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Tug boat leaving the SEVEN POLARIS in Lula basin, Brazil, next Campos Basin. Rio de Janeiro 9th, July 2013 - Photo : Hugo ©

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EMAS **LEWEK CRUSADER** during the installation of the hook up operations for **FPSO PERISAI KAMELIA** offshore Malaysia – Photo : Capt. Richard Leistra ©

All cargo lost as MOL COMFORT's bow finally sinks too

More than three weeks after the initial accident of the container vessel **MOL COMFORT**, which broke in two in the Arabian Sea and whose stern half sank after ten days of drifting and under tow, the bow half of the ship has finally sunk too.

A salvage company contracted by the vessel's operator **Mitsui O.S.K. Lines (MOL)** had initially managed to take the front half of the ship's hull under tow towards the Middle East Gulf to rescue at least half of the **MOL COMFORT's** cargo of containers. After some days of successful towing however, a fire broke out in the holds of the bow part. Despite efforts from the salvage tug, the fire could not be controlled and it consumed most of the ship's cargo and is finally weakened the hull to the point that it took in water and sank. All cargo onboard the 8,540 teu ship, which was trading on the G6 alliance's Far East to Europe service Loop 1 (#1726), has thus been lost. MOL said in a statement that it will keep the salvage team at the scene to monitor if there is any oil leakage or any floating containers.

The loss of the **MOL COMFORT** and her cargo resulted from cracks that developed in the hull while the ship was sailing in adverse weather conditions with a heavy swell. All crew was able to safely abandon the ship, shortly before it broke in two. The hull fragments then drifted apart with the majority of containers still onboard.

While the root cause of the accident is yet unknown, MOL has decided not to take any risk and to send all sister ships of the type to emergency drydocking and apply hull strengthening at the earliest opportunity. The Japanese shipping line came up with a contingency plan to cover for the temporary unavailability of the ships. **Source : Linervision**

Trial of Costa Concordia Captain to Begin

The trial of the captain of the shipwrecked **Costa Concordia** cruise liner begun Tuesday in a theater converted into a courtroom in Tuscany to accommodate all the survivors and relatives of the 32 victims who want to see justice carried out in the 2012 tragedy, but the hearing was quickly postponed because of a nationwide strike by lawyers.

The sole defendant, **Francesco Schettino**, is charged with multiple manslaughter, abandoning ship and causing the shipwreck near the island of Giglio. He slipped through a back door and did not speak to reporters as he arrived at the courtroom. Judge Giovanni Puliatti adjourned the hearing until July 17 because of a strike by lawyers over a long-running dispute with the Justice Ministry over proposed reforms.

Schettino's lawyer, Domenico Pepe, said that some 1,000 witnesses will be called to testify. Many of the witnesses will be drawn from the 4,200 passengers and crew aboard the ship that struck a jagged reef off Giglio, took on water and capsized. Schettino, depicting himself as a scapegoat, has denied wrongdoing. One of the lawyers representing victims, Daniele Bocciolini, said what his clients wanted was simple. "We are asking for justice," he told Sky TG24 TV, indicating frustration that only the captain was put on trial. Schettino is the only defendant," but he is not the only one responsible," Bocciolini said. "There is still a need to shed light on what happened."



Five other defendants successfully sought plea bargains, and their hearing will be held in Grosseto on July 20. Their sentences are expected to be far milder than the 20 years in prison Schettino might face if convicted. The **Concordia** itself lies on its side and half-submerged off the tiny Tuscan island of Giglio, blighting the seascape for another summer in an otherwise pristine part of the Mediterranean.

Some 18 months after the hulking ship ran aground, it is a daily reminder of slow the progress in dealing with the aftermath has been. The remains of two of the 32 dead have yet to be found. The timetable to salvage it has stretched on.

Although court-appointed experts concluded that the crew and owner **Costa Crociere SpA**, a unit of Miami-based **Carnival Corp.**, committed blunders and safety breaches that contributed to the disaster off the island's rocky coast, only Schettino was ordered to stand trial. Prosecutors contend that on the night of Jan. 13, 2012, Schettino steered the ship too close to the island's coastline in a publicity stunt for Costa Crociere and accidentally rammed the jagged reef. The cruise company denies that scenario.

Survivors described a chaotic and delayed evacuation, with crew allegedly downplaying the seriousness of the collision, which caused a gash 70 meters (230-feet) long in the Concordia's side and let seawater rush into the ship.

Schettino has protested his innocence. He insists that his skilful steering of the liner to just outside the port saved thousands of lives. He also contends the ship's navigational charts didn't indicate the reef was in its path as it cruised near the island on part of a weeklong Mediterranean tour. A recording of a phone conversation between Schettino and an exasperated Italian coast guard official who repeatedly ordered the captain in vain to scramble back aboard the ship to direct the evacuation was played again and again in broadcasts around the world.

In interviews, Schettino insisted he is no coward. He claimed he had to leave the capsizing boat before it was impossible to launch any more lifeboats and that in the darkness he didn't see a ladder he could have used to climb back aboard.

On Giglio, where residents depend on tourism and fishing for their livelihoods, the wreckage still mars the panorama from the island's port. Salvage experts had originally predicted the ship could be tipped upright in an ambitious operation so towing could begin in spring of this year. But that timetable has slipped away. The removal project involves some 400 workers representing 18 nationalities, including engineers and divers. On Monday, crews were busy securing some of the caissons being attached to one side of the crippled ship, which, the planners hope, will help the wreckage stay afloat when eventually righted so it can be towed to the mainland.

Islanders are impatient for the removal of the eyesore. "We want our island back as it was," Giglio's mayor, Sergio Orтели, told The Associated Press as he looked at the blue cove where he used to swim. Now, towering cranes and platforms of the removal team loom over the shipwreck.

Orтели said authorities told the islanders the operation will begin in September to bring the wrecked ship upright again. The island is still awaiting compensation for damages caused by the shipwreck, he said. "Our image was internationally damaged, and tourism figures have dropped off noticeably," the mayor said. Meanwhile, the remains of an Italian woman who was a passenger and of an Indian man who worked as a waiter have still not been recovered. "The saddest thing is to pass by on the ferry and think that two bodies are still there, or will never be found," said tourist Patrizia Giovanelli, who was making her second visit to the island. **Source : ABC News**



Several **DFDS SEAWAYS** ferries moored at the **DFDS terminal** in Vlaardingen Oost - **Photo : Stephan Grol ©**

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70 year old Jeanne 's successfull non stop circumnavigation



July 8th 2013 **Jeanne Socrates** on her yacht "**NEREIDA**" (Najad 38 type) successfully completed a solo, NON STOP, unassisted, circumnavigation of the globe. She started in Victoria, B.C. 22nd October 2012 and moored safely there July 8th 2013. She has had many equipment problems to deal with, most of them solved, but some were impossible, including the breakdown of Her two computers, which she used among other things for sending and receiving emails. Ham radio friends then organized a new Email system for her, using voice contact over HF radio to relay messages. The system worked perfectly, I'm speaking from experience.

At 70 years of age **Jeanne** is the oldest female solo nonstop unassisted circumnavigator to succeed ! It was her third attempt.

On <http://www.7163net.com> one can find pics and a video , her journal of this one and other trips she made, also at www.svnereida.com



The **PALMIET** assisting the **NILEDUTCH BEIJING** at departure from Cape Town port - Photo : Aad Noorland ©

Follow the price leader?

The recent dramatic increase in freight rates from Asia to Northern Europe and the Mediterranean has raised suspicion amongst shippers that carriers are coordination GRI strategy. However, it is a tough call to distinguish between coordinated price setting and following price setters. Last week's spectacular 165% increase in forwarders' buy rates from ocean carriers for spot cargo from Shanghai to Rotterdam, up to \$2,622/40ft on July 4, has again sharply crystalized shipper concerns over the possibility of ocean carrier price signalling, and its effect on market volatility. The same applies to the 61% increase obtained from Shanghai to Genoa on 6 June, up to \$2,268/teu, which has been followed by another 15% on 4 July, up to \$2,564/40ft.

How the announcement of very similar GRIs with very similar effective dates and very similar amounts is possible in a fragmented market without some form of communication has been worrying the European Shippers' Council for some time, although it has yet to formally raise the issue with the European Commission.

The EU watchdog is understood to already be on the case, however, following an investigation of material acquired during its dawn raids on ocean carriers' European offices two years ago. Although little has since been reported by the EC, industry sources say that price signalling was one of its specific concerns.

The practice of different carriers announcing their plans to raise prices, one after another, is easy to see from the way ocean carriers' GRI's are announced. As shown in Table below, there has been a remarkable similarity in the quantum and effective implementation date of each rate increase announcement from Asia to Northern Europe and the Mediterranean since the beginning of the year. Moreover, there appears to be a pattern in the way that, once the first increase has been announced, others quickly follow. The practice used to be legal until liner conferences were banned by the EU in October 2008, so many will still be familiar with it. It is also still allowed in most countries outside of the EU, including the US, providing only price increase recommendations are made. For example, the Transpacific Stabilisation Agreement's recent press release on this year's peak season surcharge only refers to a 'guideline' of \$400/40ft.



The recently delivered **APL TEMASEK** arriving in Rotterdam and greeted by one of the Port of Rotterdam vessels –

Photo : Krijn Hamelink ©

The increases achieved in recent weeks are little different to those obtained by carriers at the beginning of 2012, which, as shown in Figure below, only lasted up to 2Q 12, since when it was mostly downhill for them up to the beginning of June this year – despite several similar attempts to get rates back up (see table 1). So, whatever price 'signalling' may have taken place in the first half of 2012, it ceased to be effective shortly afterwards, which could happen again now as the market fundamentals of supply and demand are not in their favour. In other words, although the quantum of the GRIs have been very large, they have ultimately all been cancelled or reversed since mid-2012, thereby negating their net effect on the spot market once rates are averaged over a long period. Ocean carriers' poor profitability since Q3 12 also points to free market behaviour. Most carriers' financial accounts have been full of red ink, with barely enough profit made to pay interest due on loans, yet alone keep shareholders happy, over which many shippers are sympathetic due to the implications on service quality. The issue therefore appears to boil down to the way that price signalling or leadership can result in increased market volatility. According to industry sources, some European shippers are currently being questioned by the EC on the way that their ocean freight rates are negotiated.

This would make sense as it needs to be clarified before any assessment of the damage done by signalling can be properly assessed, and remedial action recommended. Rate increases from Asia to Northern Europe since January 13

Dewry's View

Claims of price coordination between ocean carriers are all but impossible to prove, even though price signalling is very apparent. However, in the long run, freight rate levels are determined by more significant factors such as supply, demand and ocean carrier profitability. **Source: Drewry Maritime Research**



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SAL's **MARIA** moored in Rotterdam at the **APMT terminal** at the new Maasvlakte II loaded with new **Cargotec** Ship to shore cranes, this cranes are built in China and assembled at the Maasvlakte

Photo : Hans van der Linden www.aerolin.nl AerolinPhotoBV ©

Miss. River Partially Reopened Near Where Tug Sank

The US Coast Guard last Tuesday partially reopened a section of the Mississippi River southeast of New Orleans where a tugboat sank last weekend. Coast Guard spokesman Jonathan Lally said a mile-long stretch of the river, near the town of Venice, was reopened at 6:15 p.m. CDT Tuesday. He said a safety zone is in effect until further notice. The zone limits the area to one-way traffic. Lally said that means vessels are not allowed to pass each other within the zone and must coordinate with each other to see who goes through the area when. The tug sank Saturday. The river was closed from Saturday afternoon until Sunday night as authorities searched for the tug and made sure it didn't pose a navigation hazard. Some vessels anchored and waited out the weekend closure. Others, including a cruise ship bound for New Orleans, were re-routed. The sunken tug was located Monday. The Coast Guard, the U.S. Army Corps

of Engineers, local authorities and private companies were involved in the search, which included the use of sonar. As of late Tuesday, it still had not been salvaged, Lally said.

The Coast Guard said two people were rescued from the water after the sinking. The cause of the accident remains unclear.

The Coast Guard and Fab-Con Inc., a marine construction company working on the salvage effort, said late Tuesday that the operator of the tug and the designated "responsible party" in the accident was **A & R Marine LLC** of Belle Chasse, which has no listed phone number. Fab-Con Inc. spokesman Shawn LeBeouf said other companies involved in the salvage effort were Couvillion Group of Belle Chasse, Blackwater Diving, and T. Baker Smith. Couvillion operations manager Michael Roy said the tugboat would first be moved out of the navigation channel, then removed from the water. Shawn LeBeouf, a spokesman for Fab-Con, said in an e-mail from the salvage site that the companies were making "great progress." **Source : ABC news**

STC Group purchases NAUTIS Simulator Classroom for Egyptian River Transport Authorities

The Egyptian **River Transport Authorities (RTA)**, receiving party in The Netherlands Initiative for Capacity development in Higher Education project funded by the Netherlands, and STC Group as delivering party, purchased a classroom of NAUTIS Desktop Simulators to enhance the curriculum for its inland waterways training at the Regional Institute for River Transport (RIRT). The six **NAUTIS** simulators were delivered and installed by **VSTEP** at the RIRT headquarters in Cairo.

The **River Transport Authorities (RTA)** are the main governmental body in charge of supervision of all transportation on the domestic waterways in Egypt. The RTA provides professional education and training through RIRT for the inland navigation personnel and trainees at its premises in Cairo.

The NAUTIS Desktop Simulators were purchased by the **STC Group** and allow the RTA to provide certified training in compliance with the latest Egyptian and European requirements and regulations. The **STC Group** is the education and innovation partner of the RTA, integrating new and advanced training methods at the RTA training facilities. The new simulator classroom at the RIRT in Cairo is currently one of the most innovative inland navigation training facilities in the region.

NAUTIS is a new generation of advanced DNV-certified maritime simulators developed by VSTEP. **NAUTIS** simulators provide a high quality and innovative solution for training maritime and inland navigation crews in accordance with the latest regulations. NAUTIS includes a full range of simulators, from desktop to full mission bridge.

For more information about **NAUTIS Maritime Simulation Solutions**, visit www.nautissim.com

For more information about the **STC Group**, visit www.stc-group.nl



The **OLEG STRASHNOV** alongside the just installed **GdF Q13a platform** seen from the spiderdeck
Photo Martijn Telman - Oleg Strashnov (c)



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Transocean Ltd. announces world water-depth drilling record In 10,411 feet of water off India

Transocean Ltd. announced that the ultra-deepwater drillship **Dhirubhai Deepwater KG1** has set a new world record for the deepest water depth by an offshore drilling rig. The rig recently spudded a well in **10,411 feet** (3,174 meters) of water while working for **ONGC** off the East coast of India. This accomplishment surpasses Transocean's prior world record of 10,385 feet of water (3,165 meters) also set by the **KG1** while working for **ONGC** in India in February. **Source: Transocean**

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Some famous / elite kite surfers are planning to cross the Atlantic Ocean in **November / December 2013** see also the movie at <http://vimeo.com/49861307> and visit the website www.enablepassion.com, for this project the team is looking for a **support yacht** to follow and support the kite surfers, which project will be followed by the media if interested to support the team or for more information contact the team at info@enablepassion.com



"The tugs **TEXELBANK** and the **UNION 11** are seen assisting the **RIO TESLIN** in the Waalhaven, Rotterdam."

Photo : Skeyes www.skeyesphoto.com (c)

Malaysian Tapis oil field EOR project set to start up end 2013: ExxonMobil

ExxonMobil's Tapis enhanced oil recovery, or EOR, project, which will help sustain the current production level of Malaysia's Tapis blend crude, is expected to start up by the end of 2013, a spokeswoman with the oil major's Malaysian subsidiary said late Tuesday. The spokeswoman declined to disclose the current production level of the light sweet crude, but market sources have pegged it at 150,000 b/d. Tapis blend has an API gravity of 45 and 0.03% sulfur content and is mainly used by Petronas at its own refineries. Current spot availability is around 300,000-600,000 barrels/month, down from 1.2 million barrels previously. ExxonMobil and Malaysia's state-owned Petronas in June 2009 signed a production sharing contract for further development of seven ageing fields -- Tapis, Seligi, Guntong, Semangkok, Irong Barat, Tabu and Palas -- located offshore peninsular Malaysia. Crudes from these fields make up the Tapis blend grade. Under the terms of the PSC, ExxonMobil and Petronas committed to spend a minimum \$2.1 billion on major EOR project work, rejuvenation of facilities, and further development and drilling activities aimed at sustaining the current production level. EOR can often help recover an additional 5-10% of the oil in place, the spokeswoman said. "This may not sound like a lot, but if you have a sizeable resource in place it is quite substantial," she said in an email. "Over a period of 25 years we will get a lot more oil with this technique," she said. ExxonMobil Malaysia last week announced that it had successfully completed construction of the Tapis R platform jacket and loaded it to be transported and installed in July at the Tapis field. The Tapis R platform jacket is the substructure for the main central processing facility for the EOR project, the company had said in a statement. Since production began from the field in 1978, approximately 400 million barrels of oil have been produced. "Newly initiated enhanced recovery techniques using alternating water and gas injection at the Tapis waterflood reservoirs are expected to improve oil recovery from the field," it said. ExxonMobil operates 43 platforms in 17 fields in Malaysia, and is one of the country's major suppliers of crude oil and natural gas, according to the company's 2012 annual report. Its net production from Malaysia in 2012 averaged 40,000 b/d of liquids and 376,000 Mcf/d of gas. **Source: Platts**



The **MUTSU** belonging to **NYK** arriving into Timaru for the first time with a consignment of steel
Photo : Tom Johnston (c)



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The 2013 delivered **PSV TEMILE** anchored at Singapore Eastern anchorage last Sunday , the 87 mtr long PSV is built at the **Fujian Mawei Shipbuilding Ltd** - Fuzhou FJ Yard under hull No.: 619-38 Photo : Piet Sinke ©

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

Philippines court on three day reporting requirement under the POEA standard employment contract

The **Standard P&I Club** has issued web alert regarding rules on the three day reporting requirement under the POEA standard employment contract. Two separate recent decisions of the Supreme Court in the Philippines have denied compensation to seafarers who failed to comply with the three day reporting requirements under section 20(3) of the POEA standard employment contract. Section 20(3) states: "The seafarer shall submit himself to a post-employment medical examination by a company designated physician within three working days upon his return except where he is physically incapacitated to do so, in which case, a written notice to the agency within the same period is deemed as compliance". In the first of the cases the seafarer claimed that he had requested medical attention from the manning agents, but that these agents only referred him to the state social security system. As a result of this the seafarer apparently decided to seek treatment from his own physician. Although the seafarer primarily lost his claim on the basis that his illness was deemed not to be work related, both the National Labour Relations Commission ("NLRC") and the Supreme Court cited the seafarers failure to comply with the strict reporting conditions under the POEA contract. There was also no evidence that the seafarer had reported his illness to the manning agents as alleged. In the second case the seafarer suffered burn injuries to his leg and was repatriated. He reported to the manning agents nine days after his repatriation who referred him to the company doctor. Unfortunately shortly after the seafarer died of pneumonia. His widow brought a claim for death benefits alleging that the pneumonia was caused by tetanus which in turn was caused by the burn injuries. The Labor Arbiter dismissed the claim saying that there was no connection between the pneumonia and the original burn injury. This was set aside by both the NLRC and the Court of Appeal. The Supreme Court disagreed and affirmed the Labor Arbiter's decision. The Court also held that the seafarer had failed to comply with the mandatory three day reporting requirement. The Court stated in its judgment: "The purpose of the three day mandatory reporting requirement can easily be ascertained. Within three days from repatriation, it would be fairly manageable for the physician to identify whether the disease for which the seaman died was contracted during the term of his employment or that his working conditions increased the risk of contracting the ailment". These two cases show that the Supreme Court will interpret the three day reporting requirement as a mandatory obligation on the part of the seafarer. If this is not complied with a claim for contractual benefits should fail. **Source: The Standard P&I Club**

Stena Oil Complain of Ship & Cargo Confiscations

The West African republic of São Tomé e Príncipe has wrongfully confiscated two ships chartered by the Swedish oil company **Stena Oil**, including the cargo. The captains have been sentenced to 3 years imprisonment and charged with "smuggling" in a show trial, claim **Stena Oil**.

In addition a fine of 5 million EUR has been imposed, and the vessels and cargo have been confiscated by the state of São Tomé. It is Stena Oil's clear and firm position that the allegations are entirely unfounded. Neither the ship owners nor Stena Oil have been given the opportunity by any court to clear the false allegations against them. The São Tomé court has refused to consider evidence that would clearly prove the innocence of all the accused parties, including the captains who have now been imprisoned. After nearly four months, the situation remains unresolved and has thus far cost Stena Oil and the owners of the ships more than 3 million USD.

The situation started on March 15th 2013 when two ships chartered by **Stena Oil** were to transfer some equipment and cargo off the coast of São Tomé between themselves. Due to the conditions at sea, the captains made the decision to seek shelter closer to shore, within São Tomé territorial waters. It was simply a matter of safety for the vessels, crew and environment. The coast guard of São Tomé appeared before any transfer had been commenced and records of the radio traffic show that they did not disapprove of the vessels' presence there. Yet both vessels were later boarded and made to move to port, where the captains were forcefully taken ashore for questioning. Vessel documents and crew passports were seized.

Despite substantial effort on the part of **Stena Oil**, the São Tomé authorities refused to explain why they had detained the ships, or on what charges. Five days later, the captains were accused of illegal entry into territorial waters and smuggling. These accusations are unfounded and absurd, as the intended transfer was from one ship chartered by

Stena Oil to another. After a perfunctory trial, in which the accused captains were not allowed to present evidence of their innocence, the judgment was passed two weeks later.

Stena Oil maintain that neither of the vessels nor their owners and crew have been involved in any of the illegal actions alleged by São Tomé, including smuggling. In a region where international shipping is suffering daily from the threat of piracy, São Tomé has now introduced a new threat: de facto piracy by a sovereign state in the form of illegal confiscation of ships and cargo. Therefore, we are sharing this information with the international community as a warning for those who are doing business in or near the republic of São Tomé e Príncipe. **Source: Stena Oil**



BIMCO endorses International Group Oil Pollution Indemnity clause for Australian trades

At the meeting in Paris on 27 May, the Documentary Committee endorsed the International Group Oil Pollution Indemnity Clause for penalties and fines which had been published by Circular in March 2013. The Clause, previously drawn to members' attention in a News Article dated 10 April 2013, has been developed in response to amended legislation in Australia which, inter alia, extends longstanding criminal liabilities for pollution to charterers who are now severally liable with owners and Masters for pollution offences and resulting fines or civil penalties. The Clause therefore aims to preserve the position as it would have been but for the new legislation. This is achieved by a mutual indemnity provision between shipowners and charterers for the recovery of fines or penalties, as well as legal costs, imposed due to the negligent act or omission of the other party with recovery in the event of contributory negligence adjusted to reflect the degree of fault. The Clause is available to download free of charge from the Clauses section of the BIMCO website. It is also available to IDEA•2 subscribers using the Clause Manager function. Explanatory Notes issued by the International Group are available from the News Article on BIMCO's website dated 10 April 2013 and the various Group Clubs' Circulars.

IG P&I Clubs - Oil Pollution Indemnity Clause for Penalties and Fines

(A) Subject to the terms of this Charterparty, as between Owners and Charterers, in the event of an oil pollution incident involving any discharge or threat of discharge of oil, oily mixture, or oily residue from the Vessel (the "Pollution Incident"), Owners shall have sole responsibility for responding to the Pollution Incident as may be required of the vessel interests by applicable law or regulation.

(B) Without prejudice to the above, as between the parties it is hereby agreed that:

Owners shall indemnify, defend and hold Charterers harmless in respect of any liability for criminal fine or civil penalty arising out of or in connection with a Pollution Incident, to the extent that such Pollution Incident results from a negligent act or omission, or breach of this Charter party by Owners, their servants or agents,

charterers shall indemnify, defend and hold Owners harmless in respect of any liability for criminal fine or civil penalty arising out of or in connection with a Pollution Incident, to the extent that such Pollution Incident results from a negligent act or omission, or breach of this Charterparty by Charterers, their servants or agents, provided always that if such fine or penalty has been imposed by reason wholly or partly of any fault of the party seeking the indemnity, the amount of the indemnity shall be limited accordingly and further provided that the law governing the Charterparty does not prohibit recovery of such fines.

The rights of Owners and Charterers under this clause shall extend to and include an indemnity in respect of any reasonable legal costs and/or other expenses incurred by or awarded against them in respect of any proceedings instituted against them for the imposition of any fine or other penalty in circumstances set out in paragraph (b),

irrespective of whether any fine or other penalty is actually imposed. (C) Nothing in this Clause shall prejudice any right of recourse of either party, or any defences or right to limit liability under any applicable law.

(D) Charterers shall procure that this Clause be incorporated into all sub-charters and contracts of carriage issued pursuant to this Charterparty. **Source: BIMCO**

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NAVY NEWS



The Brazilian frigate **F 42 CONSTITUCAO** moored in Limassol (Cyprus) **Photo : Jan van Vuuren ©**

China to Show New Submarine to Korean Navy Chief



In an unprecedented gesture, the Chinese military will show a new conventional submarine to the Korean chief of naval operations who is visiting a naval base there. Adm. Choi Yoon-hee is expected to visit the Chinese North Sea Fleet in Qingdao on Friday. He embarked on Tuesday on a four-day visit to China as part of bilateral military exchanges. It is the first time for the Chinese military to disclose a submarine to a Korean military leader, indicating the growing closeness between the two countries. The submarine is an up-to-date diesel-powered sub that has been deployed warfare-ready since 1999. **Source : The Chosunilbo**



Another naval vessel on a UN mission is the German FPMB **P 6126 FRETCHEN** also seen moored in Limassol (Cyprus) **Photo : Jan van Vuuren ©**

Plymouth still on shortlist to be nuclear submarine waste dump

DEVONPORT Dockyard has not been ruled out as a storage site for nuclear waste under the controversial submarine dismantling project. Local residents were told at a Devonport Local Liaison Committee meeting that the dockyard could yet be used by the Ministry of Defence (MoD) as an interim storage facility for the Intermediate-Level Waste (ILW). ILW can include resins, chemical sludge and metal reactor nuclear fuel cladding, as well as contaminated materials from reactor decommissioning, that must be disposed of in special repositories. Only acidic liquids from reprocessing of spent fuels and their solidified forms are classed as more serious than ILW.

In March, when the MoD announced its response to the consultations carried out in 2011, it was reported that fears Plymouth would be turned into a nuclear graveyard had been "eased". Alison Seabeck, Labour MP for Plymouth Moor View, said at the time the news made it less likely that the city would be seen as the country's nuclear graveyard.

At yesterday's meeting at Devonport's Welcome Hall, MoD representatives spoke of the plans for a second consultation on the location for the storage site, as announced in the spring. One campaigner told MoD representatives they couldn't "expect" Plymouth to be used as an interim storage site. Ian Avent, of Community Awareness Nuclear Storage And Radiation (CANSAR), said: "We are talking about a second consultation for intermediate level waste storage – it

would be the easiest thing in the world to drop it and dump it here. "All of a sudden Devonport is back in as a potential ILW storage site." In response, Simon Tinling, part of the dismantling project team said the MoD would still take into account local policies and preferences. "We have to consider a number of sites including both of the dismantling sites as well as a wide range of other nuclear sites," he added.

"Devonport and Rosyth are not difficult storage locations, we will not start the recycling process until a site has been chosen." He also said neither site would be chosen as "default" locations. But Mr Avent added: "We do the refuelling, refitting and now the dismantling you can't expect us to do this too." The rationale for a revised approach to the ILW storage site selection came down to a number of reasons – including responses from the local authority and legal advice, locals were told. Residents attending the meeting were told that a total of 20 submarines would be dismantled in Devonport – 11 of those are currently stored afloat and nine remain in service. The demonstration of the dismantling is still planned to begin in Rosyth, in Scotland, but will "progress dismantling activities in Devonport as soon as practicable". They were also told of opportunities to begin removing low-level waste early as a cost and time saving initiative. If the LLW early removal plan goes ahead, the final clearance of submarines from Rosyth would be brought forward by two years. Source : [thisisplymouth](#)

SHIPYARD NEWS

Merwede and T-Rubber extend purchasing agreement

IHC Merwede and **T-Rubber** have announced that they have strengthened their ongoing business relationship with an extension to the Purchasing Cooperation Agreement between the two companies. The signing of this agreement for the supply of rubber hoses was arranged to coincide with the visit of a delegation from **T-Rubber** to Europe at the beginning of June for the Wodcon XX congress and exhibition in Brussels.

Govert Hamers, the President of **IHC Merwede**, and **Ren Fan**, the General Director of **T-Rubber**, acted on behalf of their respective companies and completed the formalities on Thursday 6 June. The renewal is a clear sign of the commitment between both parties to continue developing their business in the dredging market and further expand into IHC Merwede's other core markets of mining and offshore. IHC Parts & Services, part of **IHC Merwede**, is the dredging industry's leading OEM supplier of systems, components, parts and services for both new-build vessels and the after-sales market for existing vessels. The business unit's global commitment is to maintain a continuous innovation programme to develop the best dredging equipment in the world and its global commitment to keep these systems the best throughout their life cycles. **T-Rubber**, which is based at Shenyang in The People's Republic of China, started producing rubber in 1938. It now provides a wide range of specialist rubber products to the aviation, railway and dredging industries with a worldwide distribution and support network. In 2009, IHC Parts & Services extended its product portfolio with the introduction of rubber hoses for the dredging market. These were purchased



directly from **T-Rubber** and produced in China. Since then, **T-Rubber** and **IHC Parts & Services** have worked together to continuously strengthen their cooperation by making a significant level of investment in new products, machines, testing equipment, software and knowledge. As a result, the rubber hoses business has grown significantly

for both parties. **IHC Parts & Services'** Managing Director, Pieter Punt, says: "The combined strength of **IHC Parts & Services** and **T-Rubber** has created a unique offering for the dredging market. This may be evidenced by consistent double-digit growth over the past few years, continuous innovation and quality products that are able to outperform the extremely demanding conditions that dredging operators sometimes have to face. "The rubber hoses have an excellent fit with all of the other products and services that we offer to the market, and underline **IHC Parts & Services'** position as a fully fledged supplier of key dredging components and systems. With this renewed purchasing agreement, we are entering a new phase of development and further expansion into such new markets as offshore, oil and gas, and deep-sea mining."



Biglift's **HAPPY DELTA** at **Shipdock** Amsterdam. **Photo : Geert Woord ©**

Hyundai Mipo wins Dole order for three reefer container ships

South Korea's **Hyundai Mipo Dockyard**, the **Hyundai shipyard** group's specialist for small and mid-sized tonnage, has won a contract to build three 770 feu (1,540 teu) reefer container vessels. The ships have been ordered by the California-based **Dole Food Company**. In May, Dole's board of directors had approved in-principle the acquisition of three new refrigerated container ships for the company's San Diego-based U.S. West Coast operations. Subsequently, Dole had started negotiations with a number of shipyards.

The new vessels are to replace a series of 491 feu (982 teu) reefer ships built between 1988 and 1991 in Italy. They will be 190 m long and 30.4 m wide and they are to be fitted with traveling gantry cranes. Construction at the Ulsan-based yard is scheduled to begin in 2014, with the first ship due for delivery in November 2015. **Source : Linervision**

Lloyd Werft to build pipelay/construction vessel

Ceona has finalized an agreement with Germany's **Lloyd Werft** for the construction of a large multi-function, dynamically positioned construction vessel, the **Ceona Amazon**. At the contract signing ceremony in Bremerhaven, members of the Ceona management team, led by CEO Steve Preston and Chairman John Smith, were joined by a representative from majority shareholder **Goldman Sachs Capital Partners**.



The **Ceona Amazon** has a large under-deck storage capacity for line pipe or umbilicals, together with a deck area of 4,600 sq.m. The vessel is fitted with two 400 tonne heave compensated mast head cranes, and a single 30 tonne heave compensated knuckle boom crane. The pipelay system consists of an inclined lay system with a top tension of 570 tonnes and a rigid pipeline firing line system. The vessel can lay rigid pipelines, flexible pipelines and umbilicals, and can install large subsea structures using one or both of its 400 tonne cranes in tandem lift mode.

The vessel's specifications are summarized below:

- Large under-deck and deck area
- High transit speed
- Versatile crane arrangement
- Long endurance
- Heavy lift capacity
- On-vessel pipeline fabrication
- Rigid pipelay in remote locations (no spool base required)

With detailed design work well under way and major subcontracts placed already, work will now progress on the fabrication, construction, outfitting and commissioning of the **Ceona Amazon**. Keel laying is planned for August 2013. Fabrication of the hull will take place at Polish shipyard CRIST S.A., and the vessel will then be outfitted at Lloyd Werft Bremerhaven. The vessel is set to enter service in December 2014.

Lloyd Werft's Ruediger Pallentin and Carsten J. Haake, who put their names to the contract, spoke of their excitement at tackling the logistical challenges posed by the multifunctional vessel's construction. "As an international frontrunner in the building of highly specialized ships, we are well-placed to meet such challenges," said Mr. Pallentin.

The **Ceona Amazon**, based on a drill-ship design, is SPS compliant and equipped with a DP2 system. It will be especially well-suited for operations in remote and challenging locations and capable of laying rigid or flexible pipelines and umbilicals. Ceona's CEO, Steve Preston, commented: "We are very happy to sign on the dotted line here in Bremerhaven with Lloyd Werft, and look forward to seeing the **Ceona Amazon** take shape. It's a fantastic vessel and we are now focused on putting it to work following its completion in late 2014."

Lloyd Werft will deliver the vessel to **Ceona** in October 2014, prior to final installation work which will be carried out by Huisman in the Netherlands.

Overall Length: 199.4 m

Breadth: 32.2 m
Operational draft: 7.5 m
Gross tonnage: 33,000 t
Transit speed: 15 knots
Dynamic positioning: DP2
Thrusters: 7 No
Generator power: 28 MW

Source : Marinelog

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The **FD UNTOUCHABLE** moored in Limassol with alongside a **Damen** built **SP 9127 barge** owned by **EDT** -
Photo : Jan van Vuuren ©

Suitors circle Baltic Exchange ship futures platform

London's centuries-old Baltic Exchange has received interest from exchanges and financial operators, including the London Metal Exchange and CME Group, for its dry freight derivatives platform, sources familiar with the matter said. Volumes have remained low on the loss-making Baltex multilateral trading facility since it started in June 2011, but strategically it provides an attractive gateway into freight, bulk commodities industry sources say. Baltex is the first central electronic marketplace for freight forward agreements (FFA), which enable investors to take positions on freight rates at a point in the future. "The Baltic Exchange has received expressions of interest. There have been exploratory talks. It is at an early stage," one source said.

The LME and CME both declined to comment on Tuesday.

Sources also said LCH.Clearnet, one of the world's biggest clearing houses which also clears the biggest slice of overall FFA contracts, had expressed interest in the platform. LCH.Clearnet declined to comment separately on Tuesday.

Baltic Exchange Chief Executive Jeremy Penn said: "The Baltic has business relationships with a number of exchanges and clearing houses and therefore is often in dialogue with them. Such dialogue of course includes matters related to Baltex. This does not mean that there are active negotiations under way."

Baltex is run by a subsidiary owned by the Baltic, the hub of the global shipping market since its founding in 1744. Baltex recorded a loss of 682,093 pounds (\$1.02 million) in the year to end March versus a loss of 704,166 pounds in the previous year. In the Baltic's annual report published last month, chairman Quentin Soanes said the major concern for the board over the past year had been the "disappointing performance" of Baltex.

"Your board will be vigilant to ensure that swift action is taken if a point is reached where support for the project no longer makes sense," Soanes wrote in the report. The LME, founded in 1877 and sold last year to Hong Kong Exchanges and Clearing for \$2.2 billion, had made overtures to the Baltic in 2010 to launch a jointly-run freight derivatives platform but was rebuffed then by FFA brokers. HKEx Chief Executive Charles Li said this year the company will use the LME's status as the world's biggest metals marketplace to extend HKEx's commodity trading platform into ferrous metals, such as iron ore, coking coal and energy. "HKEx is looking at potential new products. They have said that they are looking across all sorts of asset classes," a metals industry source said. "Freight is of interest, and has been, given its relation to bulk commodities trading."

HKEx has signed a flurry of memorandums in recent months, including one in June with China Beijing International Mining Exchange. CBMX serves as a platform for trading mining rights and also as an operating organisation of China **Iron Ore Spot Trading platform.**

The privately-owned Baltic Exchange has struggled to coax brokers to boost usage on Baltex. Brokers, who have been trading FFAs by phone or on screens of their own, fear that the use of Baltex will lead to a loss of commission business. Despite its name the Baltic Exchange is no longer the forum for trade in the chartering of vessels and produces daily benchmark rates and indices that are used to trade and settle freight contracts as well as data used in the FFA market. A source at a top freight broker expressed alarm at a potential sale to a third party. "By any measure Baltex has not achieved any success at all," the source said. "The Baltic produces information fed to them by physical and FFA brokers. That tap can be turned off if it is felt that the Baltic is acting outside of the interests of that brokerage community." The entire FFA market has shrunk as the dry bulk shipping market has suffered one of its worst and longest ever downturns. Owners had ordered large numbers of new vessels between 2007 and 2009, just in time for the collapse of the global economy after the 2008 financial crisis. With the growing importance of Asia as centre for the global shipping market, the Baltic is now contending with challenges from potential rivals. Last year the Shanghai Shipping Exchange launched China's first dry bulk and oil import indexes. The dry FFA market, which had grown to an estimated value of \$150 billion in trades in 2008, fell to around \$8 billion to \$12 billion last year, according to market estimates. **Source: Reuters**

Emirates Shipping Line launches Central China India Service

Emirates Shipping Line announced its CCI - Central China India Service. Emirates has a slot agreement with Hanjin on its premier India-China Service, said in the company's press release. The first sailing of CCI service will commence from Ningbo on 7th July 2013.

The port rotation will be NINGBO / SHANGHAI / SHEKOU / SINGAPORE / PORT KLANG / NHAVA SHEVA / PIPAVAV / COLOMBO / PORT KLANG / SINGAPORE / HONG KONG / NINGBO

Emirates will run CCI service, in parallel with its existing CIS service. The CCI is a unique service providing comprehensive port connections to the key trading and commercial centers in the dynamic regions of Central and South China, South East Asia and Indian Sub-Continent and providing extensive connections to South East Asia region via Singapore / Port Klang. In an official statement released Emirates stated 'The CCI service offers a superior regional coverage through comprehensive port connections and greater coverage to the key trading and commercial centers in Central China, South China and South East Asia as well as the Indian Sub-Continent...' It further stated 'The service is a premier service focusing on our customers' needs of efficiency reliability, and stability.'

Emirates Shipping Line DMCEST, is registered in Dubai Maritime City of UAE and commercially headquartered in Dubai and Hong Kong, two of the busiest commercial hubs in the world.



Kotug owned **SD ROVER** and **SD SALVOR** arriving with the in 2013 build crude oil tanker **LOTUS** at Rotterdam Botlek. Photo : Joost Roeland ©

Rosmorport announces tender for dredging of Southern approach canal in Ust-Luga

North West Basin Branch of FSUE Rosmorport has announced an open tender for implementation of maintenance dredging at Ust-Luga port's Southern approach canal in navigation 2013. Initial price is RUB 40,201,001.80. The source of financing – internal funds. The deadline for application of bids – July 24, 2013. Source : PortNews

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Baltic Dry Index up to 1,120 points

On July 9, 2013, the Baltic Dry Index climbed to 1,120 points, up 5 points (0.45%) against the level of July 8.

BDI is a number issued daily by the London-based Baltic Exchange. Not restricted to Baltic Sea countries, the index provides "an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a timecharter basis, the index covers Handysize, Supramax, Panamax, and Capesize dry bulk carriers carrying a range of commodities including coal, iron ore and grain. Because dry bulk primarily consists of materials that function as raw material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production. On 20 May 2008, the index reached its record

high level since its introduction in 1985, reaching 11,793 points. On 3 February 2012, the index had dropped 647 points, the lowest since 1986. **Source : PortNews**



The tug **MULTRATUG 20** arrived last Tuesday evening with the **SMIT BARGE 7** loaded with wreck of the fishing vessel **Z-289 JAN BREYDEL**, in Rotterdam , the fishing vessel sank in 1985 after a collision with the **ARABIAN EXPRESS** in a shipping route approx 70 km off Walcheren , January 16th 2013 The Dutch Rijkswaterstaat contracted **Boskalis** and **van Herik Sliedrecht** to increase the depth of the water of the several shipping routes in view of the passing ships which are getting larger all the time , this contract was including the removal of 4 wrecks , the **Z-289 Jan Breydel** was the first wreck, another wreck located 55 km offshore but in the approaches to IJmuiden will be partly removed this year **Photo left + top Rob Smith ©**



Photo : Monique Davis-Mulder ©

BOEKBESPREKING

Door : Frank NEYTS

“150 Jaar Royal Belgian Sailing Club”.

De **Royal Belgian Sailing Club (RBSC)** bestaat precies 150 jaar in 2013. Ze is een van de oudste watersportverenigingen in België. Naar aanleiding van die verjaardag stelde RBSC-lid Marcel Leeman een luxe boek samen. Hij diepte feiten en anekdotes op uit zijn indrukwekkende carrière en ervaring in de internationale zeilwereld.

In een vlotte stijl beschrijft Marcel Leeman hoe de club in 1863 schoorvoetend begon met enkele zeilboten aan een Leie-arm in de rand van Gent. En hoe ze zich – onder het stuurmanschap van negen achtereenvolgende commodores – ontwikkelde tot een professionele organisatie. De RBSC bestaat nu uit vijf bloeiende basissen in België: in Duinbergen, Het Zoute, Heusden, Langerbrugge en Zeebrugge. De Club beleefde de grote historische momenten.

Zoals de twee grote oorlogen of de Wereldtentoonstelling van 1913 in Gent. Koningen en prinsen vereerden de sportieve of officiële evenementen met hun bezoek. Natuurlijk kreeg ook Evi Van Acker, zelf sinds haar eerste zeilpogingen lid van de **RBSC**, een verdiende plaats in het boek.

Een geschiedenis schrijven die 150 jaar geleden begon, het is geen senecure. Toch slaagde Marcel Leeman erin de markantste historische feiten van de RBSC en de watersport in België tot leven te wekken. Ook het verhaal van de mensen achter de succesvolle werking krijgen de volle aandacht. Het woord vooraf werd geschreven door graaf Jacques Rogge, voorzitter van het Internationaal Olympisch Comité en zelf jaren lid van de **RBSC**. Talrijke, vaak bijzonder originele foto's en nooit eerder uitgegeven documenten illustreren de geschiedenis van de **RBSC** en diverse mijlpalen in de Belgische watersport. Het boek is goed op weg om een standaardwerk te worden. Toch spreekt het een ruim publiek aan, van de meest verwoede zeilers tot de beste stuurman aan wal.

Het boek (ISBN 9789020924022) telt 224 pagina's en werd tweetalig (Nederlands/Frans) op groot formaat en met een harde koft uitgegeven. Het is een uitgave van Uitgeverij Lannoo maar is uitsluitend verkrijgbaar bij de **RBSC**, Rederskaai 1 te B 8380 Zeebrugge, Tel +32(0)50.54.49.03, Fax +32(0)50.55.26.05, e-mail zeebrugge@rbsc.be.

.... PHOTO OF THE DAY



The **UNION PRINCESS** visited IJmuiden – Photo : Marcel Coster ©

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