



**Number 197 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Tuesday 16-07-2013**

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**The 1994 built NLD flag and owned general cargo ship ERASMUSGRACHT chartered to Sevenstar Yacht Transport entering Grand Harbour, Malta to discharge 2 yachts on Friday 12th July 2013. Photo is dedicated to Mr. John Pauwels, employee of Spiethoff Shipping Company who happened to be in Malta spending his summer holidays and a regular reader of this Newsclippings.**

**Photo : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**

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## EVENTS, INCIDENTS & OPERATIONS



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The **UNISON LEADER** assisted by the tugs **KST 58** and **MAJU 511** arriving in Singapore Jurong Port last Saturday –  
Photo : Piet Sinke ©

## Baltic Dry Index Gains on Higher Capesize and Panamax Rates

The Baltic Exchange's main sea freight index, which tracks rates for ships carrying dry bulk commodities, rose on Friday on firmer panamax and capesize bookings for grain and iron ore. \* The overall index, which factors in the average daily earnings of capesize, panamax, supramax and handysize dry bulk transport vessels, rose 10 points, or 0.88 percent, to 1,149 points.

\* The Baltic's capesize index was up 11 points, or 0.54 percent, at 2,058 points.



\* Average daily earnings for capesizes, which typically transport 150,000-tonne cargoes such as iron ore and coal, were up \$120 to \$14,182.

\* The panamax index gained 35 points, or 3.3 percent, to 1,097 points.

\* Average daily earnings for panamaxs, which usually carry 60,000 to 70,000-tonne cargoes of coal or grains, were up \$308 to \$8,447. The move higher has been helped by grain bookings from South America. "Once the early requirements are cleared, hire levels are expected to start easing again," broker Braemar Seascope said.

Source: Reuters



The **COSTA SERENA** moored in Palma de Mallorca, Balearic Islands.

Photo : Maksym Anishchenko 2nd Engineer C - Disney Magic ©

## **StarBulk Announces Agreements to Construct 2 180,000DWT Capesize&2 60,000DWT Ultramax Fuel Efficient N/Bs&New Employment**

**Star Bulk Carriers Corp.** announced that on July 5, 2013 the Company has entered into agreements with Shanghai Waigaoqiao Shipbuilding Co. Ltd. shipyard for the construction of two 180,000 DWT eco-type, fuel efficient Capesize drybulk vessels to be delivered in Q4 2015 and Q1 2016, respectively. In addition, the Company has entered into letters of intent, which are subject to the negotiation and execution of definitive documentation, with a major Japanese shipyard for the construction of two 60,000 DWT eco-type, fuel efficient Ultramax drybulk vessels to be delivered within 2015. The aggregate purchase price of the four newbuilding vessels is approximately \$151.0 million.

The Company also announced that it received a letter from the receivers of **STX Pan Ocean Co. Ltd.**, or STX, terminating the charter agreement for the vessel, **STAR BOREALIS**, effective immediately. Currently, STX owes the Company approximately USD \$653,000. The Company intends to vigorously pursue all amounts owed to it under the charter agreement, including any related damages caused by the termination of the charterparty, under the STX rehabilitation proceedings, which have commenced in Korea. Under the STX charter, this vessel earned a daily net time charter rate of USD \$24,255. The Company has re-employed the vessel on a voyage charter at a daily time charter equivalent of approximately USD \$27,000. Additionally, the Company announced that it has chartered two of its Supramax vessels with major international companies; the **STAR GAMMA** is chartered for approximately one year at a gross daily time charter rate of USD \$9,400 and the **STAR OMICRON** is chartered for minimum three months up to a maximum of five months at a gross daily time charter rate of USD \$10,750. Source: Star Bulk

## **A simple but smart solution to shipwreck oil spills**

Prompt intervention when shipwrecks and tankers are in distress can be crucial in confining pollution and limiting possible damage to the environment. Until recently however, a lack of appropriate tools and systems have hampered rescue efforts. A European project by **Maritime Research Institute Netherlands (MARIN)** sought to address this deficiency by designing and validating an EU reference method to enable prompt, cost-effective intervention when an

oil tanker is in danger of spilling its cargo. The The DIFIS ('Double Inverted Funnel for Intervention on Shipwrecks') project examined what to do with leaking fuel; and what should be done with fuel still trapped in tanks. It also addressed the issue of dealing with oil tankers that have sunk to significant depths.

The end result is a method applicable to all tanker wrecks, so long as the trapped pollutant has not dissolved and is of lower density than sea water. The proposed solution relies on gravity forces to deal with spilt fuel. Instead of channelling it directly to the surface - where any recovery operations would be greatly affected by adverse weather conditions - the fuel-water mix is channelled to a buffer reservoir/separator some 30 to 50m below the sea surface.

The dome of the reservoir is constructed using a textile-based material, while the riser tube is made of flexible piping and high-strength synthetic wire. The buffer bell is placed some 50m below the water surface, where it is not affected by waves, and has sufficient buoyancy to tension the riser tube and to keep the entire system in its correct shape.

In practice, after pinpointing the shipwreck site, a remotely operated vehicle (ROV) is sent in to investigate. The local water depth, bottom geometry, soil properties and current conditions are determined. Concrete anchor blocks are then placed on the bottom using a work vessel with either a crane or a winch of sufficient capacity. The folded dome is then transported to the site on a barge. It is lowered into the water and brought alongside an installation vessel. Here it is connected to the first section of the riser tube which is built section by section. As the length of the riser tube increases, the folded dome is gradually lowered until it is close to the shipwreck. After the dome is unfolded, the buffer bell is connected to the riser tube and the whole system is disconnected from the installation vessel. In rigorous testing of the DIFIS system, no unexpected behaviour was observed during operational conditions, while the dome shape remained intact. Furthermore, the buffer bell was judged to be sufficiently below the water surface. The overall behaviour of the DIFIS system during offloading also met with expectations. **Source: European Commission, MARIN**



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13-07-2013 : **OOCL CALIFORNIA**, 1995/66046gt, at 4 West Swanson Dock in Melbourne

Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©

## The floating port



The lack of a deepwater port can be a terrible handicap when a country wishes to engage in world trade and the local facilities are grossly inadequate for modern deep draught shipping. Port development can be hugely expensive and because of topography or the weather in the vicinity, impractical. So how might development take place? The use of a floating port offshore and in deep enough waters for large ships to lie comfortably, is always a possibility. Very large tankers have used Single Buoy Moorings to lie safely in deep water while loading or discharging, for many years. Off the coast of New Zealand a mooring buoy has even been used for the pumping of ironsand slurry into a specialised ship for export to Japan. Other than that, the alternatives seem to revolve around the use of barges to move the cargo in small consignments to a ship anchored offshore, a process that has tended to be slow and weather dependent.

Converted bulk carriers have been used offshore to act as transshipment vessels to smaller craft, but a new and innovative project designed by Australian naval architects has been attracting attention. This project is designed for an iron ore export project where the mine is close to the coast but a long distance from any suitable port. Sea Transport Corporation, which has experience of designing specialist craft for the export of certain difficult bulk cargoes, has proposed its Floating Harbour Transhipper (FHT) as a viable alternative to enable the cargo to get to sea without long land transport links, or the construction of deep water facilities. The FHT is fundamentally a floating port and stockpile moored off the coast in deep water, the cargo sheltered by a roof and to which a large bulk carrier can tie up alongside. The stern of the FHT comprises a mooring dock and small, self-propelled feeder vessels will shuttle the cargo from the small port on the coast, docking for discharge under the roof of the large FHT, which rotates around its mooring cable and keeps its entrance dock away from the weather.

The cargo from the feeders is either loaded by conveyor system straight into the waiting bulk carrier, or when no vessel is alongside, unloaded from the feeders into the on board stockpile to await the next ship. With the cargo covered at all times, this will be a dust-free operation and environmentally sound. Moreover, the safe operation of the transshipment in wave heights of up to 4 metres has been satisfactorily tank tested. It has also suggested that the principle could also be used for a range of other types of cargo, such as containers, where no deep water port facilities are available. Source: BIMCO



**BBC CHARTERING** ship **BBC RHINE** inbound to Vancouver harbour July 13 2013 Photo : Robert Etchell ©

## Two illegal sanctions on shipping firm catch Iran's attention – Iran Latest News

Mohammad Hossein Dajmar, the Managing Director of **IRISL**, said that there were two cases reported which are against international law. IRISL Managing Director Mohammad Hossein Dajmar said on Wednesday that there were two cases currently under investigation which are against international law. He added that the investigation of the two files is being carried in the European Union (EU) and US. "Many aspects of the sanctions have nothing to do with the technical and economic matters. There are political interests behind them."

Dajmar pointed that the sanctions on the shipping firm is damaging innocent people as **IRISL** is a private company with private shareholders. The United States imposed the first round of the sanctions on the Iranian shipping firm under a baseless pretext that **IRISL** is involved in transporting missiles and nuclear equipment. Dajmar said that the parties that imposed the bans were way beyond the UN sanctions and included the transit of all kinds of goods in the list.

"In response to Iran's private sector's request for the transit of goods, International shipping lines have either hiked up the prices of the goods or are avoiding the transactions." According to the Iranians, US has allied with Israel and some other countries and they all have been falsely accusing Iran of having non-civilian objectives in its nuclear energy program. Furthermore, they are using these accusations as a claim to impose illegal sanctions against Tehran.

In response, Iran has categorically rejected the allegations of the countries. Iran is constantly stressing on the fact that as a member of the International Atomic Energy Agency and a signatory to the Non-Proliferation Treaty, it is entitled to develop nuclear technology for civilian purposes. **Source : Tehran Chronicle**



The **MARINUS** outbound from Rotterdam – **Photo : Jan Steehouwer ©**



## CURRY LUNCH AT LOC OFFICE IN SINGAPORE



Last Friday **LOC** in Singapore hosted a Curry Lunch for which lunch approx 40 client representatives were invited , guest of honour was The British High Commissioner, **H.E. Antony Phillipson**



**LOC Singapore** has its offices located at Shenton Way in the heart of the Singapore Central Business District within short walking distance of all their principal clients. Celebrating its 25th anniversary this year, **LOC Singapore's** reputation has developed over the years and is built upon our ability to respond rapidly to our clients requirements with expert knowledge and high-quality services. The LOC office is located between Tanjong Pagar and Raffles Place MRT stations allowing easy and rapid travel around the whole of Singapore. **Photo's : Piet Sinke ©**

## Cargo Liquefaction Incident - Fluorspar from Huangpu

An entered vessel recently loaded a part cargo of bulk fluorspar in two holds at Huangpu, China. Heavy weather was encountered while on passage causing the vessel to roll and pitch heavily. Several hours later the vessel suddenly developed a 14° port list and would not return to the upright position. After inspecting the cargo holds internally it became evident that the fluorspar in both holds had liquefied and shifted bodily to port. The cargo was also covered by a significant amount of free standing water. It was clear that the situation was critical, therefore the master broadcast a "Pan" urgency message and altered course towards the nearest coast, reaching a port of refuge the following day. Although only two of the vessel's holds contained fluorspar, the liquefaction of part cargoes may still be catastrophic. It was therefore fortunate that the situation did not become a disaster.

### Fluorspar

Fluorspar is mineral from which hydrofluoric acid and aluminium fluoride is produced. It may also be utilised during the production of steel, aluminium, glass, cement and other products. It is usually shipped as a coarse dust which may be yellow, green, purple or grey in colour.

### IMSBC Code requirements

The International Maritime Solid Bulk Cargoes (IMSBC) Code classifies fluorspar as both Group A and Group B. Consequently fluorspar may liquefy if the moisture content of the material exceeds its Transportable Moisture Limit (TML). This cargo also presents a chemical hazard due to the caustic nature of fluorspar dust. Fluorspar may only be handled during precipitation provided this will not increase the moisture content to a level which exceeds the TML.

All non-working cargo holds must be closed when fluorspar is loaded and the cargo must be trimmed level on completion. The machinery and accommodation spaces must be protected from fluorspar dust, and personnel who may be exposed to such conditions must wear goggles and dust filter masks. Measures must also be taken to prevent cargo from entering the bilge wells.

### Previous fluorspar liquefaction incidents

In May 2005 a 12,000 gross tonnes general cargo ship was lost after two holds were loaded with approximately 5,000 metric tonnes of bulk fluorspar in Hong Kong. The cargo liquefied during bad weather off Sri Lanka and the vessel developed a 15° list. The crew abandoned ship and were rescued soon afterwards. The vessel later sank. There were several other serious incidents involving the liquefaction of bulk fluorspar in 2005 and 2006, but very few cases in recent years. This appears to be the first major occurrence since that time.

### Huangpu

Approximately 80,000 metric tonnes of fluorspar is shipped from Huangpu each year, usually in parcels of around 10,000 metric tonnes. The cargo is reportedly delivered to the port in open trucks shortly before loading and stored in a covered warehouse until the ship arrives.

Prior to loading the shippers produced an "Inspection Report" specifying the TML, moisture content, particle size and stowage factor of the cargo. According to the information set out in this document, the moisture content of the fluorspar was significantly less than the TML, indicating that there was no risk of liquefaction and that the cargo was safe to load. Since the fluorspar seemed to be dry and the test results and other information provided by the shippers appeared to be within permitted limits, the cargo was loaded thereafter. However, as subsequent events have shown, the actual moisture content of the fluorspar was considerably more than the TML, resulting in the cargo liquefying when the ship began to roll, pitch and vibrate when the weather deteriorated. The reasons for the high moisture content are still being investigated but it seems that on this occasion the cargo was stockpiled on the quay rather than stored in a covered warehouse. Although tarpaulins had been placed over parts of the stockpile, they may have been insufficient to protect the fluorspar from the unusually heavy rain in the Guangdong region this year.

### Recommendations

This incident clearly demonstrates that no assumption can be made regarding the propensity of a Group A cargo to liquefy based on the visual appearance of the material alone. Vessels due to load fluorspar in Huangpu are strongly advised to notify the Managers beforehand so that a local surveyor can be appointed to identify the location of the cargo, check the shipper's cargo documentation and carry out "can" tests on representative samples of the cargo before and during loading. Should the shippers fail to provide the cargo information required by the IMSBC Code or if there are any doubts regarding the validity or accuracy of the test certificates or if a "can" test results in the appearance of free moisture or fluid conditions, loading should be halted or postponed as appropriate. In such an event the Managers should be notified immediately as it may be necessary to draw and send cargo samples to an independent laboratory to verify the TML and moisture content. Additional advice from an expert may also be required. Members requiring further information should contact the Loss Prevention department.

To retrieve the circular, please follow the link below:

<http://www.westpandi.com/Documents/Loss%20Prevention/Loss%20Prevention%20Safety%20Alerts/130712%20SA017%20-%20Cargo%20Liquefaction%20Incident%20-%20Fluorspar%20from%20Huangpu.pdf>

Source: WoE.



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The **BW VISION** anchored at the transfer anchorage in Moreton Bay near Brisbane July 2013.

Photo : John Wilson ©

## Albedo Families ask Somalia Families for help to release their loved ones...



Indian, Bangladesh and Sri Lanka families sent out a joint message to the Somalia people living worldwide who can have influence on their clans back home that are holding their loved ones from the **mv Albedo** which sank last Saturday evening. The information released by the Secretariat for Regional Maritime Security, Somali Contact Group on Counter Piracy and Maritime Security (Kampala

Process) today is that at the moment 11 crew are on board the **NAHAM 3** ( a boat that was beside the **ALBEDO** when it sunk), and 4 crew members are missing. Most reports point that the 4 missing crew members are from Sri Lanka. Reports on the missing crew have been many, from the composition of the group, to their location. First reports were that they were missing and presumed drowned. Later on we got info that the 4 might be inland, having been in a life raft that drifted up the coast, alive and maybe under the control of a different group of Pirates. The crew of Albedo are from Indian, Bangladesh, Sri Lanka and Iran and families are appealing to the Somalia's living in their countries and worldwide to help them as fathers, mothers, brothers, sisters and wives together. The fishing vessel Naham 3 also has 29 crew on board from China, Indonesia, Cambodia, Taiwan, Vietnam and Philippines. There are also 4 Thai Fishermen and 7 Indian seafarers still being held from other vessels.

### Letter from the families.

Dear Somali Brothers & sisters,

We, the unfortunate families of **M.V.Albedo**, have been separated from our loved ones since the time, **Albedo** ship was taken over by some Somali men on 29 November 2010. The families have to undergo huge amount of emotional stress, trauma since last 31 months. The Owner did not arranged money as demanded by yourself and we were asked by yourself to go to press, media and even to our national Governments. We appealed to everyone in this world to pay money towards the release of our people. But no one listened to us. We have tried our best but we are very poor people. We even do not have any money to pay for medicines, school fees or to buy food for our children. Now, that the vessel has sunk and the Owner has no interest to pay money and rescue the crew. Our 4 crew members are missing from the ship and nobody knows about them. You have again put the remaining 11 crew on **Naham 3** fishing boat, which can sink at any time. We therefore, request you to please leave the vessel and free the innocent life on Naham 3. You can go ashore safely and nobody will interfere at any moment. Once you reach shore, then our people will rescue the crew members from **Naham 3**. Now , at least release them on humanitarian grounds else they will die in your hands. What will you tell to Allah ? You will be punished by Him for taking the life of innocent poor people. **With all our hands folded, we appeal to you to please release our men. Families of the Albedo Crew.**

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The **ENERGY PUMA** enroute Amsterdam – Photo : Simon Wolf ©

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The **LARVIK** outbound from Rotterdam Caland canal – Photo : Harry van den Berg ©

## Where Were You in 1973 When VLCCs Really Rocked?

In July 1969 The Rolling Stones played a concert in Hyde Park and last week, 44 years later, they were back. "Were any of you here in 1969?" Mick Jagger asked the crowd and quite a few were. But in 1969 a lot of the crowd couldn't hear much because the amps were so feeble and there were no screens. Today rock concerts have moved on; the technology is stunning and so is the band, despite their wrinkles.

### Vintage Year For VLCCs

On the subject of historic gigs, this summer is the 40th anniversary of the 1973 tanker boom, the closest shipping has got to a rock festival. During the few months it lasted, shipping's own heavy metal band, the VLCCs, gave a historic performance. The event got off to a slow start in 1972, but when the VLCC band tuned up in 1973, they were red hot.



They opened with WS 260 in June, followed by WS 296 in August, WS 342 in September, and did WS 334 for the finale in October.

### **What Were They Smoking?**

This was new territory and the punters went berserk. Tanker orders poured in, adding 105m dwt to the orderbook (60% of the fleet). But on 6th October the Egypt-Israel war started and the music stopped. Two weeks later OPEC cut oil production by 5%, and oil shot to \$12/bbl. The festival fizzled out and the players went home, nursing a massive hangover.

They were heading for one of the toughest recessions in history. Earnings crashed from \$54,000/day in 1973 to \$2,400/day in 1975. Timecharter income ran out, LIBOR hit 16% in 1981 and crude oil trade fell by 30%. The graph shows earnings since then on a nominal and inflation adjusted basis, numbering the peaks. By 1983 modern VLCCs sold for \$3m and in 1986 were still earning \$6,000/day. It took another decade to get back to normal. During the mini-peak (2) in 1991 earnings edged up to \$31,000/day, but after inflation they remained weak. Finally the 1997 peak (3) signalled the hidden surplus was gone and it was "back to normal". In the 2000s (4 and 5) even better markets arrived but in inflation adjusted terms the best they managed was \$16,935/day in 2008.

Yet through all this, investment continued. Between 1974 and 1996, 200m dwt of tankers were ordered. The lesson is that shipping cycles are not just about self-contained peaks and troughs. The effect of major disruptions can be so drawn out that players start to think of them as the norm. However bad the disruption, business goes on: cargo moves, mini-booms happen, and new ships get ordered, even if profits remain scarce.

### **Wrinkles for Today's Investors**

So, tanker investors grew their fleet by 75% between 1972 and 1977 and then got unlucky. Demand went wrong and they spent the next 20 years squeezing out the surplus. More recently, the bulker fleet grew by 78% between 2006 and 2012, but so far demand and interest rates are OK. Investors will hope history doesn't always repeat itself. Have a nice day **Source: Clarksons Research Services**



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## **Authority denies delaying boat rescues**

The Australian Maritime Search and Rescue Authority has denied that it delayed assisting asylum seekers on a stricken vessel that sank near Christmas Island, leaving a baby boy drowned and eight people missing, presumed dead.

Asylum seeker advocates have accused the authority of not taking asylum seeker distress calls seriously as the death toll of refugees drowning on their way to Australia continues to mount. It's not that complicated ... you can narrow the search area down pretty easily. Pamela Curr, campaign co-ordinator from the Asylum Seeker Resource Centre, said it appeared authorities were deliberately delaying until incidents reached crisis point. "We are concerned that a pattern has developed where boats seek assistance and that assistance is not rendered until people are in the water," she said. The Australian Maritime Safety Authority said its Rescue Coordination Centre first received a call about the vessel, which had 97 people from Iran, Afghanistan and Sri Lanka on board, at 11.15am on Friday. It requested assistance from Border Protection Command to locate the vessel at 12.31pm and after identifying the area, alerted other ships in the vicinity at 3.05pm. An oil tanker was the first ship to respond but the Australian customs vessel **Triton** did not arrive at the scene until 10pm, 30 minutes before the asylum seeker boat capsized. An Australian Maritime Safety

Authority spokeswoman said assistance was offered in a reasonable time frame. "The Australian Maritime Safety Authority takes all calls for assistance seriously.

"We have a team of dedicated search-and-rescue professionals working around the clock to receive calls, to assess the assistance required and then to organise the appropriate assistance as quickly as can practically be done."

The authority's Rescue Coordination Centre is responsible for a region equivalent to a tenth of the Earth's surface, but Ms Curr said the routes taken by the vessels were well known to authorities. "It's not that complicated," she said. "Christmas Island is only 197 nautical miles from Java. There is a very direct route. They had a good chance of finding them. They keep trying to get away with this line that it's a big ocean. Well, if you look at the routes these boats take, you can narrow the search area down pretty easily." Response times were criticised last month after a boat capsized north-west of Christmas Island, killing about 55 asylum seekers. In June last year, a boat contacted authorities four times before capsizing, leaving 17 men drowned and 73 missing, presumed dead. Figures compiled by independent researcher Marg Hutton show 599 confirmed drownings and an estimated 812 probable drownings of asylum seekers attempting to reach Australia by boat since 1998. Ms Curr said such tragedies should be prevented. "These people are not on some Women's Weekly world discovery tour, they are making a desperate voyage," she said. "We are becoming increasingly concerned that people are seeking assistance and it takes up to 24 hours before it is rendered. "In the meantime they are being ignored. We know the Australian government doesn't want them in this country but is that interfering with their moral judgment?" **Source : [theage.com.au](http://theage.com.au)**



The **MSC RANIA** outbound from Haifa - **Photo : Peter Szamosi ©**

## **ABS fleet surpasses 200 mln GT**

American Bureau of Shipping (ABS) announced that its registered fleet has surpassed 200 million gross tons. Approximately 12,000 vessels representing 105 flag States currently are registered with ABS, the society said Wednesday in its press release. Since 2000, ABS has doubled the tonnage of its registered fleet; a key factor in the expansion has been the society's leadership position in the new vessel orderbook. More than 21% of new vessels on order are set for ABS class, which is the largest percentage of any classification society in the world. ABS was founded in 1862, American Bureau of Shipping (ABS) is a leading international classification society devoted to promoting the security of life, property and the marine environment through the development and verification of standards for the design, construction and operational maintenance of marine-related facilities.

## **Costa Concordia Removal Delayed Until Next Year**

The removal of **Costa Concordia** may be delayed until next year, according to a report in an Italian newspaper.

Franco Gabrielli, commissioner for the Costa Concordia emergency, told the RAI programme in an interview Friday the group needs more information from Titan Micoperi Consortium, the company responsible for the cleanup effort, Ansa.it reported. "If they do not provide us with a whole range of assurances, the ship will remain in its current condition until next year when the weather conditions will permit rotating it back on its axis in absolute safety," Gabrielli said in an interview. "Despite the number of times the engineers have made simulations and hypotheses, we do not know



the degree to which rocks have penetrated the side, what types of gashes they made and what the real conditions of the structure are, and thus the type of intervention they should undertake to allocate the caissons necessary to make the whole ship floatable. The news comes just ahead of the trial of Captain Francisco Schettino next week, who is facing a number of charges, including multiple manslaughter and abandoning ship, following the accident on January 13, 2012 in which 32 passengers died. If found guilty, he faces up to 20 years in jail. Source : Cruise Critics

## NAVY NEWS



The Philippine coast guard **San Juan-class** search-and-rescue craft **AU 002 EDSA** moored in Subic , the vessel is one unit out of a series of 4 Built with Australian government financial assistance. AU 001 is based at Manila and AU 002 at Cebu City. Have medical facilities and carry a medical officer. Helicopter deck can accept a Sikorsky S-76 or Bell UH-1H, but there is no hangar. Nav aids include Furuno FS-1800 GPS set and Furuno Felcom-81A Inmarsat commercial SATCOM. Employ a single-chine planing hull. Carry a 6.5-m rescue RIB on the stern launch/recovery ramp and four 4.5-m RIBs handled by two cranes. A divers' recompression chamber is fitted, and the ships are equipped with pollution-control gear. Delivered unarmed are painted white. - Photo : Piet Sinke ©

## US navy ship arrives in Sydney

A US Navy ship has docked in Sydney last Saturday, before heading north to help train Aussie diggers.



A whale giving a salute to the ship as she enters the port photo : Ian Edwards- [www.shipphoto.com.au](http://www.shipphoto.com.au) ©

The **USS Blue Ridge**, the command ship of the 70-year-old Seventh Fleet, is one of more than 10 US Navy vessels making port calls in Sydney, Darwin, Cairns and Brisbane this year for the joint Australia-US training exercise **Talisman Saber** is to commence in central Queensland on 15 July. Sydney is her first stop. The biennial Talisman Saber will this year involve 18,000 US personnel and 9,000 Australian defence officers. **Source : SKYnews**

## Female navy captains make history with handover



A NAVAL vessel was handed from one female captain to another for the first time in Irish history. Onboard the **LE Aoife** in Waterford was outgoing Captain, Lieutenant Commander Erika Downing, who handed over control of her ship to Lt Cdr Marie Gleeson.

Lt Cdr Gleeson said she knew her late son Ciaran, who died of a heart defect aged one week, was looking down proudly on his mum as she took over the helm.

"I feel very safe at sea with my own personal angel looking out for me," she told the Irish Independent.

The 34-year-old from Cashel, Co Tipperary, said she relished the challenge of captaining a ship with a crew of more than 40. "When we're doing our jobs we live with each other in a small, metal, confined space for up to a month at a time. One minute you're on a search-and-rescue mission and then suddenly you're involved in a drug or human trafficking callout.

"I'm married and it's not easy to be away for long periods of time and it's normal for me to miss family. But when you're doing such a rewarding job and serving the State, our families understand that sometimes sacrifices have to be made," she added. Lt Cdr Gleeson was Second in Command on board the **LE Niamh**, which, in 2008, intercepted a yacht carrying more than €750m worth of cocaine off the west Cork coast – the second largest drugs haul in Irish history.



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## Marines Prepare Ospreys for Shipping to Japan

Marines with **Marine Medium Tiltrotor Squadron 363**, the "Red Lions," prepared **MV-22B Ospreys** for shipping to Japan on the flight line aboard Naval Air Station North Island, Calif., July 9. The Red Lions are providing 12 aircraft to VMM-262, the newest squadron to stand up with the **Osprey** as its premiere aircraft in Okinawa, Japan.



For the past year, the squadron worked toward their mission of mastering these aircraft to ensure mission capability before sending the majority of their Marines and assets to the new squadron.

"This is a culminating event for the squadron," said Lt. Col. Timothy Miller, VMM-363 commanding officer. "It took a monumental effort to get 14 aircraft prepared for this. We were asked to give 12; we have an extra two ready should the unthinkable happen." Preparations for the move had begun even before the aircraft were ready.



"The Marines who work with and maintain these aircraft are already headed to Japan," said Col. Patrick Gramuglia, Marine Aircraft Group 16 commanding officer. "Now all we need to do is get the aircraft to them, and that is the purpose behind what we are doing today." Maintainers with the Red Lions spent the day sealing windows and putting covers over portions of the aircraft to prevent any dust, debris or animals from entering into the engines and causing malfunctions once they are used again. "We want to ensure the safety of the pilots and crews of these aircraft so we cover as much of the openings in the aircraft as possible as a sort of preventive maintenance," said Lance Cpl. Jeremy Corder, an airframe mechanic with the Red Lions and a

Middletown, Va., native. "It takes about 30 to 45 minutes to fully prepare each aircraft."

Nine aircraft arrived to the naval air station July 9, with three more to arrive in the following days. After all the aircraft are prepared for the journey they will be towed to a ship that will carry them to their final destination July 15. "It's been an all-hands effort in order to accomplish this mission," said Gramuglia. "For this squadron to be able to perform to this kind of standard in such a short amount of time has been phenomenal." Gramuglia and Miller aren't the only ones who feel proud of a job well done.

"It feels good to know I had a hand in the beginnings of a new squadron," said Corder. "We get to build ourselves back up now, back to our former capabilities. I'm excited for my friends who will be stationed in Okinawa, Japan now; it's a new experience and I'm sure they will grow from it." Now as VMM-262 is about to receive new aircraft and Red Lion spirit, VMM-363 turns its sights on the future and replenishing its former glory.

## SHIPYARD NEWS

A photograph of an offshore wind farm at sunset. Several wind turbines are visible, illuminated by the warm light of the setting sun. The sky is a mix of orange, pink, and blue.

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## Russian shipyard launches new frigate construction

The **Yantar shipyard** in Russia's Baltic exclave of Kaliningrad has launched construction of a new Project 11356 frigate for the Russian navy, RIA Novosti reported. The official ceremony, attended by Deputy Commander of the Baltic Fleet, Rear Admiral Sergei Popov, was held Friday, July 12.

The Admiral Butakov is the fourth in a series of six Project 11356, or **Admiral Grigorovich-class**, frigates for delivery to the Black Sea Fleet between 2014 and 2016 under a contract with the Defense Ministry. The lead warship in the series, the **Admiral Grigorovich**, was laid down in December 2010, the second, the **Admiral Essen**, in July 2011 and the third, the **Admiral Makarov**, in February 2012. The Project 11356 frigates, displacing 3,850 tons are

designed for anti-ship and anti-submarine warfare on the high seas, and for anti-aircraft operations, both independently and as an escort ship. The ships are armed with an eight-cell launcher for Kalibr and Klub (3M54E) anti-ship and surface-to-surface missiles, a 100-mm main gun, Kashtan gun/missile close-in air defense systems, Shtil vertical-launch air defense missile systems, two torpedo tubes, an anti-submarine rocket system and a Ka-28 or Ka-31 helicopter. **Source: Panarmenian.net**



Overview of the Wiltonharbour in Schiedam with Heerema's **AEGIR** fitting out at Huisman and the **NAVION OCEANIA** moored at berth 10 at **Damen** ship repair **Photo : Stephan Grol ©**



Last Friday 12th of July the Muller owned tug **En Avant 10** departed from Rotterdam with the brand new **Damen Stan Pontoon 12032 'Tobias'** with destination Nova Scotia. The **SPo 12032** was sold last spring to McKeil Canada. She measures 120 \* 32,20 \* 8,1 meter with a deck strength of 20T/m2 and a deadweight of about 20.000 MT. The **Damen Shipyards** built pontoon is equipped with a CAT generator, DMT winches, Azcue ballast system and a full electrical installation delivered by **Van der Leun**. **photo : Foto van der Kloet ©**

## **Piriou's Vietnam Shipyard, SEAS, Delivers FPSV 'Bourbon Norte'**

'**Bourbon Norte**' is the 4th in a series of 53m offshore Fast Passenger & Supply Vessel (FPSV) for Bourbon.

With more than 100 crew-boats built since 1995 in France, Nigeria and Vietnam, Piriou says it has become one of the world's leading aluminium crew boat builders. These four units delivered to Bourbon, the first ships in a brand new series, are the largest in the multipurpose range of FPSVs developed by Piriou which includes vessels from 19 to 53m.





These new designs offer a series of particularly sought after characteristics:

- Improved lightship and loaded speeds with constant consumption
- Improved economy regime consumption
- Improved passenger comfort with a "business class" cabin as a possible option

These versatile aluminium ships are to be used for the offshore oil industry and allow the transport of personnel and freight on the deck. Pascal Piriou states "After 9 months of operation, our 53m FPSV prototype has lived up to its ambitions. It is economical both in terms of purchase and operating costs, ergonomic and has a remarkable, attractive design. The vessel is therefore a success, and we intend to

capitalise on it in the very near future with new orders and with smaller versions, starting in particular with a 40m model". Source : MarineLink

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Sunset over Rotterdam – Europoort - Photo : Marijn van Hoorn ©

## MAN Announces Development of ME-LGI Engine

On 1 July, 2013, **MAN Diesel & Turbo** announced the development of a new ME-LGI dual fuel engine. The engine expands the company's dual-fuel portfolio, enabling the use of more sustainable fuels such as methanol and Liquefied Petroleum Gas (LPG).

MAN has now signed a Letter of Intent with Vancouver-based Waterfront Shipping for the use of four MAN ME-LGI engines on its ships. The engines will run on a blend of 95% methanol and 5% diesel fuel. Waterfront Shipping, a wholly owned subsidiary of Methanex Corporation, is a global marine transportation company specializing in the safe, responsible and reliable transport of bulk chemicals and clean petroleum products. With the growing demand for cleaner marine fuel to meet environmental regulations coming into effect in Northern Europe and other regions, methanol is a promising alternative fuel for ships. "Methanol is a sulphur-free fuel and provides many environmental and clean burning benefits. In using methanolbased marine fuel, we can reduce emissions and fuel costs at the same time," stated Jone Hognestad, President, Waterfront Shipping. "With increasing fuel prices and upcoming shipping regulations, we identified the need to develop an engine that can enable ships to run on alternative fuels with environmental benefits. The ability of our ME-LGI engine to run on a sulphur-free fuel offers great potential," stated Ole Grøne, Senior VicePresident, MAN Diesel & Turbo SE. MAN developed the ME-LGI engine in response to interest from the shipping world in operating on alternatives to heavy fuel oil. Methanol and LPG carriers have already operated at sea for many years and many more LPG tankers are currently being built as the global LPG infrastructure grows. With a viable, convenient and economic fuel already on-board, exploiting a fraction of the cargo to power a vessel makes sense with another important factor being the benefit to the environment. MAN Diesel & Turbo states that it is already working towards a Tier-III-compatible ME-LGI version. The four G50ME-LGI units are targeted for the end of 2013, with engine delivery to follow in the summer of 2015. **Source: Man Diesel**

## New Egis port subsidiary

A French consulting and engineering group is taking its port expertise to new levels with the creation of a new subsidiary to focus in on specialised port projects. The Egis Group set up Egis Ports to cash in on the supervision of ports and terminals specialising in natural gas, LNG and bulk and issues related to the struggle against erosion and coastal flooding. In the last few years Egis has completed landmark projects which have included technical assistance for the construction the new port of Zadar in Croatia and operational planning for Kribi's new deep water port in Cameroon. It's also putting its eco-design expertise to good use as a member of the ecological restoration group at the Marseille Fos port. **Source: Port Strategy**

## Liquefaction. Potential Dangers of Indonesian Bauxite

Members will be aware of the dangers associated with the carriage of cargoes that can liquefy from the various Circulars, News Alerts and Stop Loss articles issued by the Club over recent years. The primary focus of concern has been in respect of the carriage of iron ore fines from India and Brazil, as well as nickel ore from the Philippines and Indonesia.

However, the Club has previously reported on possible liquefaction of Bauxite cargoes loaded in Brazil (for the relevant alert, please follow the link

<http://www.londonpandi.com/article/681/liquefaction-of-bauxite-cargoes/> ).

Recently, the Club has learned of the potential risks arising from the practice of using water cannons to wash Bauxite fines and lumps through sieves in mines in Indonesia. This process significantly increases the moisture content of the cargo, reportedly to approximately 15% by the time the Bauxite is placed in the storage area. This changes the properties of the cargo from one with a low moisture content that is not ordinarily prone to liquefaction, to a cargo which may liquefy during a voyage. Liquefaction of cargo results in cargo shifting and loss of ship stability, a major cause of marine casualties.

As Members may already be aware, Bauxite is not a cargo one would ordinarily expect to be prone to liquefaction. The IMSBC Code as a Group C cargo i.e. a cargo not liable to liquefy but this categorisation is based on the Bauxite cargo having a moisture content between 0% and 10% consisting of 70%-90% lumps varying in size between 2.5 and 500 mm and 10%-30% powder. As we understand it the process that takes place in Indonesia of sieving the cargo to reduce lumps to below 100mm, not only reduces the particle size of the cargo (possibly to smaller than that specified in the IMSBC Code) but also increases the moisture content to that exceeding the levels specified in the IMSBC Code.



Members should therefore remain vigilant at all times with Bauxite cargoes. Members are reminded of Paragraph 2.1 of Appendix 3 of the IMSBC Code which states that "many fine-particled cargoes, if possessing a sufficiently high moisture content, are liable to flow. Thus any damp or wet cargo containing a proportion of fine particles should be tested for flow characteristics prior to loading". In particular, Members should ensure they do not take the shipper's cargo declaration at face value (either as regards the description of the cargo, how it is treated under the IMSBC Code, or the moisture content).

If Members are in any doubt as to the authenticity of the cargo declaration or any of the details provided therein when Bauxite cargoes are to be loaded in Indonesia, the earliest possible consideration should be given to contacting the Club so that independent tests may, if considered necessary, be conducted in order to determine the true nature of the cargo to be loaded and its suitability for carriage. **Source: London P&I Club.**



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## Vessels in the waiting waters for Eagle Ford crude oil

For months, a fleet of crude oil tanker vessels have waited in line to approach the congested public docks of the Port of Corpus Christi, Texas. The object of their shipping desire is one of the US' hottest commodities: light, sweet and relatively cheap Eagle Ford Shale crude. Barges and ships rotate into the loading docks around the clock, but the backlog is building, port officials said. For shippers often adrift in the waiting waters, congestion along the port has grown increasingly worse since late last year.

"The longest [wait] I've seen is about seven days," Ray Harrison, the port's assistant harbor master said last Friday.

On the same day, four articulated tug barges (ATBs) and two ships, all capable of handling between 100,000 to 300,000 barrels, waited for dock space to load the low-cost shale crude. A slew of inland barges was also waiting nearby. From January through May, outbound crude shipments from the Port of Corpus Christi rose to 342,334 b/d from 264,383 b/d, according to the most recent port data regarding shipments. In January 2012, there were zero outbound crude shipments from the port.

Eagle Ford production has ramped up nearly ten-fold in three years, and is expected to hit around 900,000 b/d this year and nearly 1.6 million b/d by 2020. The Eagle Ford shale begins about 65 miles north of Corpus Christi, where the production is primarily sent. The port is positioned "as a direct route for moving products to domestic markets as foreign crude imports have declined," according to its website. From Corpus Christi, the Eagle Ford crude is sent by vessel to Houston and Louisiana refineries.

As Eagle Ford production grows, loading volumes are expected to rise from the port, said Frank Brogan, the port's managing director. To accommodate shipments several port-owned and third-party dock projects underway to expand space, he said. It's necessary to increase the loading capacity at the port to keep up with customer demand, but adding dock space won't limit congestion through the port's narrow waterways, said Tony Allejandro, the port's director of operations and harbor master. This month a new public dock capable of handling two 30,000 barrel barges at one time will open.

Late last week, port officials approved construction of another new public oil dock to handle four 30,000 barges. The dock is being constructed in association with a resins plant being built on the premises. It could take up to two years for the dock to go into service. In addition, two ship oil dock projects will be built on port-owned land but leased to private companies, Brogan said. These docks are designed to load ships with a 500,000 barrel capacity, he said. Both projects have been permitted. Construction should begin within the next 90 days and will take about six to 12 months.

Trafigura Terminals is adding a second deep water dock with a 45 foot draft, and the capability of loading an Aframax-sized vessel at the port. In combination with the company's current facilities, the new dock would allow the terminal to berth three medium-range tankers and two inland barges at the same time, according to the company's web site. The dock, being built on private land, should be completed in the next three to four months, Brogan said.

Source: Platts

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



Multiratug's **MULTRATUG 4** involved with a rig move in the Irish Sea

Photo : Marc Biemans ©

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