



Number 164 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 13-06-2013

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rhb ROTTERDAM	PROJECT CARGO HEAVY LIFTS UP TO 1500 TONS INDUSTRIAL BREAKBULK ASSISTING OFFSHORE VESSELS	

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Today is the birthday of Capt Jaap van Bommel master of the FORTE , at present anchored off Busan (Korea) , Jaap from your crew , as well myself and many readers

***** **HAPPY BIRTHDAY** *****

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
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The **HUA HAI LONG** anchored off Gibraltar – Photo : Francis Ferro ©

Retired Carnival Cruise Lines CEO back as consultant

After several months of instability, the world's largest cruise ship company is bringing back a familiar face.

Bob Dickinson, who retired as president and CEO of **Carnival Cruise Lines** in 2007 after a 35-year career with the line, has entered into a consulting agreement with parent company Carnival Corp. In an interview Monday morning, Dickinson said his initial assignment would be to examine travel agent relationships with the company's North

American brands: [Carnival Cruise Lines](#), [Princess Cruises](#), [Holland America Line](#) and [Seabourn Cruise Line](#). His role will include studying agent perceptions of the brands compared to perceptions of their competitors, cooperation between brands and agents and best practices. "Because I'm not tied to any one brand, I have sort of a 30,000-foot look at it; I can be very, very objective," said Dickinson, 70. "It may be difficult for a brand to say 'Gee, I made a mistake' or 'Gosh, I should have seen that and I didn't,' or 'Gosh, maybe this strategy was the wrong one.'"



The **ROYAL PRINCESS** during her maiden call to Southampton – Photo : [Peter Hollands](#) ©

While he acknowledged that "there will be egos involved, obviously," Dickinson said his job will be simply to present solid facts and leave the action up to managers. "It's not meant to be an adversarial effort, it's meant to be a collaborative effort," he said.

The Miami-based cruise operator did not make any executives available for interviews Monday, but said in a statement that Dickinson will report to Carnival Corp. Vice Chairman and Chief Operating Officer Howard Frank.

Dickinson served on the parent company's corporate board from 1987 until April, when he reluctantly did not stand for reelection. The reason, he said, was that in the UK, where the stock is also traded, he was not considered an "independent" director because of his long history with the cruise line. But he didn't want to leave the industry, so Dickinson said he and Frank started talking about other possible roles.

The consultancy agreement, effective June 1, is for one year but can be renewed, Dickinson said. He said the work will also touch on advertising and could include public relations and consumer and trade outreach. Dickinson comes on board at a rocky time for the cruise company, stemming from the disabling February fire aboard the Carnival Triumph. The ship was powerless in the Gulf of Mexico for several days on what became known as the "Poop Cruise" because passengers did not have widespread access to working toilets. A series of technical issues on other ships drew attention, taking a toll on the cruise line's reputation.



The **ROYAL PRINCESS** anchored off St Peter Port (Guernsey) June 10th on her maiden (short) commercial voyage. Today in Southampton the **ROYAL PRINCESS** will be christened by Princess Kate, Photo : [Frank Neyts](#) ©

In May, Carnival lowered its earnings forecast for the year to \$1.45-\$1.65 a share, saying it had been forced to drop prices to drive demand. The company had already lowered its 2013 forecast in March, dropping a pre-Triumph estimate of \$2.20-\$2.40 per share to \$1.80-\$2.10. The company's woes, while hitting Carnival the hardest, appear to be affecting the public's perception of the entire industry. An online Harris Poll conducted in May showed that perceived quality, trust and purchase intent for seven brands had declined compared to a post-Triumph poll. But the news was the worst for Carnival: The poll showed that perceived quality of Carnival dropped 12 percent from the February survey, trust dropped 11 percent and purchase intent declined 8 percent.

For some regular cruisers, the news about Dickinson's reengagement with Carnival was welcome. "Typically our readers don't care much who runs a cruise line," said Carolyn Spencer Brown, editor-in-chief of the website CruiseCritic.com. "But wow, I put a post up last night and the response has been incredible. They call the guy Uncle Bob."

Mike Driscoll, editor of the weekly trade publication Cruise Week, said the focus on travel agent relationships is necessary, especially for Carnival Cruise Lines. "It needed to happen because Carnival has a lot of issues with the distribution system that go beyond all of the negative consumer issues this year," he said. "Travel agents are the primary distributors of cruises. They're not pushing Carnival to the extent that they used to, and they are pushing Carnival's two competitors. And they are pushing sister brands." Dickinson said the cruise company's message needs to stay centered on the value proposition of cruise vacations. "To me, the best defense is a good offense," he said.

Source : [miamiherald](#).



The port of Legazpi, Bicol, Philippines with the mighty Mayon vulcano at the background

Photo : [Olaf Schellingerhout](#) ©





The **BOW SKY** outbound from Rotterdam – Photo : Monique Davis-Mulder ©

Vessel Expenses Set to Soar

Impending new legislation to protect the environment could add more than half a trillion US dollars in costs between 2015 and 2025 industry wide, a leading organisation chairman said last week. This is around \$50 billion dollars of additional capital and operating cost in every single year for a 10-year period and beyond. Chairman of the International Chamber of Shipping (ICS), Masamichi Morooka, addressing a conference at Nor-Shipping said; "As many companies struggle to survive during the difficult years ahead, we must persuade governments to avoid placing yet more straws that risk breaking the shipowner's back – and the straws to which I refer are the impending costs of environmental legislation." Much of these costs will result from the switch to low sulphur distillate fuel, assuming that a 0.5% global sulphur cap comes into effect in 2020, in addition to the 0.1% sulphur requirements that are expected to be enforced in ECAs in North West Europe and North America from 2015.

However, the costs of installing new ballast water treatment equipment will also be significant, as will the potential contribution that shipping might have to make to the UNFCCC Green Climate Fund. "The imminent switch to vastly more expensive, low sulphur distillate fuel is a very serious concern which is compounded by worries about the adequacy of supply and the dangers of modal shift," said Morooka. He explained that the key message that ICS was communicating to regulators was the need for greater focus to be given to the economic sustainability of shipping, backed up by evidence of years of continuous improvement of shipping's environmental performance. "Many of the expensive environmental regulations that are about to enter into force were conceived in a different world, at a time when shipping markets were booming and finance for retrofitting had not dried up," he said.

ICS stressed that the protection of the environment must always remain a priority for the industry, but the prevailing economic situation requires that a degree of pragmatism is applied to enforcement as a plethora of new environmental regulations is implemented. "Unless this is understood, there is a danger of creating real barriers to investment in our industry as we hopefully move closer to recovery," said Morooka. More generally, when asked to look ahead for the next two to five years, Morooka said he remained positive and optimistic: "We are shipowners after all!" But he predicted it was probably unlikely that, for most sectors and trades, much will have fundamentally changed before 2015 or 2016.

"However, the decisions taken now, both by shipowners and regulators, will determine whether we are at the end of the beginning of our difficulties, or whether, as I hope, we are at the beginning of the end," he said. Unless something very unexpected happens, the ICS Chairman felt it was unlikely that a lasting recovery in freight rates would begin in earnest in the immediate future. However, he believed that market forces would find a solution, which would almost certainly involve large numbers of ships going to the recycling yards much earlier than their owners had originally planned. In order to avoid prolonging the downturn, he said it was important that shipowners take sensible and considered decisions about ordering new tonnage. Noting that shipyards have similar over capacity problems and are offering cut price ships, he remarked: "What might be in the rational interest of an individual shipowner might not always be good for the collective health of the industry as a whole." **Source: ICS.**



The 2009 built NLD flag and owned tug **ITC MELTEMI** towing the 1977 built FIN flag and owned split hopper barges **JUPITER** and **URANUS** entering Grand Harbour, Malta on Tuesday 11th June, 2013 for bunkers/provisions underway to Sochi, Russia from Helsinki, Finland .

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©



Herkules Acquires Umoe Schat-Harding and Noreq

On Monday, June 10, Herkules signed an agreement to acquire Umoe Schat-Harding AS. The acquisition is being carried out in cooperation with the owners of Noreq AS, who, in parallel, are selling Noreq to Herkules and reinvesting a substantial amount in a new, joint holding company. The transactions are expected to be finalized the first half of July. The intention with the acquisition is to build on Schat-Harding's and Noreq's strong market positions in the new combined company. For 2013 the companies expect total revenues of approximately NOK 1.2 billion. Herkules Private Equity Fund III will be the principal owner of the new company, and it has experience owning and developing companies.

A process is currently ongoing to introduce new regulations for offshore lifeboats on the Norwegian Continental Shelf. They are expected to enter into force from 2015. "The new regulations for lifeboats on the Norwegian Continental Shelf will be an important growth driver for Schat-Harding as market leader. At the same time, Schat-Harding and Noreq combined will be able to lead the market internationally in relation to the offshore, cruise and merchant fleet segments," said Morten Blix, Senior Partner of Herkules. Schat-Harding said it has the world's largest service network for life-saving equipment, which it points out is also a competitive advantage for the company's equipment deliveries. As a result of the combination with Noreq, Schat-Harding will be the chosen service partner for Noreq's 4,200 units

installed worldwide. Schat-Harding's lifeboat type FF 1200 is the first in the world to have completed a full-scale test pursuant to the new requirements for free-fall lifeboats on the Norwegian Continental Shelf. The FF 1200 also holds the record for the world's highest free fall – 65.1 meters. According to Noreq, the company has enjoyed international success in recent years with its new series of "enclosed" lifeboat davits in which all the critical components of the davits are protected inside the davit structure – protected from demanding weather conditions and wear and tear. The new davits result in cost reductions in connection with installation and maintenance. "I have been the owner of Umoe Schat-Harding for 26 years, and while the company has experienced some demanding years, the employees and management have successfully turned the company, so that it is now positioned for profitable growth. The year 2012 was the best in the company's history. Now is the right time to bring in new owners with competence and capital. I am convinced that the combination with Noreq will strengthen both companies and that Herkules will be an excellent owner that contributes to continued rapid growth and development from a Norwegian base," said Jens Ulltveit-Moe, President and CEO, and majority owner of the Umoe Group. **Source : MarineLink**

DORUS RIJKERS ON TRIALS



Last Tuesday the 90 years old historic (built in 1923) motor lifeboat **Dorus Rijkers** conducted the first technical trials , after completion of a extensive restoration period

Na een intensieve restauratieperiode heeft de motorreddingboot **Dorus Rijkers** (bj 1923) op dinsdag 11 juni een geslaagde technische proefvaart gehouden door de haven van Den Helder en over het Noordhollandskanaal.

Foto: Paul Schaap ©

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The **BBC RHEIDERLAND** outbound from Amsterdam – Photo : Simon Wolf ©

Shane Guidry, CEO of Harvey Gulf, Building First LNG Bunkering Facilities in America

Harvey Gulf International Marine CEO, **Shane Guidry**, announced today that **Harvey Gulf** has secured plans to construct and operate the first LNG marine fueling facility in the United States, to be located at its vessel facility in Port Fourchon, Louisiana. The fueling facility will be a vital addition to the growing national LNG supply infrastructure, supporting critical operations of the oil and gas industry's offshore support vessel fleet operating on clean burning LNG. Mr. Guidry commented, "to date, Harvey Gulf is the only company in North America that has committed \$400M USD to build, own and operate LNG powered offshore support vessels as well as two LNG fueling docks. It is clear that Harvey Gulf's entire organization is committed to do its part to help reduce our impact on the environment."



To support the development of the LNG fueling facility, Harvey Gulf has secured CH-IV International of Houston, Texas as the EPC (Engineering, Procurement and Construction) contractor. The facility will consist of two sites each having 270,000 gallons of LNG storage capacity. The tanks will be stainless steel Type 'C' pressure vessels with vacuum insulation and carbon

steel exteriors. Each facility will be able to transfer 500 gallons of LNG per minute. Aside from the facilities primary role of supporting the Oil and Gas Industry, the facility will be capable of supporting over-the-road vehicles that operate on LNG. The estimate to complete the first site is February 2014, with the second site following shortly thereafter.

Expanding on its commitment to safety and security of vessel operations and port facilities, Harvey Gulf has actively enlisted the expertise of the USCG to participate at all levels of the development of this facility. Mr. Guidry noted "the success of our LNG new build program would not be possible without the gracious cooperation and commitment of the USCG personnel." Harvey Gulf also announced the signing of a 6th Offshore Support Vessel to be built at Gulf Coast Shipyard Group (formerly Trinity Offshore) in Gulfport, MS. With this 6th vessel, Harvey Gulf will become the largest

owner and operator of LNG powered OSV's in the world. These OSV's represent an ongoing collaborative effort by the vessel designer, Harvey Gulf, ABS and the USCG to develop the most environmentally friendly OSV's that will operate in the Gulf of Mexico, complying with the stringent ABS Enviro+ notation. With 43 persons on board, the vessels, carrying over 16,000 Bbls of liquid mud, 10,000 cu.ft. of dry cement and 1,500 Bbls of Methanol, are 302'x64'x24.5' with 7,530 installed kW powering 2,700 kW z-drives.

HARVEY GULF INTERNATIONAL MARINE. Founded in 1955, **HARVEY GULF** is a privately owned and operated marine transportation company that specializes in towing drilling rigs and providing offshore supply and multi-purpose dive support vessels for deepwater operations. For more information, please visit www.harveygulf.com.



The **NORMAND TITAN** operating in the Triton Oilfield – Photo : Karl Grindhaug ©

The advertisement for Multraship Towage & Salvage features a white tugboat with the number 16 on its side, sailing on a blue and yellow background. The company logo, which includes a stylized anchor and the text "MULTRASHIP TOWAGE & SALVAGE", is prominently displayed in the upper left. Below the logo, the website "www.multraship.com" and the email address "info@multraship.com" are provided. The overall design is clean and professional, with a focus on the company's maritime services.

MV 'Regine' Sails with Fully Loaded Deck from Japan and Korea to Turkey

SAL Heavy Lift's MV **"REGINE"** of Type 176 has all necessary features for a complex contract like the Tupras Project: a combined crane capacity of up to 1,400 mtons, huge deck capacity and a wide range of lifting equipment.

Destined for the Tupras Refinery, **MV "REGINE"** transported eight reactors from Japan and Korea to Turkey. Four units were loaded in Muroran/Japan, the heaviest being a cracking reactor of 917 mtons. Four more reactors were then loaded in Ulsan/Korea, using the vessel's deck space to full capacity. All in all, the vessel carried an enormous weight of 5,776 mtons – a total of 27,028 cbm.



In Turkey, **MV "REGINE"** berthed at Derince port, where the entire consignment was transshipped onto waiting pontoons for the final transfer to the Petkim jetty at the Tupsas Refinery. Source : SAL / worldmaritimenews.com



The "**MONCHEGORSK**" under the flag of the Russian Federation, arriving in Waalhaven, Rotterdam, Assisted by KOTUG's "**SD SEAL**" and "**SD SALVOR**". Photo : Henk Ros ©

ETF fisheries chair to back EJF forced labour report

Juan Trujillo, president of the ETF (European Transport Workers' Federation) fisheries section, will speak in support of a report into abuses in the fishing industry and the need for reform and enforcement. The Environmental Justice Federation (EJF) is holding a press conference today to introduce its report Sold to the sea: human trafficking in Thailand's fishing Industry (www.ejfoundation.org/soldtothesea/film) in Spain. It will be held at 12 :30 at the Sede de la Secretaría General de Pesca, C/ Velázquez, Nº 147 – 28071, Madrid.

Trujillo, who is also fisheries secretary of the maritime section of the FSC-CC.OO and member of the ITF (International Transport Workers' Federation) fisheries task force, will be one of the speakers at the press conference. He will state that: "The ratification by the (Spanish) government of the ILO's (International Labour Organization's) Work in Fishing convention number 188 would provide an effective tool to combat human trafficking, forced labour in the sector and illegal fishing." He will continue: "We call on the Spanish government to ratify this convention, which was adopted by the 2007 International Labour Conference and which provides an essential tool to promote the socio-economic development of the sector. The Spanish delegation at that conference was made up of representatives of the Spanish government; the General Union of Workers (UGT), Workers' Commissions (CC.OO); Spanish Confederation of Business Organisations (CEOE); and the Spanish Confederation of Small and Medium Enterprises (CEPYME), and it voted unanimously to adopt the convention."

ETF fisheries section secretary Livia Spera also welcomed the report, saying: "Negotiations for a free-trade agreement between the EU and Thailand have just started. The ETF is working, also through its contribution to the recommendations issued by the Regional Advisory Councils (RACs), to draw the European Commission's attention to the findings of the EJF report. We see these negotiations as a unique occasion to contribute deterring forced labour in

fisheries. Thailand is one of the major exporters for fish and seafood and the signature of a free trade agreement should be conditional to a clear engagement from the Thai government to fight forced labour and ensure respect of labour rights in the sector.” Liz Blackshaw, programme leader for the joint ITF/IUF (International Union of Food Workers) from catcher to counter initiative, added: “In lifting the lid on what is happening in Thailand this new report also helps expose what is happening to fishers worldwide, and the desperateneed for more countries to ratify convention 188 and act to prevent these terrible and ongoing abuses.”

Clipper Projects merges with Thorco



The **THORCO CELEBRATION** – Photo : Andrew Mackinnon – www.aquamanships.com ©



Clipper Group and **Thorco Shipping** are pleased to announce the creation of the world's second largest multipurpose/projects owner and operator: Effective July 1st, 2013, **Clipper Projects** and **Thorco Shipping** will merge, continuing under the Thorco name and with headquarters in Copenhagen. After the merger, Thorco will operate a fleet of about 90 modern multipurpose vessels with a lifting capacity up to 400t. The vessels range from 5,000 dwt to 20,000 dwt. **Photo left : Kees Bustraan ©**

“Clipper is very pleased with the merger. We are happy to participate in the consolidation of the industry, which for a long time has been an ambition for us, and we are confident that the new entity will be able to generate significant value to its partners,” says Kristian Morch, Partner & Group CEO in Clipper Group and responsible for Clipper Projects. “This is in our view the best way to ensure a profitable business and future growth in the current multipurpose market.” “At Thorco we have been growing very fast over the past 10 years, but we have for some time been looking at making a quantum leap, and with the opportunity to merge with Clipper Projects, we can make this leap. We believe that the new Thorco will be able to provide a significant and flexible platform, which is unmatched in the industry and will create great value for our customers and partners,” says Thor Stadil, who will continue as Chairman of Thorco.

Thor Stadil is further pleased to announce that Henrik Ramskov will become the CEO for the newly merged company. Henrik holds an MBA from IMD and has a strong shipping and logistics background from senior leadership positions in Maersk Tankers and Damco.

“Combining forces, we do believe we will stand strong in the future and be in a position to tailor services to our customers which are unique to the industry,” says Thomas Mikkelsen, Global Head of Chartering at Thorco.

The two world-wide organizations will be merged, totaling a staff of about 130 employees. The new Thorco will have offices in 11 countries around the world and be headquartered in Copenhagen.

Global Head of Operations will be Andreas G. Jørgensen, who is currently Global Head of Operations at Clipper Projects. Global Head of Chartering will be Thomas Mikkelsen. Kristian Morch will become a member of the Board of Thorco, but will remain in Clipper as Partner and Group CEO alongside Gary Vogel. **Source : Maritime Denmark ©**



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Lifeboat hasn't been stolen - RNLI



Rescuers have moved to reassure seafarers off Ireland's south-west coast after reports that a lifeboat has been stolen.

The RNLI stressed that none of its vessels in Courtown, Co Wexford, have been taken by thieves.

"No lifeboat has been stolen," said RNLI spokeswoman Niamh Stephenson. "Courtown lifeboat is fine, it is where it should be." Ms Stephenson said an RNLI crew member had his personal inflatable boat stolen in the early hours of Tuesday morning. Later, detectives from Blanchardstown in Dublin recovered the stolen boat.

It was found sitting on its trailer by a roadside in the Mulhuddart area of the city. Investigations into the theft are continuing. Source : Press Association / Independent.ie

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Lifeboat attends fire on tanker



Scarborough's lifeboat crew has recently returned to its station after helping rescue a tanker with a fire in its engine room. Crews from Scarborough and Whitby were called out at 12.30pm after the alarm was raised by crew aboard the tanker, **Mississippi Star**, which was six miles north east of Whitby. The RNLI lifeboat from Whitby was launched, followed by Scarborough RNLI lifeboat which was already at sea for a

training exercise. A member of the tanker's crew was airlifted from the vessel by RAF rescue helicopter and taken to James Cook University Hospital while the lifeboats stood by in case the crew had to abandon ship. The **Mississippi Star's** crew isolated the engine room and extinguished the fire, said Glenn Goodberry, Whitby RNLI Mechanic.

Speaking from the lifeboat at 4pm, he added: "By the time we reached her, the ship had drifted several miles but the fire was out.

"Scarborough lifeboat has returned to station but we are standing by the tanker at the moment to ensure the crew are safe. "We expect a tug will be called to take the tanker into the Tees where the damage can be assessed." The tanker, which was not carrying any cargo, had left the Tees this morning bound for Antwerp. Source : the Scarborough News

The advertisement for THB Verhoef bv features a blue sky and water background. At the top left is a stylized logo consisting of a blue 'A' and a white 'V'. To the right of the logo, the company name 'THB Verhoef bv' is written in large, bold, dark blue letters. Below the name, the text 'Key components for medium speed diesel and gas engines' is written in a smaller, dark blue font. In the top right corner, there is a QR code. Below the main text, there are five logos for partner companies: MÄRKISCHES WERK, GOETZE, QUAD, Miha, and MARIDIS GmbH. At the bottom, the website 'thbverhoef.com' is displayed in large, dark blue letters. Below the website, the company's address and contact information are listed in a small font: 'Zaaielmakerstraat 6, 2984 CC Ridderkerk (Rotterdam region), T: +31 180 412193, F: +31 180 418757, E: sales@thbverhoef.com'.

Car Carriers Fill Up as Global Trade Expands to Record

Seaborne shipments of vehicles are rising to a record as the U.S. imports the most in five years, making car carriers profitable at a time when most of the merchant fleet is losing money. Global trade will advance 7.2 percent to 23.27 million vehicles this year, according to **Clarkson Plc (CKN)**, the largest shipbroker. U.S. imports will expand 3.6 percent to 3.75 million units, the company estimates. Shares of Wilh. Wilhelmsen ASA (WWASA), the biggest operator of car carriers, will gain 12 percent in 12 months in Oslo trading, the average of eight analyst estimates compiled by Bloomberg shows. Even with expanding U.S. imports, domestic automakers are still winning, with light-vehicle sales on pace for the best year since 2007. The extra shipments are compensating for weakness in Europe, where recession is battering a region that accounts for about 30 percent of global trade. Wilhelmsen will haul 20 million cubic meters (706 million cubic feet) of cargo in the fourth quarter, compared with 17.5 million in the first three months, **ABG Sundal Collier Norge ASA** estimates.

"Right now, the U.S. is the most important thing for the car-carrier market because of what's going on in Europe," said Marius Magelie, an analyst at ABG Sundal Collier in Oslo whose recommendations on the shares of shipping companies returned 11 percent in the past year. "Higher volumes mean higher earnings and a better fleet utilization."

Shipping Industry The U.S. car industry is booming after General Motors Co. and Chrysler Group LLC emerged from bankruptcy in 2009. The federal government spent \$80 billion to bail out the industry. Including suppliers and dealers, it employs 8 million people and accounts for 3 to 3.5 percent of U.S. economic output, according to the Alliance of Automobile Manufacturers.



NYK's **VICTORY LEADER** passing our convoy (of TPT plus security escorts) with a speed of 19.1 in mid IRTC with her en-route to Jeddah. **Photo : Cap. Hans R.Bosch ©**

Shares of Ford (F), based in Dearborn, Michigan, rose 22 percent this year and will gain another 3.8 percent in 12 months, according to the average of 15 analyst estimates. Detroit-based GM (GM) will extend the year's 20 percent advance by 13 percent, the average of 20 estimates shows. Chrysler is majority-owned by Fiat SpA (F), based in Turin, Italy. Sales in the U.S. are contributing to gains in exports from Asia and Europe and diminishing spare capacity in the car-carrier fleet. Japan's shipments will increase 5.9 percent to 5.19 million vehicles this year as South Korea's sales expand 6.7 percent to 3.52 million, Clarkson estimates. European volumes to North America will rise 7 percent to 1.23 million, helping to offset a 2.5 percent decline in domestic demand, according to LMC Automotive, a researcher in Troy, Michigan. Shares of Lysaker, Norway-based Wilhelmsen fell 5.8 percent to 47.80 kroner since the start of January, after advancing 74 percent in 2012. They will rebound to 53.48 kroner in 12 months, the analyst estimates show. While analysts expect Wilhelmsen to report a 39 percent drop in net income for this year, 11 out of 15 recommend buying the shares as everything from oil tankers to dry-bulk vessels hauling coal are unprofitable. Wilhelmsen operates its own carriers and hires extra ships when cargo volumes increase. The company benefits most when demand expands "slightly faster" than the fleet because larger capacity shortages increase its chartering costs, Magelie said. It is currently running 145 carriers, which on a global average are about 700 feet long and take 6,000 cars each.

Nippon Yusen K.K. (9101), Mitsui O.S.K. Lines Ltd. and Kawasaki Kisen Kaisha Ltd. (9107), all based in Tokyo, are the biggest owners of car carriers. Wilhelmsen says its strategy of hiring extra capacity means it is the largest operator of the vessels. The three Japanese companies also own and oversee container ships, dry-bulk vessels, oil tankers and gas carriers.

Four Quarters

U.S. light-vehicle sales climbed 8.2 percent last month, exceeding analyst estimates and boosting the annualized industry sales rate to 15.3 million units, from 14 million in 2012, according to Autodata Corp., a Woodcliff Lake, New Jersey-based research company. The U.S. unemployment rate was 7.6 percent in May, down from as much as 10 percent in 2009, and the economy will accelerate for at least the next four quarters, estimates from as many as 73 economists compiled by Bloomberg show. "The U.S. will drive a lot of the growth," said Jan Eyvin Wang, the president and chief executive officer of Wilhelmsen, which has nine new ships on order and has scrapped older vessels to keep the size of its fleet steady. "The volumes out of Asia and Europe will be quite healthy."

Overseas Suppliers

Shipments may weaken because the industry is moving production to where vehicles are sold. Toyota Motor Corp. (7203), the largest automaker by number of vehicles sold, made 19 percent of its cars in North America in the fiscal year that ended in March, from 15 percent in 2010, data compiled by Bloomberg show. The three largest U.S. automakers added 1.2 percentage points of American market share from overseas suppliers in the year to May, the first simultaneous advance in at least 18 years.

Wilhelmsen and its industry peers also use car carriers to transport high-and-heavy cargoes, an industry term to describe vehicles such as bulldozers, diggers and fork-lift trucks. Those shipments may weaken as mining companies curb spending after commodities retreated. The Standard & Poor's GSCI gauge of 24 raw materials fell 30 percent since reaching a record in 2008.

Caterpillar Inc., the largest maker of mining equipment, cut its 2013 earnings forecast to about \$7 a share in April, from a January projection of \$7 to \$9, citing lower-than-expected demand from commodities producers. About A\$150 billion (\$147 billion) of mines and projects have been delayed or canceled in the past year in Australia, the biggest iron-ore shipper, the government estimates.

Merchant Fleet

Analysts expect car shipments to compensate for fewer high-and-heavy cargoes, projecting a 23 percent gain in Wilhelmsen's net profit to \$306.3 million next year, from \$248.5 million in 2013, the mean of 11 estimates shows.

That contrasts with most of the rest of the merchant fleet, where a glut of capacity has driven shipping rates below what owners need to break even. The ClarkSea Index, a measure of industrywide earnings, averaged \$8,684 a day in the first quarter, the lowest since 1992. The gap between demand and freight capacity was the widest in March since the early 1980s, London-based Clarkson estimates.



The **HONOR** moored in Southampton

Photo : Peter Hollands ©

Car carriers are faring better in part because owners didn't order as many new ships. The fleet expanded 18 percent since the end of 2008, compared with a 26 percent gain in the largest oil tankers and a more than doubling in the capacity of Capesizes, which haul iron ore and coal, Clarkson data show.

"Wilhelmsen is one of the few blue-chip shipping companies left, and they are in a very good position," said Rune Sand, an analyst at Carnegie AS in Oslo whose recommendations on the shares of shipping companies returned 9 percent in the past six months. "This is more of a stable business compared with traditional commodity shipping." **Source: Bloomberg**

NAVY NEWS

China's first aircraft carrier leaves homeport for sea trials

China's first aircraft carrier, the **Liaoning**, has left its homeport of Qingdao in east China's Shandong Province to conduct scientific experiments and sea training, naval authorities said Tuesday. This was the first time for the carrier to leave its homeport to conduct training voyage since it anchored there in February, according to the People's Liberation Army (PLA) Navy. The Liaoning and its crew members had conducted a series of scheduled tests and training drills in the homeport during the period.

See also : http://www.youtube.com/watch?feature=player_embedded&v=hW1g_AEmXR0

Portsmouth Naval Base set for transformation as more ships arrive

PORTSMOUTH Naval Base is about to undergo a major transformation ahead of receiving thousands of tonnes of new warships, The News can reveal. By the end of the decade, the skyline at the home of the Royal Navy will look drastically different, with two giant carriers berthed in their new home port. But first, major change must happen for the base to be able to support the new carriers and the rest of the future fleet, including Type 45 destroyers and Type 26 frigates.

The base commander, Commodore Jeremy Rigby, says the wheels are already in motion for a raft of changes to modernise the base including millions of pounds worth of investment. Jetties need strengthening, cranes need replacing, and space needs to be arranged to handle the number of warships which will be based in Portsmouth in the future. A solution also needs to be found as to how the ships will be supplied with electricity at such a high demand.

Cdre Rigby told The News: 'The future of Portsmouth Naval Base has never been so promising and has never been so secure. 'The priority will be making sure we can turn these ships around and get them out on operations.'

His vision for the future of the base comes amid a review of operations by shipbuilding firm BAE Systems, which could see the city's shipyard close. But the defence giant would still be running the maintenance of all the navy's warships in

Portsmouth, a task which will only grow as more ships are based here. Cdre Rigby added: 'I don't think people understand that shipbuilding is a small piece of what goes on within the walls of the naval base. 'Today we have got around 70,000 tonnes of warship that are based in Portsmouth. 'By the end of the decade we will have more than 200,000 tonnes. 'This is a return to the glory days. 'The last time we had that number was in the 50s.'

The first of the Royal Navy's two new aircraft carriers, **HMS Queen Elizabeth**, is expected to arrive in the city in 2016. The carriers are the largest warships ever ordered in the navy's history and will dwarf the north corner of the base. Some estimates say there will be another 2,000 sailors living locally by the end of 2020. Click [here](#) to find out more about the changes planned for Portsmouth **Source : The News**

Vietnam PM inspects first Russian-built submarine



Left : Vietnamese delegation led by Prime Minister Nguyen Tan Dung on the deck of the first Kilo-class submarine built by Russia on Sunday. The Vietnamese prime minister on Sunday arrived at the Russian seaport city of Kaliningrad to inspect the testing progress of a Kilo-class submarine which Vietnam contracted to buy from Russia in a step seen as an effort to counterbalance China's expanding maritime influence in the region.

PM Nguyen Tan Dung was leading a high-ranking delegation in an official visit to Russia scheduled from May 12 to 15.

The delegation boarded the submarine named Hanoi, which was built by Russia's Admiralteiskie Verfi shipyard in St. Petersburg and is being tested near

Svetly port in Kaliningrad, according to the government website.

The submarine has undergone 23 successful dives.

During Dung's visit to Moscow in December 2009, Vietnam signed a US\$2 billion deal to buy six submarines from Russia. Russia has promised to deliver all of them by 2016.

"We are very grateful to our Russian friends, who will build and deliver to Vietnam until 2016, according to the agreement, six submarines of the kind," Russian news agency ITAR-TASS quoted Dung as saying Sunday. He said the order is not only of a commercial character, it is also an expression of friendship and trust between the two countries.

According to Itar-Tass, Dung continued saying Vietnam has a big sea border and stressed the country's policy is aimed at defense and "we are buying armament for defense of the sovereignty of our territories."

Dung said the military-technical cooperation with Russia "is not limited with the six submarines, we are also expecting other kinds of armament and equipment." Kilo-class submarines, nicknamed "Black Holes" for their ability to avoid detection, are considered to be among the quietest diesel-electric submarines in the world. They are designed for anti-submarine and anti-ship warfare and for general reconnaissance and patrol missions.

They have a displacement of 2,300 tons, a maximum depth of 350 meters, and a range of 9,600 km, and are equipped with six 533-mm torpedo tubes. In related news, on Sunday, the first of China's 32-strong fishing fleet arrived at the disputed Truong Sa (Spratly) Islands despite Vietnam's protest. Vietnam News Agency reported that the F8138 arrived at a fishing ground on western Spratlys after a one-week voyage.

A flotilla including 30 fishing vessels and two large transport and supply ships left China's southern province of Hainan May 6 for a 40-day trip to the Spratlys, AFP quoted a China Daily report as saying. The activity was condemned by Vietnamese Ministry of Foreign Affairs as a violation of Vietnam's sovereignty. Ministry spokesman Luong Thanh Nghi told the media May 9 Vietnam will keep a close eye on the progress of the fleet. **Source : thanhniennews**

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The **GLOBAL SEA** docked for inspection at the Damen yard in Pernis.

Photo : Willem Ooms - IB-OOMS

Samsung Heavy contracted to build offshore wind farm installation vessel for Seajacks

Seajacks International has entered into a contract with Samsung Heavy Industries to build the world's largest and most advanced offshore wind farm installation vessel, the Company said in a press release. The vessel is scheduled for delivery in the second half of 2015. The vessel has been specifically designed to meet the demands associated with

working UK Round 3, Scottish territorial waters and the other North West European markets. Seajacks also has options for the construction of an additional two units.

Named **Seajacks Scylla**, the new vessel is based on the **Gusto MSC NG14000X design** and will be the fifth new self-propelled jack-up to join the Seajacks fleet since 2009.

The vessel will be equipped with a 1500t leg-encircling crane, incorporate useable deck space in excess of 5000m², and have over 8000t of available variable load. Sailing at speeds of 12 knots or over, Scylla will be outfitted with 105 metre long legs that have the ability to install components in water depths of up to 65m. Seajacks is a leading offshore installation contractor that services both the offshore wind and oil and gas industries. Based in the UK, the company recently expanded from its core market in the North Sea and North West Europe by establishing 'Seajacks Japan' as a platform from which to service the Asian market.

Seajacks recently completed the successful installation of all 80 monopiles at the **Meerwind Offshore Wind Park** on schedule, despite having experienced significantly worst weather than anticipated this winter. As part of its role as Main Installation Contractor at the German site, Seajacks is responsible for the installation of all turbines and foundations, as well as the scour installation, grouting and noise mitigation for the project.

Since 2009, **Seajacks** has developed a track record of over 830MW of turbines installed and is currently constructing an additional 288MW at the **Meerwind Offshore Wind Power Project** in Germany. Based in Great Yarmouth (UK), Seajacks were acquired by **Marubeni Corporation and Innovation Network Corporation of Japan** in May 2012. Marubeni has a track record of over 96,000MW of installed capacity in Global Power and is also the largest international IPP in Japan. In 2011, Marubeni acquired an equity stake in Gunfleet Sands (UK) wind farm. **Source :** PortNews

Topaz Group announces delivery of fast catamaran ferry to Royal Court

Topaz Marine Engineering, a leading Engineering, Shipbuilding and ship repair services firm for the offshore support vessel industry, announced the delivery of one Fast Ferry Catamaran Boat to the Government of Sharjah's Royal Court (Al Diwan Al Amiri) on 28 April, Abu Dhabi, UAE, said in the company's press release.

Ferry boats demand is increasing across the Gulf countries and Topaz is responding to this demand by working according to the worldwide standards in developing new designs and solutions to offer comfort, high speed, manoeuvrability and excellent sea keeping characteristics to make this kind of transportation safer and pleasant with an unforgettable experience with a focus on passenger's luxury and high performance.

The contract was signed in the summer of 2012 for the designing and construction of one fast Ferry Catamaran Boat. The boat has LOA (length overall) of 18 metres, a beam of 7.5 metres and able to carry up to 40 pax. with a maximum speed of 25 knots powered by two CAT C18 each of 750 HP.

The construction took place at Topaz's Abu Dhabi Shipyard, Nico Craft confirming the company to be one of the leading regional shipyards, offering the full turnkey experience in terms of design, construction and delivery.

Sharjah Government confirms: "Topaz Marine Engineering has done an excellent job in completing the construction of our Ferry and delivering it within the timeframe requested. We look forward to working with them again in the future. We are proud of having this kind of high technology shipyard in the region to support the development of the UAE at an international level"

Jacques Moreau, Shipyard Director, also commented: "This contract is another achievement for **Topaz Group** which magnifies our leadership as a fast crew/supply boats supply in MENA region." He further says: "International recognition, experience, quality of work and commitment for on-time delivery at Topaz are some of the strengths that helped us win this contract and have a high quality product delivered on time as per client expectations." Nico Craft is part of the Topaz Group since 2005 and turned to be one of the leading shipbuilders in the GCC region along with an expansion plan to include the international market and a total of increasing "800" employees fully dedicated to the shipbuilding, fully dedicated to provide international standards towards the shipbuilding construction that has brought the attention of global clients. With a history of successful 50 vessels delivered or under construction, a team of expert naval architects and engineers will always assist and support the client in developing and creating his specific requirements. Nico Craft specialized ships conversion unit is involved in all levels of the upgrading and completion of several offshore vessels types, in addition to tankers, cargo vessels, barges up to a length of 150m.

Topaz Marine Engineering Division [TMED] operates two units under the name of Nico Craft and Nico International providing ship building, marine repair and underwater support services to the offshore supply vessel and

engineering markets through the Middle East, North Africa, and Caspian Sea. The company has as asset of over 35 years of experience. TMED is a part of the Topaz Group – a wholly-owned subsidiary of Renaissance Services, an Omani public company listed on the Muscat Securities Market

Keppel hands over 45th KFELS B Class jack-up rig

Coinciding with parent company Keppel Corporation's 45th anniversary this year, **Keppel FELS** has delivered the 45th **KFELS B Class jackup** rig since it launched the design in 2000. These KFELS B Class rigs make up more than 30% of the total jackups completed globally since 2000, said in the company's press release. The rig was delivered to Arabian Drilling Company (ADC) 14 days ahead of schedule, on budget and with a perfect safety record. Named **ArabDrill 50** at a ceremony , the rig will be chartered to Saudi Aramco for operations in offshore Saudi Arabia.

The innovative and cost-effective KFELS B Class jackup rig has proven to be the trusted, reliable workhorse of the industry, and has performed excellently in major offshore exploration and development programmes in various locations worldwide. It has been employed by some 20 international drilling operators in over 15 countries. Developed by Keppel's technology arm, Offshore Technology Development (OTD), the KFELS B Class jackup design is able to operate in water depths of up to 400 feet and drill to depths of 30,000 feet which is readily upgradeable to higher performance capabilities. The robust rig incorporates Keppel's advanced and fully-automated high capacity rack and pinion jacking system, and Self-Positioning Fixation System. Designed with industry-leading features for safety and environmental friendliness, the KFELS B Class provides maximum uptime with reduced emissions and discharges. Besides the two rigs for ADC, Keppel FELS also delivered a KFELS Super B Class rig to Saudi Arabia's Saudi Aramco last year.

ROUTE, PORTS & SERVICES



The new Robert Allan design RA2500 Bollard Pull 50 tons BP tug **SMIT PATAXO** , built by **Keppel Singmarine Brasil Ltda Navegantes**. is delivered to **Smit Rebras** on the 10th of June. **Photo : Bram de Feyter - Boskalis** ©

Tug Boat Powerful Undergoing Repairs In Florida

The tug boat **POWERFUL** left Bermuda on May 26, making her way to a Florida shipyard where she is undergoing repairs, and is expected to return to Bermuda in June. A Transport Ministry spokesperson said, "The Tug **Powerful**

departed Bermuda on May 26th for a Jacksonville, Florida shipyard where she has been slipped for a detailed survey of her hull, rudders and propellers; inspection of her anchoring system; bottom and hull painting as well as various repairs to her side fendering.

"Her fuel and water tanks are also being emptied and repaired as needed. All survey and repair work is being undertaken to the highest standards and overseen by surveyors from Lloyds Register. "Originally built for the Bermuda Government and launched in the UK in 1988 the **Powerful** is expected to return to Bermuda at the end of June."

Source : BerNews



The **DITZUM** passing Greenock Esplanade inbound for Glasgow with a cargo of Wind Turbines.

Photo : Iain Forsyth ©

ISS launches new Advanced Cargo Information department for Canadian ports

Inchcape Shipping Services (ISS), the world's leading maritime services provider, has launched an Advanced Cargo Information (ACI) department for Canadian ports following new regulations and procedures for cargo and vessel reporting by the CBSA (Canada Border Services Agency).

Based in Montreal, Canada, the centralised ISS ACI department will offer expert guidance on all cargo and reporting requirements to shipowners or charterers with vessels arriving at Canadian ports.

Services provided by the new ACI department will include assistance in obtaining a carrier code, advance manifesting for all Canadian Ports and, if required, conveyance reporting and arrival messaging. Several major carriers have already subscribed to the service.

New CBSA regulations and procedures include a new Conveyance Arrival Certification Message (CACM) introduced on June 9 2013 for applicable marine conveyance arrivals, such as vessels arriving with cargo for discharge or with freight remaining on board. Marine carriers or their authorized service providers are now required to transmit a CACM message via an Electronic Data Interchange (EDI) method to the CBSA.

Says Jason Skorski, ISS General Manager, Eastern Canada: "With the CBSA's regulations and procedures now underway, the new ACI service will enable owners and charters to meet all ACI needs simply and efficiently."

ISS customers wishing to use the service can email iss.aci@iss-shipping.com or call T: + 1 514 861 1216.

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Port of Cork Signs Sister Port Agreement with Port of Shenzhen

The Port of Cork and the Port of Shenzhen formally signed a Sister Port Agreement which will see both ports developing the trade and shipping business while deepening the understanding and relationship between each other. The signing took place in the Port of Cork offices during a two day visit of eleven delegates from Shenzhen to the Port of Cork. The Port of Shenzhen and the Port of Cork are important ports in their respective regions and given the growth of the world's shipping industry Shenzhen Port and the Port of Cork face common opportunities as well as challenges. The Port of Shenzhen is one of the busiest and fastest growing ports in southern mainland China. Located in the southern region of the Pearl River Delta in China's Guangdong province, it is the economic hinterland for Hong Kong trade with the Mainland and also one of the most important ports in terms of China's international trade.

Shenzhen port is home to 39 shipping companies with 131 international container routes. There are 560 ships on call at Shenzhen port on a monthly basis and also 21 feeder routes to other ports in the Pearl River Delta region.

This sister port agreement will see the leadership and management of both ports maintaining regular contact and will look to send staff for an exchange of visits to their respective ports to discuss issues of mutual benefit and further enrich the cooperation and collaboration between both ports. There will also be an agreement to recommend beneficial partners to each other.

Speaking at the signing of the sister port agreement, Chairman of the Port of Cork, John Mullins said: "We have signed this sister port agreement with the Port of Shenzhen to the benefit of both ports. We anticipate much cooperation and exchanging of port expertise into the future and we know the Port of Cork can expect to learn a lot from Shenzhen in terms of international trade, port development and expanding our services." He continued: "This really is an excellent opportunity for the Port of Cork and one we intend to maximise.

Both ports are committed to working together to draw upon the experience and business expertise between the two ports and broaden the exchange and cooperation between each other in the areas of port planning and building, operation and management, environmental protection, information technology, personnel training and port security.

During their visit to the Port of Cork, the delegates from Shenzhen visited the port facilities, Cork City and Cobh.



The bulker **VALE RIO DE JANEIRO** arrived in Rotterdam-Europoort – Photo : Harrie Nijenhuijzen ©

LNG Ship Rates Seen Unprofitable on Shorter Voyages, New Vessels

Spot rates to ship liquefied natural gas will be unprofitable in the next two years as shorter voyages curb demand and new vessels join the fleet, according to **RS Platou Economic Research**. Average rates for modern steam vessels will fall to \$108,000 a day this year, \$92,000 in 2014 and \$69,000 in 2015, the Oslo-based shipbroker and investment bank said in an e-mailed report today. The estimates are slightly less than what the vessels need to break even, partner Jorn Bakkelund said in the report. The fleet will expand 6 percent in the next two years as few old vessels are removed, compared with 3 percent demand growth, Bakkelund said in the report. Transportation distances will decline 1 to 2 percent in the next three years as restarts of nuclear power plants lead Japanese demand to level off and an increasing share of Middle East cargoes goes to Asia, according to the report. "Utilization is thus expected to decline

from the present high level,” Bakkeland said in the report. “Spot rates should linger just below the break-even level.”
Source: Bloomberg



BW GDF SUEZ PARIS approaching YLNG terminal Balhaf (Yemen)

Photo : Peter Broesder ©

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CSI Control Systems scores major order in New Zealand



The Cook Strait ferry **KAITAKI** at Wellington. Photo : Maurice Napier ©

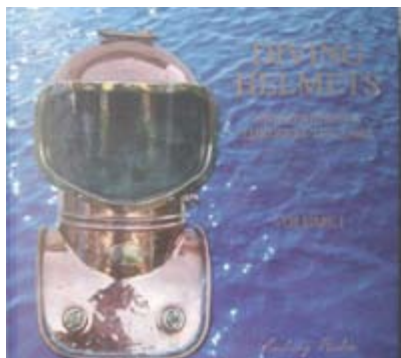
KAITAKI is to get a \$4.5 million facelift. KiwiRail has awarded **CSI Control Systems** the refit for the automation part. The contract calls for CSI Control Systems to provide the delivery, installation & commissioning of their latest version of the DeltaMACS system including Tank Gauging, Valve & Pump Control and Trending.

The 182-metre **KAITAKI** will sail to Brisbane for dry dock in August to have its Alarm, Monitoring & Control Systems refitted and passenger areas overhauled. **KAITAKI** means "Challenger" in Maori. She is the largest ferry in New Zealand waters, with room for up to 1650 passengers, 550 cars and features a wide range of passenger lounges and amenities on 3 decks. **CSI Control Systems** is one of the founding fathers of the current generation of alarm & monitoring systems for the shipping industry. The portfolio consists of over 3500 vessels of all trades and sizes around the world. With a proven track record of more than 45 years, we can rightfully say that we are masters in finding practical & flexible solutions for your ships. Our long-standing expertise and extensive technical know-how guarantee a "full service point" for control & monitoring systems.

Teekay charters two fuel-saving LNG carriers

Teekay LNG Partners L.P. says it has signed two time-charter contracts to provide liquefied natural gas (LNG) services for exports from the U.S. Sabine Pass LNG export facility using fuel-efficient vessels. The vessels will feature M-type Electronically Controlled, Gas Injection (MEGI) twin engines, allowing greater fuel efficiency and lower emission levels than other engines used in LNG shipping. "We are excited to be supporting Cheniere, which will be exporting volumes from the Sabine Pass LNG export facility, the first LNG export facility project in the contiguous United States to receive approval for LNG exports," said Peter Evensen, Chief Executive Officer of Teekay GP LLC. Read in full: <http://shipandbunker.com/news/am/300456-teekay-in-pioneering-transaction-for-two-fuel-saving-lng-carriers>

New book historical diving equipment collection



Some months ago, a new collection diver's book arrived on the scene, titled **DIVING HELMETS AND EQUIPMENT THROUGH THE AGES**. In two volumes, master diver **Anthony Pardoe**, having one of the largest collections of historical diving gear, describes and shows in hundreds of excellent color pictures, many in detail, from his collection of diving helmets and equipment, all that a diver would need for going below to work. Anthony and his wife Yvonne have worked on this project for over six years with support of various well known specialists on this subject and supply the reader with an extensive lot of information.

Both volumes are hardback and are inserted in a nice hardbound sleeve for extra protection, each book's measurements being 285 x 285 x ca 25 mm and the total weight is 4,7 kg. The first book is concentrating on the helmets in his collection, 245 pages, and the second book contains all the necessary accessories needed for a working diver, many in different forms and shapes, 225 pages. A must have for the collector's library.

Herewith is a brief comment about the publication, written by Leon Lyons, author of the book **HELMETS OF THE DEEP**:

"Great book, wonderful photography: an interesting look into one's collection and viewing the many fine accessories associated with hard hat divers and their work. Well done, Tony and Yvonne".

According to an agreement with Tony Pardoe, **NAUTIEK** will do the distribution.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 164

The price is fixed on GBE 299 / € 370 / US\$ 485, **excl.** 6% V.A.T. and excl. costs of shipping off The Netherlands.

Should you be interested to order one/more books, then I request you to fill in the added reply slip and send this by post to NAUTIEK, P.O. Box 454; 2240 AL Wassenaar, The Netherlands or confirm by email your order with the same data like mentioned in the reply slip to: nautiekvof@planet.nl - Payment: Bank transfer

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The pilot tender **DISCOVERY** passing the Breeddiep – photo : Stan Muller ©

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