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**The DISNEY MAGIC moored in Cozumel, Mexico.  
Photo : Maksym Anishchenko - 2nd Engineer C - Disney Magic (c)**

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## EVENTS, INCIDENTS & OPERATIONS

A banner for 'Offshore Weather Forecasts & Climatology' by Meteogroup Offshore. The background is a blue sky with a faint image of an offshore oil rig. The text is in yellow and white. The Meteogroup Offshore logo is in the top right corner.

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The **CAP RICARDA** outbound from Rotterdam – Photo : Ria Maat (c)

## New Wirral lifeboat helmsman leads unexpected first rescue

THE new helmsman of a **Wirral lifeboat** crew led a dramatic first rescue after a jetskier and passenger got stranded on the River Mersey during a training exercise. **Mike Plaskett** and his team from New Brighton station were preparing for a planned exercise on Tuesday night when they recieved a call from **HM Coastguard** that the jetski's engine had broken down near New Brighton's shoreline.

The station's **Atlantic 85** lifeboat, **B-837 CHARLES DIBDIN**, was launched in response. Recalling the rescue, Mike said: "We were making preparations to go to sea when we received the call from **HM Coastguard** and launched very quickly. "It turned out that the jetskier and his young passenger were returning to New Brighton beach after a spell on



the river when the jetski engine failed and would not restart. "The tide was coming and they were being swept down river and luckily managed to grab a line on a small sailing dinghy that was moored off Tower Groyne.



"They had clambered aboard the vessel and secured the jetski along side when we arrived." The young passenger was taken to safety on the lifeboat. The jetski and rider were towed to New Brighton beach. Mike added: "In this case the alarm was raised by a family member on the beach and we would recommend anyone going to sea or in the River should carry emergency flares and VHF Radio and know how to use them.

**Photo : Bob Warwick / RNLI**

"We have the capability on the lifeboat of locating and homing in on the signal of the VHF set. "An anchor for the jetski could have proved very useful in these circumstances as well". **Graham Sale**, lifeboat operations manager, said: "He was very lucky that he managed to get on the dinghy, as the current in the Mersey at this state of the tide is very fast, he could easily have been swept down towards Widnes and with all the many hazards along the way. "The outcome could have been very different. Its vital that anyone venturing into the marine environment is fully equipped and trained with the necessary safety equipment to deal with the unexpected." **Source : Wirral Globe**

## Navy ship on standby for hurricane season

A British Royal Naval frigate, on standby to provide disaster relief across the Caribbean during hurricane season, arrives in Grand Cayman on Thursday. The **HMS LANCASTER** is on a six-month tour of duty in the region and will offer support to the Cayman Islands in the event of a major storm. It will also be involved in anti-drug smuggling operations across the Caribbean.



Senior crew will meet with officials in Grand Cayman to discuss disaster planning during a four-day visit to the territory. **HMS LANCASTER** commanding officer, Cmdr. Steve Moorhouse, said: "I am looking forward to working with the governor's office, the emergency services and the people of the Cayman Islands during the visit, so that when we return to sea we are in the best possible position to support the islands and respond swiftly and effectively in the event of a hurricane or any other emergency."

As well as providing reassurance and security for British overseas territories, the **Lancaster's** deployment will also see her undertake a range of other tasks across the Caribbean in support of British interests. These include the provision of humanitarian aid and disaster relief during the core hurricane season and counter narcotic operations with partner nations.

A spokesman said the 185-strong crew of **HMS LANCASTER** were particularly looking forward to the Grand Cayman visit as it would be the first time on the island for many of the sailors. "The opportunity to explore the wonders of a new Caribbean island, sample its culture and meet with the locals will provide the crew with a well-earned rest in between high tempo operations," he said. The Type 23 frigate has already visited the US and Bermuda since leaving

its home port of Portsmouth, England, on May 28. The **LANCASTER**, nicknamed **"the Queen's frigate"** after her sponsor, the Queen of England, will visit all six of the British overseas territories in the region, as well as several Commonwealth and Caribbean countries during its deployment.

The spokesman added: "These visits will provide the opportunity to train with other navies as well as demonstrate the Royal Navy's continued commitment to the region." At 4,900 tonnes and 133 metres long, the **HMS LANCASTER** is an impressive sight. It is fitted with an imposing array of weaponry, including Sea Wolf anti-air missiles, anti-submarine torpedoes and two military helicopters.

The ship's most famous crew member and mascot is "Sunny" the parrot, renowned for her colourful language and for whistling the tune from the movie "The Great Escape". "When we return to sea we will be in the best possible position to support the islands and respond swiftly and effectively in the event of a hurricane or any other emergency."

Source : CayCompass



The **ROYAL PRINCESS** off Gibraltar – Photo : Francis Ferro (c)



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## Tanker rates to remain depressed, negative outlook ahead

In a highly commoditized industry, such as oil shipping (tankers), supply and demand balance is a key driver of shipping rates, which affects revenue, margins, earnings and share prices. When demand grows more than supply does, shipping rates will rise, which benefits tanker companies. On the other hand, when demand grows less than supply, shipping rates will fall.

### Depressed tanker rates

One such indicator that tracks the cost of transporting crude oil across ocean is the Baltic Dirty Tanker Index, published daily by the Baltic Exchange. At the end of May, the index stood at 612, down from 619 in April and 661 in March. Prices for shipping oil across the ocean have fallen significantly since 2008 as the U.S. began to rely more on

domestic oil through technologies called hydraulic fracturing and horizontal drilling, which made it possible to extract oil from geographies that were initially impossible or uneconomical. A weak global economy, driven by debt saddled developed economies and the end of China's golden investment led economic growth, also contributed to weak import growth of ~3.8% for the world's top three importers from 2009 to 2012. To make fundamentals worse, shipping firms placed large orders of new tankers prior to the financial crisis, expecting high growth to continue. Unfortunately, that did not happen. As supply grew faster than demand did, shipping rates collapsed and several companies went bankrupt.

**Negative outlook (short to medium-term)**

As oil companies continue their searches for oil in the U.S., oil production is expected to hit another record in 2013. This bodes negative for shipping companies, such as [Teekay Corp. \(TK\)](#), [Tsakos Energy Navigation Ltd. \(TNP\)](#), [Ship Finance International Ltd. \(SFL\)](#) and [Teekay Tankers Ltd. \(TNK\)](#)., especially since current data shows excess growth in capacity. This is also applicable to the [Guggenheim Shipping ETF \(SEA\)](#), which holds positions in all of the companies mentioned earlier. On a positive note, companies have returned to order new ships, which suggests managers are becoming more optimistic regarding the long-term outlook for the industry. **Source: Market Realist**



The Kiel-built liner [ASTOR](#) arriving at Liverpool Cruise Terminal on Thursday from Dublin. She is operated by Munich-based Premicon AG and sails for Belfast on Thursday evening. **Photo : Simon Smith (c)**

## **Iron Ore Ship Rally Seen Slowing Awaiting China Steel Rebound**

The biggest rally in rates to ship iron ore since October slowed amid speculation Chinese steel prices need to rebound for the surge to continue. Daily earnings for Capesizes hauling about 160,000 metric tons rose 3.9 percent to \$10,705, according to the Baltic Exchange, the London-based publisher of shipping costs. While that was the 11th consecutive gain, the longest since July, it was also the smallest in eight days.

Chinese steel prices need to rise for ship rates to extend gains, according to Omar Nokta, a New York-based analyst at [Global Hunter Securities LLC](#). As many as 22 Capesize iron ore cargoes were booked this week, compared with an average of 18 to 20 in recent weeks, he said in an e-mailed report. Chinese mills are the biggest buyers of the raw material.

"Activity may be slowing to wind down the week and it remains to be seen if activity levels will remain stronger next week," Nokta said. "Continued improvement in charter rates likely requires a material jump in steel prices." Steel reinforcement-bar futures in Shanghai fell for the first time in six days as the country's daily crude steel output rose 0.1 percent to 2.16 million tons in early June, according to Custeel.com, citing China Iron & Steel Association data. A preliminary manufacturing indicator released today by HSBC Holdings Plc and Markit Economics showed a larger



contraction than the median estimate in a Bloomberg survey of 15 economists. The Baltic Dry Index, a broader gauge of commodities shipping costs, rose 1.7 percent to 1,012, the highest since Dec. 5, according to the exchange. Daily earnings for Panamaxs carrying about half as much cargo as Capesizes increased 1.1 percent to \$7,320. Rates for Supramaxes and Handysizes, the smallest ship types tracked by the index, each added less than 1 percent to \$9,577 and \$8,054, respectively, data show. **Source: Bloomberg**



The **HHL MACAO** moored in Ijmuiden – Photo : Peter Herweijer – [www.fotoserviceijmond.nl](http://www.fotoserviceijmond.nl) (c)

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## Oil Tankers Extend Losses for Fourth Session on Fewer Charters

Rates for the largest oil tankers hauling Middle East crude to Asia fell for a fourth session as demand from charterers to hire ships slowed. Charter costs for very large crude carriers transporting 2 million barrels of cargo on the benchmark journey to Japan from Saudi Arabia slid 0.4 percent to 41 industry-standard Worldscale points, according to the Baltic Exchange, the London-based publisher of freight rates. Rates lost 3.2 percent this week.

The supply of VLCCs in the Persian Gulf over the next four weeks expanded by two to 82, according to figures from Marex Spectron Group today. That compared with 58 tankers at the start of the month, the broker's data showed. The VLCC fleet's carrying capacity will expand 5.1 percent this year, near demand growth of 5 percent, according to Clarkson Plc, the world's largest shipbroker. "Charterers continue to hide in the wings," Halvor Ellefsen, a shipbroker at Galbraith's Ltd. in London, said in an e-mailed report today. "We fully expect them to continue their drip-feeding ways, hoping to dent owners' confidence." Daily earnings for VLCCs on the benchmark voyage reached the lowest since May 24, dropping 4.3 percent to \$13,184 according to the exchange. Those assessments don't reflect owners cutting speeds to save on fuel, their biggest expense. The price of ship fuel, known as bunkers, rose 0.1 percent to \$607.32 a metric ton, according to data compiled by Bloomberg from 25 ports worldwide.



Chevron Shipping's **CASTOR VOYAGER** (9330599) moored in Melbourne – Photo : Dale E Crisp (c)

### Fuel Costs

Worldscale points are a percentage of a nominal rate for more than 320,000 specific routes. Flat rates for every voyage, quoted in dollars a ton, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates. The Baltic Dirty Tanker Index, a wider measure of oil-shipping costs that includes smaller vessels, was unchanged at 580, according to the exchange. The biggest move for rates for oil tankers was for cargoes headed to northwest Europe from loading ports in the North Sea, up 4.5 percent to 87.75 Worldscale points. The biggest change for vessels hauling refined products was for ships hauling cargoes to Japan from the Middle East, down 2.1 percent to 91.92 points. Source: Bloomberg



The **WARBER** arriving in Klaipeda – Photo : Marcel Coster (c)

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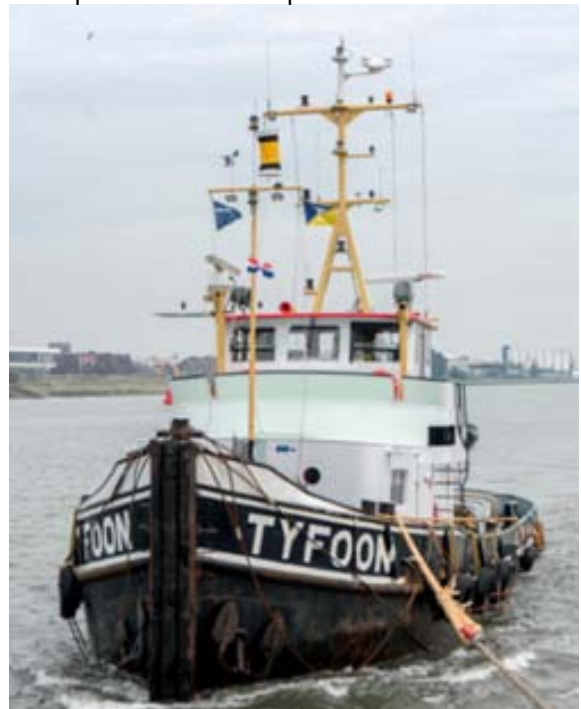
# OSPREY VALIANT DEPARTED FROM SCHIEDAM



The barge **OSPREY VALIANT** loaded with 2 jackets departed from the HSM premises in the Wilhelmina harbor in Schiedam in tow of the tug **BUGSIER 10** assisted by the tugs **EN AVANT 7**, **TYFOON** and **BUIZERD**,



the pilot onboard the transport was **Marijn van Hoorn**, from who this photo impression of the departure



All photo's on this page :  
**Marijn van Hoorn** ©





The transport outbound at the Nieuwe Waterweg – Photo : Frans de Lijster ©

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The 1979 built **KARSUND** arriving in Rotterdam - Photo : Stan Muller (c)

## Pollution alarm: Over 40 ships stranded off Mumbai coast

Raising concern over threat to the coastal eco-system, Union minister of environment and forests Jayanthi Natarajan on Thursday said there are more than 40 ships stranded off the Mumbai coast and a few of them contain polluting material. Presiding over a meeting to review mitigation and response mechanism for scenarios involving stranded ships, collisions and oil spills, Natarajan sought the feasibility of invoking criminal action against the owners of such vessels. "I have been informed that the movements of all these vessels are being closely monitored," she said.

The coast guard blamed the state for not taking criminal action against errant ship owners, but state environmental department officials denied the charge.

Repairs begin on **MT Pratibha Tapi** Director general of shipping Gautam Chatterjee said that according to the Bombay high court order of June 18, the **Indian Register of Shipping (IRS)** submitted its report approving the towing plan for **MT Pratibha Tapi**, a 24,000-tonne oil tanker anchored 2.5 nautical miles from the Madh shore, the next day. "The repair work on board **MT Pratibha Tapi** has started," he added. "The repair work began only after the IRS submitted its report and the court gave its nod for the same. Four crews, bunkers, generators have been sent on board," said Prakash Ashar, solicitor for Crawford Bayley and Company for Hong Kong-based shipping company Best Oasis Ltd. Ashar said the repairs will last for three to four days before the vessel is ready to sail out of Madh Island.

2 yrs after rescuing stranded ship, firm awaits payment During the meeting, officials from the shipping ministry pointed out that Great Offshore, which had undertaken the salvage operations for **MT PAVIT** at its behest, was yet to be paid Rs 4 crore. The merchant tanker had run aground off the Juhu coast in 2011.

State officials reasoned that the vessel was yet to be auctioned. The government has put a reserve price of Rs 4 crore for the auction, but is yet to find a responsive bidder.

Director general of shipping, Gautam Chatterjee informed the minister that tugboats are being used to **prevent MT Pratibha Tapi** and **MT Pratibha Indrayani** from drifting towards the coastline any further. "He gave an assurance that the matter is well in hand," said an official.

The oil tankers **MT Pratibha Tapi** and **MT Pratibha Indrayani**, belonging to the **Pratibha Shipping Co Ltd**, had been anchored 11 nautical miles (20km) from the Mumbai shore since December 2012, when the firm ran into financial problems. The ships had been put under arrest, after an HC order in January 2013, when the owner failed to settle the maritime board's claims. Last week, **MT Pratibha Tapi** drifted towards Madh Island and threatened to run aground. During the meeting, it was also decided to set up a special corpus for salvage operations. Natarajan said the corpus will be a common funding arrangement between the shipping ministry and the MoEF. Natarajan stressed on the need to improve the forecasting system to thwart such situations and reviewed the health of oil pipelines. "Most are in good condition. I have asked oil firms to replace the old pipelines," she said. Source : Times of India



## Hong Kong firm to fund rescue of two vessels

The Bombay high court on Tuesday gave its nod to the rescue of two vessels of the financially distressed Pratibha Shipping. One of the oil tankers, **MT PratibhaTapi**, was drifting close to the Mumbai coast after being set adrift due to monsoon conditions in an eerie replay from two years ago when the **MV Wisdom** ran aground on Juhu beach.

"It appears that **Pratibha Tapi** has drifted to a position of about 1.5 nautical miles from the nearest coast line Madh Island. In light of these emergent circumstances, there is an urgent requirement by the use of tow vessels to move the vessel to a safe place with the help of all necessary machinery and equipment and resources required," said Justice Shahrukh Kathawalla. The court has allowed **Best Oasis Limited** from Hong Kong, which is interested in purchasing the vessel, to fund the two tugs. These tugs will align themselves alongside **Pratibha Tapi** to keep it afloat and take it to the outer anchorage of Mumbai Port. They will continue to be alongside the vessel to restrain it from dragging ashore. BOL has to submit a plan to tow the vessel to Alang or Bhavnagar. **Source : Indiatimes**



The **SEA HOUND** operating in a Hazy port of Singapore – **Photo : Jacco van Nieuwenhuijzen ©**

## Shipping delays, power outages

The winter storm moving across New Zealand's South Island has disrupted shipping and power in Southland and Otago. South Port general manager Russell Slaughter said the weather impacted on the departure and arrival of smaller vessels at the port in Bluff. Rough seas and strong winds meant the smaller vessels in port would have to remain berthed until the weather cleared. Meanwhile, southern residents are experiencing power interruptions.

PowerNet network operations general manager Gary Pritchard said 102 incidents had been recorded. "PowerNet and its contractors are working to make the electricity networks safe and to restore supply to affected customers within the shortest possible time frame," he said. Between the period 10pm last night and 11am today, about 2500 customers were affected by the adverse weather conditions, he said.

Some of the worst affected areas were Waikaia, Glenaray, Parawa, Fairlight, Kingston, Hindon, Lawrence, Blackrock and Karitane, with customers also affected in surrounding areas. At present about 500 customers are affected by the snow storm across the networks. There is widespread surface flooding in the Milton area, and widespread snow in the Lawrence/Tuapeka area. The **NZ Transport Agency** has advised there is surface water on State Highway 1 north of Milton and motorists should take extra care **Source : The Southland Times**

## Salvagers approach scene in search of boxes from broken MOL ship

**MITSUI OSK Lines (MOL)** has reported that a salvage company has commenced efforts to retrieve the cargo and the cracked hull of the 8,000-TEU **MOL COMFORT** that split apart in the Indian Ocean when its hull broke in two in heavy seas.

The company said in its latest written release that the after section of the hull continued to drift in an east-northeast direction. However, the status of the forward section has yet to be confirmed due to limited visibility in poor weather conditions. It said some of the containers might be lost or damaged during the incident, however, most of the cargo is confirmed to be aboard the after section of the ship. A patrol boat departed from the Port of Jebel Ali, UAE on June 19, is expected to arrive on site on June 24.

The Japanese transportation group confirmed that no large volume of oil has been leaked as a result of the sinking of the Bahamas-flagged vessel. All 26 crew members on board were safely rescued by a **Hapag Lloyd** containership in the area. **Source : Schednet**

## Ex-Hanjin Shipping official set up paper company in tax haven

A former executive of South Korea's No. 1 shipping line has been found to set up a shell company in a tax haven, an independent news outlet reported Thursday in its latest revelation of a list of high-profile names suspected of tax evasion. Kim Young-so, a former executive at **Hanjin Shipping Co.**, set up a ghost company in the Samoan Islands, according to a report released by the Korea Center for Investigative Journalism (KCIJ) in its eighth round of revelations since last month. According to the report, Kim established the paper company with Cho Yong-min, the former president of **Hanjin Shipping Holdings Co.**, while he was working as the deputy head of the shipping conglomerate's Southwest Asia and Pacific Division in September 2001. Cho was one of the names revealed by the KCIJ earlier, along with the incumbent chief executive of the shipping giant, Choi Eun-young. Cho and Kim together obtained the ownership of the shell company through acquiring a firm already established by a broker. The Hong Kong-based UBS branch managed the acquisition, the report said. In response to the findings, Kim apparently told the KCIJ that the company was set up at the request of his supervisor at that time and that he relinquished his shareholder status in 2009. But the KCIJ said he retained his position till the first half of 2010. Meanwhile, the KCIJ said an affiliate of the state-run deposit insurer also operated three paper companies in 1999-2001, based in the most secretive tax haven, Labuan Islands, a federal territory of Malaysia. The Korea Deposit Insurance Corp. came under fire last week when six of its former officials were included in the KCIJ's list. They apparently set up two ghost companies in the British Virgin Islands in 1999 to retrieve overseas assets held by then financially ailing companies where bailout funds were injected, the deposit insurer claimed. **Source: Yonhap**

## NAVY NEWS

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## A peculiar scene in Toulon – France.

by : Nico J. Ouwehand



The French naval supplytanker **La Saone** (23.800 Grt), ordered in 1938 was in the course of construction in Dunkirk when WWII broke out. She was seized by the Germans and renamed **Storman**, however not finished. In 1945 she was damaged by German sabotage, however, commissioned in 1948 as a commercial tanker. In 1953 she rejoined the French Navy as **A628** and served during different occasions, a.o. in the Red Sea. Since 1982 she was used as a kind of breakwater ship at Port Avis (Ile du Levant). Only a couple of months ago the decision was made that she ship finally has to be scrapped. This will be done in a drydock that especially for that purpose was towed to Toulon. Since 5th June she is in the dock where the work just started.



**Zr.Ms. P840 HOLLAND** arriving in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

## SHIPYARD NEWS

# One of few re-gasification units around the world sails away from Drydocks World

**Drydocks World**, the well-established international maritime service provider, announced that Floating Storage Re-



gasification Unit (FSRU) **Toscana** sailed away from Drydocks World – Dubai. The unit, formerly the 138,830-cbm LNG carrier **Golar Frost**, has been under conversion since June 2009 at Drydocks world Dubai yard for contractor Saipem and owner OLT. The LNG Carrier, built by **Hyundai Heavy Industries** was converted into a floating

LNG receiving terminal of the FSRU type, and will be permanently moored off Livorno, Italy and connected to shore through a gas export pipeline. There are only a few such units in operation around the world, said in the company's press release.

The unit has a net storage capacity of 137,100 m<sup>3</sup> and it is classed as a marine unit designed to remain at the site for 20 years. The FSRU has a steel mono-hull with four Moss-type LNG tanks, the Re-gasification Plant is located at the forward end and the accommodation with central control room and utility machinery is at the aft end. The 3.75-billion-cbm-per-day (cbm/d) capacity FSRU Toscana will be located 19.31 kilometres (12 miles) off Livorno coast.

The project consisted of constructing, installing and commissioning various components such as the Turret mooring system, side by side berthing mooring system for LNG carrier, LNG storage tanks and loading system, LNG transfer system to re-gasification plant, process plant for re-gasification, boil-off gas handling and gas send-out to Export System, metering systems, utilities including



power generation and sea water systems, control, automation and communications systems, gas flexible risers and riser base and control umbilical from FSRU. **Photo's : Capt. Hans R. Bosch (c)**



"Floating Storage Re-gasification Units have been a key contributor towards developing new markets for LNG and provide vital links for a new market. They offer flexibility, are accepted technically and are attractive from an economic point of view – all of which are significant factors for the development of the market. Such conversions involve a high level of sophistication and a wide-range of technical and commercial skills. We are delighted that our shipyard was able to offer these and was able to conclude complex tasks safely, efficiently and to the satisfaction of our client. Our project management skills have been of a high standard and will help us enter the new emerging markets in oil & gas and energy sectors as per our business strategy and catapult our reputation as a reliable service provider in these areas," said H.E. Khamis Juma Buamim, Chairman of Drydocks World and Maritime World. **Source: PortNews**

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The brandnew **UAL TEXAS** arriving in Rotterdam from Delfzijl - **Photo : Michel Kodde (c)**

## Russia will propose national plan for fighting against offshoring – Vladimir Putin

Russia is set to develop a national plan for fighting against offshoring, Russian President Vladimir Putin said at the News conference following the G8 Summit in Lough Erne. He noted that Russia has not yet taken all the measures adopted by many other nations in fighting offshoring. Russia is only now enacting a law on disclosing the final beneficiary. "This law was passed by the State Duma and is currently in the Federation Council. As soon as this draft law is passed by the Federation Council, I will certainly sign it. And then, just like the other G8 member states, we will propose a national plan for fighting against offshoring," Putin said.

He noted that the offshoring of the national economy is very detrimental to Russia as the potential investors are often wary of getting involved in Russian economy with serious investments.

Putin says he is very pleased that the British presidency will take this matter into its hands and blaze the trail, leading the way for all the other discussion participants. Especially since we know that most of today's offshore locations fall under Great Britain's jurisdiction.



Cruise ship **GRAND MISTRAL** turns in Cromarty Firth to berth, moving past Anchored Tug **SKANDI SKOLTEN**, with cold stacked Rig **J W MCLEAN** astern **Photo : Tim – Radio room - Ton van Langeveld ©**



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In Rotterdam Caland canal the **PASCAL KNUTSEN** was renamed in **ADEBOMI 1** - Photo : Jan Verhoog ©

## Port Bronka and Boskalis sign contract at St. Petersburg International Economic Forum



**Fenix LLC**, investor of the Marine Multipurpose Complex Bronka (MMPK Bronka, Big Port St. Petersburg), and **Boskalis** company have signed a contract today, June 20, 2013, at St. Petersburg International Economic Forum in the presence of Mark Rutte, Prime Minister of the Netherlands, and Arkady Dvorkovich, Deputy Prime Minister of Russia.

By the order of Fenix LLC, Boskalis will carry out land reclamation for MMPK Bronka. The work is to commence in August 2013.

The Marine Multipurpose Complex Bronka (MMPK Bronka) is being built on the southern shore of the Gulf of Finland, in the place where the dam and the ring road border the territory of Lomonosov. The Bronka Complex will comprise three specialized facilities: a container terminal encompassing 107 hectares, Ro-Ro terminal of 57 ha and logistics center of 42 ha. Container terminal will feature the 1.176 m-long waterfront (including 5 berths). The waterfront of rolling cargo terminal will be 630 meters (3 berths). The Bronka Phase 1 capacity is projected to be 1.45 million TEUs and 260,000 units of Ro-Ro cargoes. The facility's container throughput is planned to be increased to 1.9 million TEUs. The Bronka Multipurpose Complex will be able to handle Panamax containerships and the ferries of Finnstar class.

Private investors are expected to inject nearly RUB 43.7 billion in the project with the Russian Government investment at some RUB 15.2 billion. Implementation of the Bronka project will bring 2,300 work places at sea terminals alone. Upon completion of the outer harbor facilities annual direct tax payments to the budget of St. Petersburg will be at

RUB 1.7 billion (plus indirect tax due to a multiplier effect – RUB 5.1 bn), the federal budget will get RUB 2.0 billion a year (RUB 5.9bn). **Source : PortNews**



The **JOLI L** with a **MAMMOET** shearlegs enroute along the Dutch coast  
Photo : **FLYING FOCUS** lucht fotografie - [www.flyingfocus.nl](http://www.flyingfocus.nl) (c)



## **Sovcomflot, NOVATEK and VEB sign memorandum on cooperation as part of Yamal LNG project**

At the Saint-Petersburg International Economic Forum, Sovcomflot – Russia's largest shipping company, OAO Novatek – the leading independent natural gas producer, and the state corporation "Bank for Development and Foreign Economic Affairs" (Vnesheconombank) signed a memorandum on cooperation as part of the Yamal LNG project, providing for the construction of two gas-carriers for the Yamal LNG project. According to the document, Vnesheconombank is to look into the possibility of financing the construction of two 'pilot' liquefied natural gas carriers for the Yamal LNG project. Sovcomflot has confirmed its interest in operating the new vessels as a bareboat charterer and technical manager.

The LNG carriers are due to be built at one of the world's leading shipyards, following a tender process. The agreement provides for the participation of Russian shipbuilders in the project, including the transfer of LNG tanker construction technology to Russia, as well as the organisation of training for Russian specialists at overseas shipyards and subsequent technical support in establishing gas carrier production in Russia. Sovcomflot specialists will participate



in the final approval of optimal technical, commercial and operational solutions. The design of the 170,000m<sup>3</sup> capacity gas carriers has been specially developed for the LNG Yamal project and is unique in its technical characteristics. A high ice class (Arc7) means the new vessels are well suited to the challenging climatic conditions of the Arctic. To ensure uninterrupted operations, the gas carriers will be fitted with a diesel-electric propulsion system that includes three Azipods, each with an output of 15MW. At present, there are no other gas carriers in the world with an equivalent overall propulsion power. Final delivery of the new vessels is due to take place in 2016. The agreement is a logical continuation of documents signed by Sovcomflot and VEB in 2011 as part of the Saint-Petersburg International Economic Forum. At that time, the companies signed a bilateral cooperation agreement providing for the development of joint proposals on the construction, acquisition and subsequent operation of a fleet for the Yamal LNG project. The implementation of this project has been approved and provided for by a comprehensive Russian government plan to develop liquefied natural gas production on the Yamal Peninsula. Sergey Frank, President of OAO Sovcomflot, said: "Providing LNG shipping in the challenging climatic conditions of the Arctic requires the mobilisation of significant resources – including advanced shipbuilding technologies and many years experience and expertise of captains and crews working on modern gas-carriers. At Sovcomflot we are confident that our long-standing experience of Arctic shipping and successfully implemented Arctic projects, for example Varandey and the Northern Sea route transit crossings, will ensure we cope successfully with the task of providing uninterrupted LNG transportation, in the challenging climatic conditions of the Yamal Peninsula." **Source: Sovcomflot Group (SCF)**



The **ESTHER C** outbound from Rotterdam – Photo : Henk van der Heijden (c)

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## UFS closes Sardinia – Adriatic service

**United Feeder Services (UFS)** has suspended its Sardinia - Adriatic service (#1435). The loop's only vessel, the 508 teu **BF CATANIA**, made her final call at the port of Cagliari. The 10-day butterfly service used to call at: Cagliari, Palermo, Trapani, Cagliari, Catania, Durres, Rijeka, Koper, Marghera, Ancona, Cagliari. The suspension of the service is part of a larger reshuffling of UFS's intra-Med network that recently saw the strengthening of the carrier's Tunisia

coverage, as well as the launch of a new Greece - Black Sea service (#2828) in partnership with Evergreen. **Source :** Linervision



The **SANTA TERESA** enroute Rotterdam – **Photo : Henk van der Heijden (c)**

## **DP World and Jawaharlal Nehru Port hold ceremonial signing for Nhava Sheva (India) Gateway Terminal**

DP World and Jawaharlal Nehru Port held a ceremonial signing of the concession awarded to DP World to construct and operate a new container terminal at the port. DP World received the Letter of Award for the new Nhava Sheva (India) Gateway Terminal project in November last year. The ceremonial concession document was exchanged between the Honourable Minister of Shipping Shri GK Vasan and HE Sultan Ahmed Bin Sulayem, Chairman of DP World, said in the company's press release.

The concession was signed by Shri NN Kumar, Chairman of Jawaharlal Nehru Port and Anil Singh, Senior Vice President and Managing Director, DP World Subcontinent Region. Attending the ceremony were dignitaries from the Government of India and senior members of Jawaharlal Nehru Port Trust and DP World. The new 330 metre berth with 27 hectares of yard will add 800,000 TEUs (twenty foot equivalent container units) of container capacity and help ease congestion at Jawaharlal Nehru Port.

DP World will invest around US\$200 million to build the terminal adjacent to the Nhava Sheva International Container Terminal (NSICT), which DP World currently operates. HE Sultan Ahmed Bin Sulayem, Chairman, DP World, said: "We thank the Government of India and the Jawaharlal Nehru Port Trust for their confidence in our ability to support the growth of India's vibrant economy through the construction and operation of new state of the art, modern infrastructure in the country's busiest port. With a 17 year concession period, we are investing for the long term and we look forward to continuing to work with Jawaharlal Nehru Port Trust into the future."

Anil Singh, Senior Vice President and Managing Director, DP World Subcontinent, said: "We have worked closely with Jawaharlal Nehru Port Trust over the years. We were the port's first private partner in 1997 with NSICT, and together with the port we have played a key role in serving India's growing trade over more than a decade. I take this opportunity to thank the Jawaharlal Nehru Port Trust for their continued support over the years, and also for giving us the opportunity to partner with the port once again to provide world class facilities for India's trade." The new container terminal will be equipped with four (4) modern rail mounted quay cranes and twelve (12) rubber tyred gantry cranes. **Source : PortNews**





The **ODIN VIKING** towing the **ROWAN GORILLA VI** escorted by the KOTUG tugs **SD SEAL** and **RT LEADER**.  
Photo : Mark de Bruin

## Third gas carrier loaded at Ust-Luga terminal of Sibur

Loading of the third gas carrier was completed at Ust-Luga terminal of Sibur on June 19, 2013, IAA PortNews journalist reports. The tanker bound for France was loaded with 11,000 cubic meters of LPG. SIBUR is building Ust-Luga LPG transshipment facility, Russia's largest terminal for transshipment of liquefied petroleum gases with annual capacity of up to 1.5 mln t of LPG and up to 2.5 mln t of light oil products. The construction began in the second quarter of 2012.

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



Activities around the Jack-Up rig [Noble George Sauvageau](#) under tow from Denmark towards the Dutch sector during 15 to 17<sup>th</sup> June 2013 - [Photo : Henk Willemsen](#) ©