market remains difficult and this is expected to continue for the next year, despite the successful measures taken by the government to stimulate growth. With increasing competition on labour from China and Korea, Japan is at risk of losing business, with the smaller shipyards and owners suffering the most."

"On the other hand, most of the major players in the market have reported the fiscal year 2012 result which shows a recovery of business. This is mainly due to the fact that they are benefiting from the recent weakness of the Yen."

Iizuka continues:

"With the cost of goods now a major concern, we are working with our customers to provide products and services that can increase their efficiency and save costs. For example, within our ships agency business, the number of calls handled by our local team over the period 2011-2012 grew by 10% and continues to grow, month on month. We believe that much of this growth is due to strong uptake of the SARD service." "Japanese vessel operators and owners are very positive about SARD because it guarantees efficient operations and fast turnaround, both of which are extremely important. In some cases, feedback tells us that we have been able to save customers up to three hours per port call."

In addition, the Japanese team has seen an uptake of the LRE programme, with the number of liferafts exchanged and serviced across north-east Asia doubling in the past two years. With this in mind, Iizuka is confident that despite a fragile economic outlook, the company can continue to expand its operations across the region. He said:

"The big question is how factors such as currency development linked with economic growth and tax reduction will affect seaborne traffic. Add trade barriers and lower regulatory hurdles to that picture and we have a quite complex market landscape." "However, with the efforts made in Japan, we will succeed in pushing up the long-term growth rate, leading to a recovery of the Japanese marine market. Whatever happens over the next 12 months, the movement of physical goods out of and into Japan will increase slowly, but steadily."

WSS is continuing to invest heavily on resource and expertise in Japan and across North Asia to meet the increasing demands of this growing maritime hub. Currently, it covers 180 ports in Japan with three main service centres located in, Yokohama, Kobe and Moji in addition to the office in Tokyo focusing on ships agency business.

Source: Wilhelmsen Ships Service



The **NORMAND FLOWER** installing cables at the Meerwind project - Photo : Timco Houkema ©

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The Norwegian **VOLSTAD VIKING** arriving at Aberdeen. Photo : Maurice Napier ©

## Tanzania signs port deal with China Merchants Holdings

Tanzania has signed a framework agreement with **China Merchants Holdings (International) Co Ltd** for the construction of a new port, special economic zone and railway network that could involve more than \$10 billion, the government said. A senior official said talks with the Chinese government were under way on financing of the project. The government has said construction of the port in Bagamoyo some 75 km north of the commercial capital, Dar es Salaam would relieve pressure on the Dar es Salaam port, the second largest in east Africa after Kenya's Mombasa. Foreign Minister Bernard Membe said the framework agreement between Tanzania and the Chinese port operator was signed during Chinese President Xi Jinping's visit to east Africa's second-biggest economy in March. The involvement of the Chinese company and the scope of the deal were not made public then. "We have attracted China Merchant Holding (International) to come and build a modern fourth generation port at Bagamoyo," Membe announced in Parliament. "Along with the construction of the port, the same firm will also build an export processing zone, a modern town plus road and rail infrastructure."

Deputy transport minister, Charles Tizeba, said: "The entire cost for the construction of a new port, economic processing zone, railway network and other infrastructure at Bagamoyo is \$10 billion." "We are negotiating with the Chinese government for the financing of this major infrastructure project," he said. A senior official at the state-run Tanzania Ports Authority (TPA) said he expects the port construction to start after 2015. The Dar es Salaam port handles \$15 billion worth of goods annually, equivalent to 60 per cent of Tanzania's GDP in 2012. Overall volume handled by Dar es Salaam port jumped 20 percent between July 2012 and February 2013 to 8.314 million tonnes of cargo, according to the TPA.

The port is a gateway for international trade for east Africa's landlocked countries, including the Democratic Republic of the Congo, Zambia, Rwanda, Malawi, Burundi and Uganda. The World Bank said in a report this month inefficiency at Dar es Salaam port was costing Tanzania and its neighbouring countries up to \$2.6 billion per year. China, which built a railway linking Tanzania and Zambia in the 1960s and 1970s, is financing a \$1.2 billion a 532 km (330 mile) natural gas pipeline. In 2011 China's Sichuan Hongda Co. Ltd. signed a \$3 billion deal with Tanzania to mine coal and iron ore. **Source: Reuters**



The **OLEG STRASHNOV** installed the Meerwind jacket – **Photo : Joop Waeijen (c)**

## **First Rolls-Royce low emission Environship delivered**



Rolls-Royce Plc has delivered the first of a revolutionary new design of cargo ship which will reduce CO2 emissions by up to 40 per cent, thanks to a combination of cutting edge marine technology, including a wave-piercing bow and an engine powered by liquefied natural gas (LNG), said in the company's press release.

The first Rolls-Royce Environship, of NVC 401 LNG design, the **Eidsvaag Pioneer**, has been delivered to Norwegian company Eidsvaag AS this week, and will soon enter service on a year-round schedule delivering feed to numerous fish farms around the Norwegian coast.

The Environship, which can be adapted for different ship types, incorporates a range of Rolls-Royce technologies to deliver efficiency savings for ship owners. When compared to similar sized diesel powered ships, the CO2 reduction can be up to 40 per cent.

Neil Gilliver, Rolls-Royce, President - Merchant, said: "The Environship has now moved from concept to reality with the successful delivery of the first ship. We firmly believe that the only way to make significant reductions in emissions and fuel costs is to combine a range of innovative technologies into one ship. Environship does just that, by bringing together complementary technologies as part of a highly efficient propulsion system.

"We'd like to congratulate the **Vard Aukra shipyard** and our customer Eidsvaag on the successful completion of the first Environship, and look forward to monitoring the performance of **Eidsvaag Pioneer** in service."

Vidar Eidsvaag, Eidsvaag AS - Operations Manager said: "We look forward to entering service with this vessel, the very first of the Environship concept. We have great expectations of both the design and equipment, and we hope and think that this vessel will enable us to meet future challenges in an even better way."

Rolls-Royce technologies, featured in Environship include a Bergen engine powered by LNG, the Promas combined rudder and propeller, a hybrid shaft generator to optimise use of electrical power and an innovative wave-piercing hull design.



**Manua Trading**, based in Ijmuiden has signed a partnership with Sweden based **Trelleborg** to improve Trelleborg's geographical coverage for their pneumatic fender rental service. From the base in Ijmuiden high quality fenders of Trelleborg manufacture are available for long and short term rental. All fenders are certified to ISO 17357:2002 standard **Contact information** : [info@manuatrading.com](mailto:info@manuatrading.com)

## Vizhinjam will be country's deepest port

The Vizhinjam international seaport will have the deepest draft in the country and it will be able to berth mega vessels of 18,000 TEU capacity.

The master plan for the proposed Rs 4,010-crore Vizhinjam project, which was unveiled on Thursday, says the port will have several such unique features and is expected to attract many international vessels that pass through the western coast. The first phase of the project will include a 800-metre-long berth with a breakwater area of 3,180 metres and an adjoining 500-metre-long container yard.

The highlights of the master plan include a 500-metre fish landing centre for fishermen, a modern 300-metre cruise terminal to promote tourism-related activities and permanent base stations for Indian Navy and Coast Guard. "Apart from the immediate monetary benefits like getting around Rs 500 crore for providing a base for the defence forces, this station will also spruce up the national marine security and even get us a faster environmental clearance from the centre," port and excise minister K Babu said.

The master plan has also kept aside 5% of the total project cost, which the government would chip in, for corporate social responsibility (CSR). Around Rs 140 crore has been allotted for CSR programmes, which include improving the drinking water supply to 50,000 people, cleaning up of the beach area up to two kilometres (Rs 15 crore), maintenance of fishing harbour (Rs 5 crore), improving the education facilities of Mullar public school (Rs 1.5 crore), a solar energy initiative (Rs 10 crore) and a slum rehabilitation programme (Rs 24.5 crore).

Unveiling the plan, chief minister Oommen Chandy said he was confident that the state would get the mandatory environment clearance for the port from the ministry of environment and forests as the state has taken all necessary precautions under the law. "The EIA report was completed in 18 months, after studying the impact during pre-monsoon, monsoon and post-monsoon periods," he said.

He said the port would have been operational by now if it was coming up in any other state. "We are late by at least 25 years. Hopefully, we will be able to complete it in a time-bound manner."

The environment impact assessment (EIA) report has been submitted to the state pollution control board and a public hearing has been scheduled on June 29. The comprehensive EIA report along with the minutes of the public hearing will be sent to MoEF on July 29. An expert appraisal committee of the MoEF will study the report and decide on the environmental clearance within 105 days of the submission date. **Source : Indiatimes**

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



Seen the **BOLD** at the Riffgat Wind turbines park

Photo : **FLYING FOCUS** luchtfotografie - [www.flyingfocus.nl](http://www.flyingfocus.nl) ©

## BOOK REVIEW

By : Frank NEYTS

### “Skipper’s Mast and Rigging Guide”.

Adlard Coles Nautical issued ‘Skipper’s Mast and Rigging Guide’, written by René Westerhuis.

The ‘Skipper’s Mast and Rigging Guide’ is a new title in a series of laminated cockpit guides that are designed for easy reference on board in all weather conditions. Of all the elements that are hard to set up on a sailboat, gauging how mast, running rigging and standing rigging should work in combination with each other is perhaps the trickiest of arts – some might call it a black art. And of course it is essential to get it right in order to stabilize the mast, reduce undue stress and consequently ensure the safety of everyone on board.

This handy cockpit guide will simplify and explain to the reader exactly how to set up their mast, rigging and running rigging for whatever size of yacht and with whatever rig combination. It will take the reader through the basics of setting up and adjusting their rig step-by-step with helpful diagrams and detailed colour photographs throughout. With this book in one hand and a spanner in the other, skippers will be able to make their own adjustments without having to call in expensive riggers. René Westerhuis has written several practical books on sailing subjects, most recently a similarly handy guide to using radar. “Skipper’s Mast and Rigging Guide” (ISBN 978-1-4081-8798-2), is a softback of 25 pages and costs £12,99. The book can be ordered at any bookshop, or direct with the publisher, Adlard Coles Nautical, 38 Soho Square, London W1D 3HB, UK. [www.adlardcoles.com](http://www.adlardcoles.com)

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