



**Number 198 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Wednesday 17-07-2013**

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**The McDermott Lay Vessel North Ocean 105 testing the rigid reelpipe laysystem off East Malaysia in 1000+ mtrs - Photo : Capt. Jelle de Vries ©**

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## EVENTS, INCIDENTS & OPERATIONS



The tug **NORTHWIND** arriving in Willemstad (Curacao)

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

## RINA - QinetiQ Maritime Innovation Award

The **Royal Institution of Naval Architects** and **QinetiQ** are introducing a new international Award, which aims to both recognise and encourage scientific and technological innovation in the maritime industry.



Innovation is a key to success in all sectors of the maritime industry and the research carried out by engineers and scientists in universities and industry can be critical to pushing forward the boundaries of design, construction and operation of marine vessels and structures. The Royal Institution of Naval Architects and QinetiQ are jointly launching a new award scheme to acknowledge outstanding scientific or technological research in the areas of hydrodynamics, propulsion, structures and material. The award will recognise innovations that offer the potential to make significant improvements in the design, construction and operation of marine vessels and structures.

The Award of £1,000 will be made annually to either an individual or an organisation, in any country. Nominations for the Award may be made by any member of the global maritime community, and will be judged by a panel of members of the Institution and QinetiQ. The Award will be announced at the Institution's Annual Dinner.

Nominations are now invited for the 2013 Maritime Innovation Award. Individuals may not nominate themselves, although employees may nominate their company or organisation. Nominations may be up to 750 words and should describe the research and its potential contribution to improving the design, construction and operation of maritime vessels and structures,

Nominations may be forwarded online at [www.rina.org.uk/MaritimeInnovationAward](http://www.rina.org.uk/MaritimeInnovationAward) or by email to [MaritimeInnovationAward@rina.org.uk](mailto:MaritimeInnovationAward@rina.org.uk) to arrive by 31 Dec 2013.



The **TERTNES** dumping rocks close to **Ekofisk Kilo** & **Bravo** Photo : FFPV Stornes ©

## IMB Piracy Report highlights violence in West Africa

Somali piracy has fallen to its lowest levels since 2006, focusing attention on violent piracy and armed robbery off the coast of West Africa. Q2 2013 picture the International Chamber Commerce (ICC) International Maritime Bureau (IMB)'s global piracy report revealed today. Worldwide, the IMB Piracy Reporting Centre (PRC) recorded 138 piracy incidents in the first six months of 2013, compared with 177 incidents for the corresponding period in 2012. Seven hijackings have been recorded this year compared with 20 in the first half of 2012. The number of sailors taken hostage also fell dramatically; down to 127 this year from 334 in the first six months of 2012.

In the Gulf of Guinea, in addition to a rise in piracy and armed robbery – 31 incidents so far this year, including four hijackings – IMB reports a surge in kidnappings at sea and a wider range of ship types being targeted. This is a new cause for concern in a region already known for attacks against vessels in the oil industry and theft of gas oil from tankers. "There has been a worrying trend in the kidnapping of crew from vessels well outside the territorial limits of coastal states in the Gulf of Guinea," said Pottengal Mukundan, Director of IMB, which has monitored world piracy since 1991. "In April 2013, nine crew members were kidnapped from two container vessels, one of which was 170 nautical miles from the coast. Pirates have used motherships, some of which were smaller off-shore supply vessels hijacked by pirates to conduct the attacks. There continues to be significant under-reporting of attacks – a phenomenon highlighted by the IMB year on year. This prevents meaningful response by the authorities and endangers other vessels sailing into the area unaware of the precise nature of the threat."

Armed pirates in the Gulf of Guinea took 56 sailors hostage and were responsible for all 30 crew kidnappings reported so far in 2013. One person was reported killed and at least another five injured. Attacks off Nigeria accounted for 22 of the region's 31 incidents and 28 of the crew kidnappings.

Mr Mukundan applauded the signing of the Code of Conduct Concerning the Repression of Piracy, Armed Robbery Against Ships, and Illicit Maritime Activity in West and Central Africa in June 2013 by the heads of the West and Central African countries.

"This should be translated soon into action on the water," he said. "If these attacks are left unchecked, they will become more frequent, bolder and more violent. Cooperation and capacity building among the coastal states in this region is the way forward and urgently needed to make these waters safe for seafarers and vessels."

Somali clampdown Meanwhile, in East Africa's Gulf of Aden and Somalia, eight piracy incidents including two hijackings were recorded in the first six months of 2013, with 34 seafarers taken hostage.

IMB attributes this significant drop in the frequency and range of attacks by Somali pirates to actions by international navies, as well as preventive measures by merchant vessels, including the deployment of privately contracted armed security personnel. Mr Mukundan said: "The navies continue to play a vital role in ensuring this threat is kept under control. The two vessels hijacked were recovered by naval action before the pirates could take them to Somalia. Only the navies can take such remedial action after a hijack. Denying the pirates any success is essential to a sustained solution to this crime. Pirates are known to be operating in these waters. Despite the temporary protection provided by the southwest monsoon in some parts of the Arabian Sea, the threat remains and vessels are advised to be vigilant and comply with the industry's Best Management Practices as they transit this area." As of 30 June 2013, Somali pirates were holding 57 crew members for ransom on four vessels. They were also holding 11 kidnapped crew members on land in unknown conditions and locations. Four of these crew have been held since April 2010 and seven since September 2010.

Elsewhere in the world, low level thefts against vessels in ports and anchorages in Indonesia accounted for 48 attacks of which 43 vessels were boarded and some crew injured. IMB's report includes details of the ports and anchorages where attacks appear to be concentrated. **Source: ICC-CCS**



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## NIEUWE POST N.V. IN CURACAO HAS ISSUED A SERIES OF NEW STAMPS "FREEWINDS"



On Tuesday July 9th 2013 on board the **M/V "Freewinds"** Nieuwe Post N.V. formally issued a series of new stamps in celebration of the 25th anniversary of the **Freewinds** in Curacao.

For the **Freewinds** and it's captain, **Mike Napier**, it is an honor to appear on the new stamp series from the postal service recognizing the 25 years the ship has been visiting Curacao. During the past 25 years the **Freewinds** has demonstrated its loyalty to Curacao, where they have brought tens of thousands of tourists to the island and have contributed millions of dollars to the local economy. This date also marks the 716 call of the **Freewinds** to

Curacao over the past 25 years.

The **Freewinds** has become an icon in the Otrabanda section of the port of Curacao as the ship appears in many paintings and photos of this area. Many people of Curacao identify with the **Freewinds** due to the number of charity concerts held on board over the years helping to raise funds for various charitable organizations on the island. Nearly every week there is one or more events on board whereby the Curacao community is helped by these different social activities and at the same time enjoying tremendous concerts.

With the emission of this new stamp series the **Freewinds** is honored to be part of the large stamp collection of the Nieuwe Post N.V. as not only will people use these stamps to send letters internationally, but also for stamp collectors as this series is very beautiful to look at.

This special emission has 2 stamps and one souvenir sheet.

The artwork for the stamps was done by Carl-W Röhrig, who has worked for over 46 years as an artist and illustrator. An occasional passenger on the **Freewinds**, Mr. Röhrig loved the task of providing the illustrations for these stamps.

These stamps can be obtained at the Post Office in Punda at Waaigatplein #1 in Curacao. For more information you can call 5999-433-1146 or 433-1124 or visit the Post Office website at [www.npostna.com](http://www.npostna.com). Also Mrs. Magali Urselita can be contacted by phone at 5999-433-1312 or by email at [murselita@npostna.com](mailto:murselita@npostna.com).



## See the Triple-E in Rotterdam



Rotterdam has the great honor of welcoming the largest ship in the world to its first call in Europe. We celebrate this event by inviting the public to a special Triple-E vantage point where you have the opportunity to be the -first- in Europe to see this mighty ship sail in.

At the vantage point, there will not only be the best view of the world's largest ship sailing by, but also entertainment such as music, live-stream video, drinks & snacks – all hosted by **Sebastiaan Labrie!**

The event will take place on the **16th of August, 2013**. From 13.15 till around 15.30 hours the public is welcome on the official Triple-E vantage point (the timing is subject to change).

### Special event

The official Triple-E vantage point is at 'Slag Maasmond' near the 'Spottersplek' at the end of the Maasvlakteweg in Rotterdam. There will be parking available for registered visitors. There are **1.000 tickets** available. If you like to visit this event, please first apply for a free ticket Please click [here](#). This will be made available and communicated to you via Maersk Line Facebook. A ticket is mandatory to enter the official Triple-E vantage point.



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## Manning the world's largest ship

The first Triple-E has commenced its maiden voyage in Busan, South Korea. At the helm, the crew of the **Maersk McKinney Møller** whose members have been selected among Maersk Line's finest. A selection of highly qualified crew members, specifically chosen because of their background and experience, will man the largest ship in the world. The



ship can accommodate 34, and in principle run with as few as 13, but in regular service approximately 22 persons will make out the crew. Understanding of roles and responsibilities on the vessel is of utmost importance to ensure smooth sailing and safety.



On the **Mærsk Mc-Kinney Møller**, the Captains are **Jes Meinertz** and **Niels Vestergaard Pedersen**, and the Chief Engineers are **Per Schilling Nielsen** and **Niels Peter Svarer**. All of them were present at the naming ceremony in Korea on 14 June. "You are among the finest in your fields, and you should be honoured by being selected to take this vessel into service," said Maersk Line CEO in his speech on

that occasion. "May you always have fair winds and following seas."

### Away from home

Working on a ship is different from a regular nine to five job, the most obvious being the long periods spent away from home. All four testify that the hardest is that you cannot be there for special occasions, good and bad. On the other hand, modern communication has reduced the feeling of solitude significantly. Although bandwidth is limited, crew members these days can use email, Skype or FaceTime to be in regular contact with friends and family back home.

On another level, however, it is a job like any other job, and sometimes you hardly notice that you're at sea," says Per. "We had a trip two years ago where we sailed south of Africa and were at sea for 45 days. I was never bored. There was always something to do." It's like any other job," adds Jes. "There are periods with interesting tasks and periods where it's more routine."

Taking a new ship to sea, however, is not routine. There are many surprises and things to get used to. The crew is involved in the sea trials, but will also use the first voyages to really get the hang of how the ship performs.

The Triple-E is designed for slow speeds and energy performance. But this doesn't make it less interesting, insists Niels Peter. "It is a huge satisfaction," he says "when you know the enormous costs involved which are pumped through the system, if you can cut a few percent off that" Niels adds that the Triple-E is quite different from previous vessels with its added weight and more box-like hull shape. "It will take some getting used to, and the captain will need to be aware of the capabilities of the vessel," continues Niels. They are fully confident, however, that sailing the **Mærsk Mc-Kinney Møller** will indeed be a special experience. The maiden voyage begins today. The crew is ready for the attention the vessel will receive in ports along the way, creating history with the latest record-breaking member of Maersk Line's fleet. **Source: Maersk Line**

## Port State enforcement of ILO MLC - ICS issues free advice to shipowners

The International Chamber of Shipping (ICS), whose member national shipowners' associations negotiated the text of the ILO Maritime Labour Convention (MLC), has issued advice to shipowners to help them pre-empt port state control problems when the Convention enters in force, next month, on 20 August.

The advice – contained in a brochure which can be downloaded free of charge via the ICS website – explains the measures that port state control officers are entitled to take, which initially will vary from country to country depending upon the date when the port state ratified the Convention. ICS Secretary General, Peter Hinchliffe explained: "The enforcement mechanism is new and is complicated by the fact that the MLC does not actually require flag states that have ratified the Convention to issue certification immediately. The ILO Diplomatic Conference which adopted the MLC in 2006 also adopted a Resolution agreeing that port states should take a pragmatic approach to enforcement for the first 12 months following entry into force worldwide. But it is still rather unclear how this will be applied in practice. Shipowners should therefore take sensible precautions." Mr Hinchliffe added: "Regardless of the progress which may or may not have been made by a vessel's flag state, ships are required to meet the standards in the Convention. Our

brochure therefore seeks to explain the current situation and the measures that operators might take to demonstrate compliance, even if they have not yet been issued with MLC certification." An important part of PSC enforcement will be the Declaration of Maritime Labour Compliance (DMLC), a part of which requires companies to complete themselves for each of their ships, and which should serve as prima facie evidence that the ship meets MLC standards. ICS therefore recommends that companies prepare, for all their ships, a DMLC Part II before 20 August, in order to minimise potential difficulties should their ships be subjected to PSC enforcement under the MLC.

In the event that the flag state has not yet ratified the Convention, or has not yet issued ships with a DMLC Part I containing details of the national requirements with which ships should demonstrate compliance, ICS suggests that companies should nevertheless prepare a DMLC Part II for all their ships – even if this has to be adjusted once the flag state is ready to issue guidance. ICS suggests that companies can refer to the model contained in the 'International Shipping Federation (ISF) Guidelines on the Application of the MLC' which were produced by ICS last year. ICS also recommends that ships carry evidence to show they have contacted their flag state requesting inspection for compliance with the MLC and the format required for the completion of the DMLC. Mr Hinchliffe remarked: "It is incumbent on flag states, even if they have not yet ratified the ILO Convention, to provide ships with a DMLC Part I as soon as possible as well as detailed advice to shipowners about preparing the DMLC Part II and the particular national format and content that may be required. Our hope is that port states will indeed take a pragmatic approach, as requested by the ILO Conference. But ship operators should not take this for granted and should ensure that they are prepared for global entry into force as far as possible." **Source: ICS**

## VLAANDEREN XVIII TERUG IN HAAR THUISHAVEN



"Sinds een paar weken ligt in de Zeebrugse achterhaven, in het Oud Ferrydok, de sleepopperzuiger '**Vlaanderen XVIII**' afgemeerd. Dit baggerschip, met Zeebrugge als thuishaven, werd in 1970 door Baggerwerken Decloedt & Zoon uit Oostende in de vaart genomen. Toen was het de grootste sleepopperzuiger ter wereld. De inmiddels drieënveertig jaar oude 'Vlaanderen XVIII' heeft een bewogen leven achter de rug. Ooit ontstond er aan boord, toen het schip in de toegangsgeul tot de Schelde baggerwerken uitvoerde, brand. Het schip werd zo goed als volledig vernield. Uit het overblijvende casco werd echter een hypermoderne sleepopperzuiger herbouwd. Tot op vandaag onderging het schip regelmatig 'upgrades' zodat het ook nu nog aan de gestelde eisen voldoet. De '**Vlaanderen XVIII**' werd destijds gebouwd bij IHC in Kinderdijk. Het schip meet 9.640 brutoton, is 124 meter lang en 23,04 meter breed. Bij aankomst in Zeebrugge was het meer dan tien jaar geleden dat het schip nog zijn thuishaven zag." **Foto / Tekst / Frank Neyts ©**





15-07-2013 : **NORWEGIAN CRUISE LINE** ship **NORWEGIAN SUN** outbound in Vancouver harbor

Photo : Robert Etchell ©

## Thome Further Expands Ship Agency Network in Asia

- Two new offices in Philippines and Indonesia
- Thome on track in agency growth bid

**Thome Group of Companies**, Singapore's leading ship manager and marine services company, announces today the opening of two new overseas agency offices in Philippines and Indonesia, effectively doubling Thome's Ship Agency network.


These new office openings follow closely behind the Thailand extension in December last year and in addition to the ship agency original home state of Singapore, Thome now has the ability to service clients regionally in four countries. The rapid organic growth of the agency comes as a result of working closely with Thome's existing offices and strong connections in the local markets.

The Thome Ship Agency office in Philippines is headed by Capt Jones Tulod, President, TSM Shipping (Phils) Inc, and will be based in the same office as the Regional Office Head Quarters in Manila. With its satellite offices in Cebu and Ilo Ilo, strategically located to cover the full range of ports in Philippines, and having just celebrated its 25 years of operations earlier this year, it is well-timed to start offering agency services, reinforcing Thome's commitment to Philippines. Additionally, the Ship Agency in Indonesia is established to provide support to the owners in Indonesia who have come to recognise and demand Thome's unmatched levels of service and efficiency. The agency is led by Charles Dawes, Agency Manager for Indonesia, complementing ship management services provided by PT Timur Ship Management and sharing resources from the same office space in Jakarta.

**Thome Group** President Claes Eek Thorstensen said: "The opening of the Philippines and Indonesia ship agency offices adds substantially to our portfolio of services and our clients can depend on us to provide high quality, cost effective agency services in this region." "We will continue to grow at an accelerated rate as long as we see the



business potential to do so with the priority being to expand in places where we have existing offices and relationships. We see the agency business becoming an essential part of services we offer in hand with ship management services and we believe our clients will benefit the most out of this arrangement." **Thome Ship Agency** offices are overseen by General Manager, Alan Mehew, who added: "In a span of six months we now have overseas agency offices in Thailand, Philippines and Indonesia. While we are still on the lookout to open other offices in this region, the focus now is to spread the word out about our ability to serve in these markets and to deliver."


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## Stavangerfjord maiden voyage

For four years, all of Fjord Line looked forward to sailing the start of the brand new cruise ferry **MS "Stavangerfjord."** Sunday night could finally captain Erik Johansen and his crew want all of 1,000 passengers welcomed on board Hirtshals in lovely summer weather. The voyage across the Skagerrak to Norway went smoothly this morning and let the big ship first docked with travelers in Risavika in Stavanger. - A better start could not have been said CEO Gert Balling before the ship continued the journey to Bergen.

Praise heaped on the new cruise ferry were many among the passengers who got to be on the maiden voyage from Hirtshals to the West Coast, about as many Norwegians on the way home as non-Norwegians on their way to vacation in Norway. The 170-meter-long ship loomed in the port of Hirtshals, and walk many took up the "Sky Lounge" and the large outdoor area on the tenth floor before the ship cast off contributed only to reinforce the impression of MS "Stavangerfjord" is going to be the queen of the waters she must operate. At Fjord Line bought me champagne on anyone who would participate in the celebration of sailing the start did not excitement aboard less. Also for the approximately three hundred children on board, the event was memorable with balloon drop and streamers.

### Mayor clip sailing rope

Earlier in the evening was the mayor of Hirtshals, Arne Boelt, solemnly received mark the first sailing with speech and ribbon cutting. The first passenger was presented with flowers, and the largest choir in Hjørring municipality singing polyphonic and beautiful ship cost.

The crew of the **MS "Stavangerfjord"** has worked hard to get all the details in place to the first exit after the ship was taken over by the shipyard in Fosen last Monday. Captain Erik Johansen expressed his greetings on behalf of the crew happy and proud to show off the great ship.

### No one will be bored on board

For passengers on the new cruise ferry is a lot to take into between Norway and Denmark. It serves food and drink for seven different restaurants and opportunities for tax-free shopping is also very good. Last night was also the premiere of entertainment on board, a show of good interaction with passengers.



The **Stavangerfjord** coming into Langesund (NO) for the first time. The vessel started the daily route between Langesund (NO) and Hirtshals (DK) - a new route for Fjordline. The photo is made from the **Agility Subsea Fabrication yard** with on the other side Langøya (making it a narrow passage). **Photo : Frank Kees ©**

#### **Innovative technology is working properly**

Before **MS "Stavangerfjord"** left Risavika in Stavanger bound for Bergen said CEO Gert Balling is very pleased with the start. - **MS "Stavangerfjord"** sail as the first cruise ferry in the world solely on liquefied natural gas, and we have confirmed that the environmentally friendly propulsion technology works very satisfactorily with passengers and cargo on board.

#### **The party continues in Bergen and Langesund**

When MS "Stavangerfjord» Bergen arriving in the afternoon will be greeted by huge fire service water spray on the fjord. There will also be a ceremony on board during the roughly hour ship docked in Jekteviken before it does turn back to Stavanger and Hirtshals. Tuesday sailing the new cruise ferry from Hirtshals to Langesund for the first time. Also where is the party at the new ferry terminal. **Source : Ferries of Northern Europe**

## **Wrak Baltic Ace moet worden geborgen**

**Het in de Noordzee gezonken vrachtschip Baltic Ace moet met lading en al worden geborgen.**

Het wrak van de op sinterklaasavond 2012 gezonken boot kan het scheepvaartverkeer en het milieu bedreigen en moet daarom van de Noordzeebodem worden gehaald, meldde Rijkswaterstaat dinsdag. Rijkswaterstaat gaat de berging aanbesteden, zodat een bedrijf in 2014 of 2015 het 148 meter lange en 7787 ton wegende schip kan bergen. De afgelopen maanden is bekeken of de berging mogelijk is en hoe de 540.000 liter olie die het schip aan boord heeft, kan worden veiliggesteld.

Het wrak ligt in een drukbevaren scheepsroute naar Rotterdam op zo'n 40 meter diepte.

Volgens een woordvoester van Rijkswaterstaat kan de eigenaar van de boot, **Ray Car Carriers**, de financiële aansprakelijkheid dankzij internationale verdragen limiteren en afstand doen van de boot. Wel zal het bedrijf een fonds opzetten, waar alle belanghebbenden een claim in kunnen dienen. Dat zal ook het Rijk doen, maar vermoedelijk zal het uitgekeerde bedrag niet alle kosten dekken en draait de overheid voor een groot deel van de kosten op.

Rijkswaterstaat betaalt ook al een flinke som geld om de plek waar het schip zonk te bewaken met boeien en een permanent aanwezig schip. Dat kost zo'n 60.000 tot 90.000 euro per maand. Bovendien lekte het wrak een tijdlang olie. Er moest een bergingsbedrijf worden ingehuurd om het lek te dichten. Ook die kosten kunnen vermoedelijk maar deels worden verhaald. Minister Melanie Schultz (Infrastructuur) liet onlangs weten dat zij wil laten onderzoeken of in het vervolg de kosten voor dit soort operaties niet of in mindere mate bij de overheid terecht kunnen komen.

De **Baltic Ace** zonk op 5 december na een aanvaring met een containerschip op ongeveer 65 kilometer van de Nederlandse kust. Het schip vervoerde 1400 auto's. Het ongeluk kostte aan elf bemanningsleden het leven; dertien opvarenden konden worden gered. De bemanning kwam uit Polen, Bulgarije, Oekraïne en de Filipijnen. **Door: ANP**

## **USCG issues report on Carnival Splendor fire**



While Carnival Cruise Lines continues to deal with the impact on bookings of the [Carnival Triumph](#) incident and subsequent problems, the U.S. Coast Guard has released the final report on the investigation into an earlier event that attracted much unwelcome publicity: [the November 8, 2010 Carnival Splendor fire](#).

The Splendor fire drew widespread media coverage. More such unwelcome publicity followed subsequent incidents

The report says the fire resulted from a major mechanical failure in the number five diesel generator (DG5).

The following extract from the report spells out the details

This casualty was initiated by a hydrolock [hydraulic locking] event which resulted in a bend in the B1 connecting rod of DG5. This condition went undetected and eventually led to a fatigue fracture of the B1 connecting rod on November 8, 2010. The fatigue fracture resulted in a loss of lube oil to the A1 cylinder and the destruction of various components of the shared crankshaft bay.

The poor condition of the air cooler on the B side of DG5 contributed to the hydrolock event. Excessive rust particles from the plating that constructed the heat exchanger base and other components at times may have performed like a check valve. When the engine was secured, drainage flow from other operating engine air coolers that did not have excessive corrosion and corresponding blockage, could push past the particles and enter the receiver space of DG 5.

When DG 5 was started the nearly 3 bar (43 psi) of air pressure developed by the turbocharger may have partially forced the particles back to the drains until they restricted flow. Fluid could have also accumulated due to a leaking tube or tubes within the heat exchange tube bank. At some point, enough fluid accumulated in the receiver and eventually entered the B1 air intake port.

The poor design of the air cooler system contributed to both the deterioration of the system and the excessive accumulation of fluid in the B side air cooler for DG5. While Carnival had recognized the problem with the air coolers on similar vessels, replaced the air cooler on the Carnival Splendor in July 2010 and took steps to prevent and manage the accumulation of fluid in the air coolers, the lack of formal procedures to document these measures and the poor condition of the air coolers (as observed post-casualty) suggests that these procedures were not routinely followed. Furthermore, the solutions devised after the July 2010 air cooler replacement were short-term fixes which relied on human intervention to manage the accumulation of water in the air cooler vice long-term engineering fixes to prevent the accumulation of fluid in the air coolers.

DG5 was equipped with a slow turn system which should have assisted in the prevention of fluid accumulation in the cylinders as well as the detection of fluid in the cylinders during starting. However, the decision by Carnival to lengthen the slow turn interval from 30 minutes to 2 hours may have made the engine more susceptible to the accumulation of fluid in the cylinders and lessened the likelihood of fluid detection when no slow turn takes place before engine start-up.

### Fire

As a result of the fatigue fracture of the B1 connecting rod for DG 5, engine components, and fuel and lube oil were ejected from the engine casing and created a pool fire on the deck plates between DG5 and DG6. This initial fire on the deck plates between DG5 and DG6 did not last very long and was likely extinguished by the Hi-Fog system or burned out on its own.

Prior to extinguishment the initial fire ignited cables in the wire ways and bundles causing a deep seeded secondary fire located directly above DG5 and DG6 which would smolder, produce smoke and ignite for hours after the casualty. This secondary fire most likely extinguished itself because of a lack of oxygen when the watertight doors were secured for a few hours during the attempt to use the fixed CO2 system.

Post-casualty analysis of the event revealed that the installed Hi-Fog system for local protection was activated 15 minutes after the initial fire started. This delay was the result of a bridge watchstander resetting the fire alarm panel on the bridge.

This was a critical error which allowed the fire to spread to the overhead cables and eventually cause the loss of power. While the fire was eventually extinguished, the failure of the installed CO2 system and the poor execution of the firefighting plan contributed to the ineffectiveness of the crew's firefighting effort. There were no injuries or fatalities as a result of this marine casualty and the vessel safely reached the port of San Diego, Calif., November 11, 2010.

As a result of this casualty and the initial findings by investigators, the Coast Guard issued two safety alerts which covered the operation, testing and maintenance of CO2 systems. Furthermore, Carnival took steps to evaluate fire safety systems, firefighting doctrine and training, and procedures for inspection and testing of installed safety systems. Specifically, Carnival has removed the 40-second time delay from the automatic activation sequence for the Hi-Fog

system and has implemented short- and long-term solutions to rectify the problems associated with the activation of the CO2 system.

There are five safety recommendations in the report addressed to Carnival, Lloyd's Register, Panama and the Coast Guard. The recommendations address the conditions onboard the **Carnival Splendor** that contributed to this casualty, as well as the problems with the CO2 system installation on all Dream class vessels. In addition, the recommendations to the Coast Guard address the need for improved guidance to enhance the conduct and evaluation of fire drills.

As a Substantially Interested State, the Coast Guard performed a safety investigation of the incident on behalf of the Carnival Splendor's flag state, Panama. The investigation included representatives from Panama, the National Transportation Safety Board, Carnival Cruise Lines (including their legal representatives and technical experts), Wärtsilä (Splendor's engine manufacturer) and various other specialists. Download the full report [HERE](#)

Source : MarineLog

## Cash-strapped STX division to get \$2.6 bn from creditors

Creditors of ailing **STX Offshore & Shipbuilding Co.** on Tuesday drew up the final rescue plan to salvage the firm from a cash crunch, which will inject 3 trillion won (US\$2.67 billion) into the company until the end of 2014, Yonhap news agency reports.

Main creditor, state-run Korea Development Bank (KDB) plans to inject fresh liquidity of 1.2 trillion won into the company this year, with the remaining 650 billion won to be provided in 2014. The KDB's normalization plan also includes a debt-equity swap worth 700 billion won.

The STX Group's three divisions - **STX Offshore & Shipbuilding**, **STX Heavy Industries** and **STX Engine** are facing liquidity shortages and mounting debt due to the downturn in the shipbuilding and shipping sectors.

## Baltic Dry Index down to 1,151 points

On July 15, 2013, the Baltic Dry Index climbed to 1,151 points, up 2 points (0.17%) against the level of July 12.

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.

## CASUALTY REPORTING







15-07-2013 : The 2003 built Hansa Treuhand GmbH & Co KG owned 175 mtr long 1740 TEU **HANSA BRANDENBURG** seen on fire off Mauritius

## NAVY NEWS

### JOHAN DE WITT ENROUTE HORN OF AFRICA





The Dutch LPD **L 801 JOHAN DE WITT** departed from Den Helder naval base bound for the Horn of Africa to become part of **Operation Atalanta** onboard the LPD are in total 400 service man including the vessels crew, Marines and 2 Air Force teams to support both



Air Force **Cougar** helicopters and to operated the

drone onboard **Photo's : Ron Damman - [www.newdeep.nl](http://www.newdeep.nl)**



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The US Navy oil replenishment vessel **USNS YUKON** arriving in Brisbane before heading north for exercises off the Queensland coast. **Photo : John Wilson ©**

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## SHIPYARD NEWS

### Mob involved in Riau shipyard dispute

A mob has taken a tugboat and a barge from a shipyard owned by Singapore-based **BH Marine and Offshore Engineering** in Batam, Riau Islands, on Sunday evening. The theft was part of a dispute between **BH Marine** and



its client, a firm known as AMB, over a business deal. AMB claimed to have paid all the costs and fees to manufacture a tugboat and two barges as well as repair costs. However, the shipyard denied to have received any payment.

Both parties then deployed a group of people to protect their interests. A witness, Agus, said AMB's mob arrived on board a number of wooden boats. They arrived at the shipyard and snatched boats that were being towed there.

Agus also claimed to have heard gunshots, although it was unclear from which direction.

At least five police officers were guarding the shipyard and together with workers they tried to prevent the mob from snatching the vessels. The police and shipyard workers, however, were outnumbered by the mob.

The mob was already in open sea when reinforcements arrived. Another witness, Arief, said he saw the mob getting onboard AMB's Catherine and Lazarus barges and Penida tugboat, which were made by BH Marine. The mob, however, failed to sail away on the AMB Catherine barge as it was still located on land. Barelang Police deputy chief Adj. Sr. Comr. Misbakhul Munawar and BH Marine security chief refused to make any statements.

Meanwhile Taufik, who claimed to be a representative of AMB, told reporters on Monday the mob did not steal the vessels as the company had paid all its dues to the shipyard. "We have asked them to deliver the vessels eight times but the shipyard refused," he said, adding the contract worth some S\$2.8 million (US\$2.20 million). **Source :**

**Jakarta Post**



The **Damen** Gorinchem built **LEMPIRA** left the builders for yard trials

**Photo : Henk van der Heijden ©**

## Sungdong delivers VALIANT (8,827 teu) to Costamare

South Korea's **Sungdong shipyard** has delivered the 8,827 teu container ship **VALIANT**, the third of five 300m long compact vessels ordered in May 2011 by Costamare. The Greek non-operating owners committed to the quintet with the backing of long-term charters to Evergreen Marine. Sungdong actually builds a total of 11 such ships: In addition to the five Evergreen units, the yard also won orders for six more units for the Mediterranean Shipping Company. Some of these will be delivered directly to MSC, whereas others have been ordered on behalf of MSC by third parties, including Costamare and Zodiac Maritime. The **VALIANT** is 300.01m long and 48.20m (19 rows) wide. She is thus one example of the growing number of compact wide beam ships in the size range of about 9,000 teu.

The new ship has been assigned to the Far East to ECSA service 'ESA' (#481) jointly operated by Coscon and Evergreen and - since mid-June - Zim. She will replace the 3,842 teu **KYPARISSIA** and therewith contribute to the service's significant upgrade in capacity. **Source : Linervision**

## ROUTE, PORTS & SERVICES



## Damen Anchor & Chain Factory (AKF) expands her ready available stock anchors.



**HYT-12 type** anchors from this manufacturer are of high quality, LRS certified and in smaller sizes commonly used for Damen new buildings.

The bigger **HYD-14** ABS certified off-shore mooring anchors **Damen Anchor & Chain Factory** demonstrates the serious intention of Damen to become a respectable supplier and partner for the versatile marine off-shore market.

In case you have any inquiry for anchors, anchor chains and accessories, please, feel free to contact **Damen Anchor & Chain** sales department for further information.

During the last week of June 2013 the first shipment of additional stock size **HYT-12** and **HYD-14** anchors has arrived. The direct available range for **HYT-12** anchors has increased up to 2.140 kgs and for **HYD-14** anchors up to 7.000 kgs.

**Theo Kloosterman**, Manager of **Damen Anchor & Chain Factory**, say "we have entered in January 2013 an agreement with Jiangsu Ziangsheng Heavy Industries from China to become her exclusive dealer in Europe for her products. This Chinese anchor manufacturer produce Class certified anchors which are ready available from stock in Schiedam (Europoort, the Netherlands) at competitive prices as alternative for European products". The left seen **HHP**





## The world's largest container ship, docked at Vostochnaya Stevedoring Company terminal

This week **Vostochnaya Stevedoring Company** was the first port of call for the new Triple-E container ship **"Maersk Mc-Kinney Møller"**, named after Mr. Maersk Mc-Kinney Møller who transformed A.P. Møller-Maersk into the world's largest transport and infrastructure group, said in the company's press release.

**"Maersk Mc-Minney Møller"** is the world's largest container ship with 18,340 TEU capacity, and is 399 meters long, 59 meters wide, and 73 meters high. The ship was built in South Korea at Daewoo Shipbuilding & Marine Engineering and on 18th June, after two weeks of testing, the ship was transferred to its owner.

The container ship was moored at VSC on 6th July for servicing and after completing operations left for the South Korean port of Pusan. Currently, VSC is Russia's only stevedoring company licensed to receive vessels of this class and size at its berths. Global Ports Investments PLC is the leading operator of container terminals in the Russian market.

Global Ports' terminals are located in the Baltic and Far East Basins, key regions for foreign trade cargo flows. Global Ports operates three container terminals in Russia (Petrolesport and Moby Dik in St. Petersburg, Vostochnaya Stevedoring Company in the Vostochny Port) and two container terminals in Finland (Multi-Link Terminals Helsinki and Multi-Link Terminals Kotka). Global Ports group also includes Yanino Logistics Park located in the vicinity of St. Petersburg and a major oil product terminal, Vopak E.O.S., in Estonia.

Global Ports' consolidated revenue for 2012 was USD 501.8 million. Adjusted EBITDA for 2012 was USD 288 million. The Group's Russian Ports segment handled a total container throughput of approximately 1,450 thousand TEUs in 2012 (excluding Yanino).

Global Ports major shareholders are Transportation Investments Holding Limited (operating under the brand name of N-Trans), one of the largest private transportation and infrastructure groups in Russia (37.5%), and APM Terminals B.V., whose core expertise is the design, construction, management and operation of ports, terminals and inland services with a global terminal network of 62 operating port facilities and 160 Inland Services operations, giving APM Terminals a global presence in 68 countries (37.5%). The remaining 25% of Global Ports shares are in public hands and held in the form of global depositary receipts listed on the Main Market of the London Stock Exchange.

## Revolutionary vapour recovery unit operational

**MariFlex' MVRU-1100 solves degassing and VOC emission problems for inland barges**



Within a few months trans-shipment between inland tankers and sea vessels will go a lot faster and safer thanks to the **Mobile Vapour Recovery Unit (MVRU-1100)** of Vlaardingen based company **MariFlex**. The mobile unit that was flown in from America earlier this year has been modified and made operational in order to assist terminals and inland barges degas without polluting the atmosphere. Utilising nitrogen in the process means that tanks can be degassed and inerted during the same operation. By deploying the MVRU harmful emissions and vapour from sea vessels and



inland barges in the Netherlands can be reduced to a level that complies fully with existing environmental regulations. Emissions of gaseous, sometimes smelly gases to the atmosphere may be a thing of the past as more operators utilise the MVRU.

The MVRU is capable of inerting tank atmospheres as it removes gassy vapours. Inerting barges with nitrogen makes oil transfers between ships and inland barges safer and enables petroleum vapours to be kept within the cargo tanks using a process called 'Vapour Balancing'. MariFlex engineers, using their own knowledge and expertise, have modified the installation in the past few months in order to meet Dutch emission requirements. At the moment the MVRU can process 600 cubic meters of gas an hour and extract 99.9 percent of all hydrocarbons.

„When the unit arrived from America we found out adjustments were needed. We took our time to make sure the unit works properly,” says MariFlex Managing Director Gerd Jan van de Pol. He explains that his team is improving it so that it can finally extract and process its designed capacity of 1100 cubic meters an hour. He expects the MVRU to be deployable in September. MariFlex wants to be the first company to solve the problem of degassing ships and also hopes to speed up trans-shipment between sea vessels and inland barges in Dutch ports. At its new location at Zevenmanshaven the company owns a 60 meter long jetty, where gas free inland tankers can be inerted. Other potential clients are terminals, inland barges and vessels that are required to be gas free and inert prior to proceeding to dry-dock for repair. According to commercial director Edwin van Noord a lot of parties are interested in the MVRU. „As we speak we are being approached by oil companies who want to rent the unit for a year, deploying it in both Amsterdam and Rotterdam. After the first MVRU is fully operational we could build at least four more,” he says.

The MVRU draws all the vapours out of the ship and pushes them through a condenser that uses non-polluting cold nitrogen to liquefy the gasses in order to capture them. VOC emissions are reduced to the required state regulation levels. Having the size and dimension of a 20 feet TEU container and weighing 'just' 5000 kilo, the unit is mobile and can be deployed quickly. The technique of refrigerated vapour recovery is developed by American company Purgit and improved and adapted for the Dutch market by the **MariFlex Group**. More information: [www.mariflex.net](http://www.mariflex.net)

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## Cargotec strengthens MacGregor portfolio by acquiring Hatlapa Group

**Cargotec's MacGregor** has entered into an agreement to acquire privately owned **Hatlapa Group**, merchant ship and offshore deck equipment provider, for an enterprise value of EUR 160 million. Hatlapa's main products are a wide range of winches, steering gears, compressors, multi-deck-handler cranes, and other winch related handling equipment. The company's service business includes spare parts, maintenance, refurbishment and training. By acquiring Hatlapa, Cargotec will strengthen MacGregor's portfolio and market position and become a global leader in winches.

Hatlapa was founded in 1919 and is headquartered in Uetersen, Germany. Today, the company has 585 employees of which the majority is located in Germany, Norway and Asia. Its sales are expected to be around EUR 120 million in 2013. The company has production facilities in Germany and Norway for manufacturing strategically important components and products, but approximately two thirds of the production is outsourced to third parties. "This acquisition is an important step in executing MacGregor's growth strategy and providing customer-focused solutions in both merchant shipping and offshore segments. The markets are consolidating and MacGregor wants to take an active part in this development. Hatlapa complements MacGregor's present offering and Hatlapa's strong position in winches will make us a leading player in global winch markets. We see a significant growth potential in offshore and are now better equipped to grasp those opportunities. Hatlapa has an excellent management with pioneering attitude similar to MacGregor. Together we make a strong team with good results. Hatlapa also provides excellent opportunities within services," says Mikael Mäkinen, President, MacGregor.

"MacGregor provides us access to a larger customer base and unique world-wide service network. Joining forces creates exciting opportunities for innovation and expansion into new markets," says Dr. Hubertus Hatlapa, Chairman, Hatlapa. "Our operating culture is alike and becoming a member of MacGregor is seen as positive news to all of us at Hatlapa," Dr. Hatlapa continues.

Hatlapa Group's three shareholders will continue to have an active role in the business after the transaction. This commitment is reinforced through their participation to a Cargotec level capital loan of EUR 35 million which in part consideration of the purchase price can be transferred to MacGregor equity prior to planned IPO. This arrangement supports planned IPO and MacGregor's growth plans.

**Hatlapa** will be fully integrated into **MacGregor** operating structure and will continue its business as a new business line within MacGregor. Hatlapa's reporting will be consolidated into MacGregor's financial reporting once the transaction has been completed. The acquisition is subject to regulatory approvals from competition authorities, which are expected to be received during the second half of 2013.



STEMAT's **BRIGIT P** passing Schiedam - Photo : Jan Simons ©

## Norwegian Cruise Line Confirms Order for Second Breakaway Plus Vessel

Norwegian Cruise Line announced that it has confirmed an order for a second "**Breakaway Plus**" cruise ship with **MEYER WERFT GMBH** of Papenburg, Germany for delivery in spring 2017. Along with the first Breakaway Plus ship, which is scheduled for delivery in October 2015, these two new vessels will be the largest in the line's fleet at approximately 163,000 gross tons and 4,200 passenger berths each and will be similar in design and innovation to the line's current Breakaway class, the first of which, **Norwegian Breakaway**, launched in New York in early May.

The combined contract cost of the two **Breakaway Plus** class ships is approximately EURO1.4 billion. The company has export credit financing in place that provides financing for 80 percent of the contract price.

"The incredible response we've received from guests, travel agents and media regarding **Norwegian Breakaway** only reinforced our decision to add a second Breakaway Plus vessel to our fleet," said Kevin Sheehan, Norwegian Cruise Line's chief executive officer. "With groundbreaking elements, yet to be announced, and an additional deck to incorporate further innovations, our two Breakaway Plus ships will provide guests even more ways to experience all that the new Norwegian has to offer."

MEYER WERFT delivered **Norwegian Breakaway**, the first of Norwegian's two new 146,600 gross ton, 4,000-passenger Breakaway class vessels on April 25, 2013; and will deliver **Norwegian Getaway**, in mid-January 2014.

"We're very pleased to build all these innovative ships for Norwegian Cruise Line," said Bernard Meyer, managing partner of MEYER WERFT. Prior to the Breakaway class ships, MEYER WERFT built Norwegian's four Jewel-class ships - **Norwegian Gem** delivered in 2007, **Norwegian Pearl** and **Norwegian Jade** delivered in 2006, and **Norwegian Jewel** delivered in 2005. These two new Breakaway Plus vessels on order will be the tenth and eleventh that the Company will build with MEYER WERFT.

## Spanish ports need to cut costs

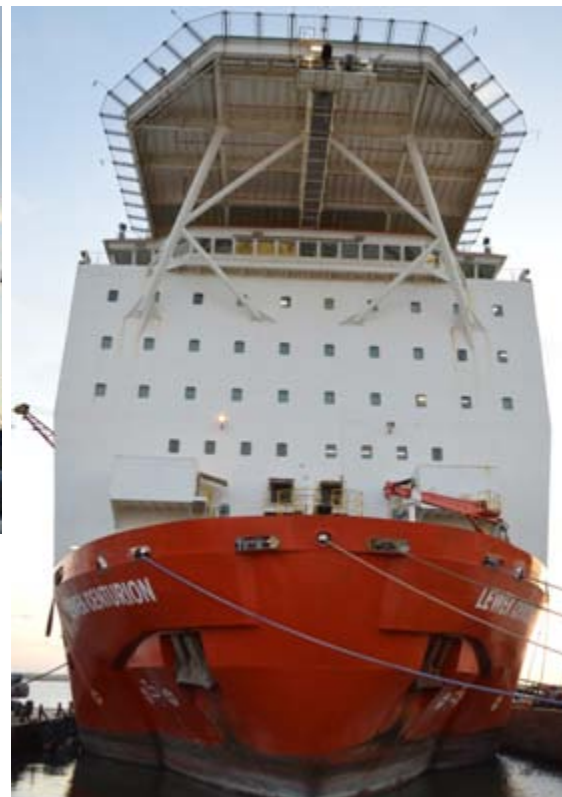
José Llorca, president of Spain's National Ports Authority, has said that the organisation is looking into ways of modifying legislation to reduce berthing and cargo handling costs.

Port charges for the use of infrastructure and fixed costs paid by the concessionaire for the private use of public land need to be reduced, he acknowledged. Mr Llorca has suggested that the link between land values and annual interest rates to be cut, financial incentives should be offered for transit traffic, and simplified rates be made available for finished vehicles traffic. He also wants it to be easier for the private sector to invest - so that ports can reach 75% occupancy levels - and concession periods need to be extended to a maximum of 50 years to reflect modern operating conditions. In May, overall tonnage handled by Spanish ports grew by 0.9%, following six months of continuous decline. The National Ports Authority celebrated by announcing that unions have provisionally agreed to extend the existing collective bargaining agreement for a further four years. However, organised labour at Algeciras is still pushing for a 20% pay hike, according to box terminal, TTIA, which is now being hit by a series of partial strikes, having offered its workers just 10%. **Source: Port Strategy**

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The recently acquired **LEWEK CENTURION** (ex Ceasar) the vessel will be mobilised from Corpus Cristy to The Netherlands soon for a pipelay project for **Wintershall** and **Cecon**. **Photo's : Kees Mosterd ©**





# Aker Solutions acquires UK engineering company I.D.E.A.S

**Aker Solutions** has acquired UK specialist engineering company **International Design Engineering And Services Ltd (I.D.E.A.S)** to boost its asset integrity management services, said in the company's press release.

Glasgow, Scotland-based **I.D.E.A.S.** has developed software and technology that dramatically improves the quality and accuracy of integrity and life time analysis for oil and gas assets. The analysis can be applied in all phases of the development of an installation, from design through construction, operation and life extension.

"This technology strengthens our offering of asset integrity management services," said Tore Sjursen, head of Aker Solutions' maintenance and modifications business.

"It can be used to predict the lifetime of an installation in a more effective manner. It also helps us plan more targeted maintenance and inspection activities, and increases the quality and precision of our services," said Sjursen.

Aker Solutions' asset integrity management services include maintenance engineering, integrity management and advanced inspection and monitoring services, throughout the lifetime for all parts of an onshore or offshore installation. These services help clients reduce risk and increase utilisation of installations. The parties decided not to disclose financial details of the transaction.



## Buss Capital takes delivery of OCEANIA (1,714 teu)

Germany's **Buss Capital** has taken delivery of the 1,714 teu Wenchong 1700-MK2 type ship **OCEANIA**, an evolutionary successor type of the popular Wenchong 1700-MK1 standard design.

While the design retains the general characteristics of the MK1, the new series features an entirely redesigned hull and superstructure. The MK2 type has a lower draft and deadweight and comes equipped with an electronically controlled Sulzer-Wartsila RT flex engine, compared to the mechanically controlled MAN B&W engines of the MK-1 type. Just slightly shorter than the MK1 type, the MK2 remains within the limits of the Bangkokmax dimensions and is thus allowed to navigate the Chao Phraya River.

The vessel is the third of four similar ships that Buss ordered in February 2011 at China's Guangzhou Wenchong Shipyard for delivery between late 2012 and mid-2013 and she follows the **OLIVIA**, delivered in January.

Of note, the German Buss Group, based at Hamburg, is a major operator of multipurpose terminals and Buss Capital is the group's investment vehicle. It is not to be confused with the Leer-based Hermann Buss group, which also includes a financing and ship management company. Since Hamburg's Buss group does not have an own ship management branch, the technical management of the **OCEANIA** and her sisters has been outsourced to Reederei Gebrüder Winter, also located at Hamburg.

The new **OCEANIA** has found a charter with the APM-M's group's intra-Asia carrier MCC Transport. Shortly after her delivery, the ship will receive the charter name **MCC SHANGHAI**. It will join MCC's SH11 China-Korea-Philippines service, where it is to fill the gap left when MCC moved its 1.713 teu vessel **MCC SEOUL** to its Straits to Cambodia service (#687). Buss Capital will receive one more ship of the type. To be named **OCTAVIA**, this vessel is scheduled for delivery in early 2014. **Source : linervision**



**VandeGrijp** Rental's **Splitbarge G 502** outbound to the North Sea on Saturday July 13th . She was being towed by **MTS Vector** and is on her way to Scotland to assist with dredging work. **Photo : R.P.J. 't Hart ©**

## High demand for BSR valve rotators



The **Märkisches Werk GmbH (MWH)** ball spring rotator (BSR) is a device developed to improve the quality and function of the proven ball and spring rotation mechanism. It provides reliable valve rotation for many operating hours. As a result valve life can be very significantly extended."

Simplex-Turbulo has added the BSR valve rotator to their range of spare parts and Richard Blair, who is responsible for their purchase, is very excited about this particular component, developed as a result of specific requests from customers for a more robust and reliable rotator.

"Every detail of these valve rotators is designed with the engineer in mind," enthuses Richard. "Robust and high quality, the rotators can be disassembled and each individual part can be replaced. There is

even a small indentation in the metal so you can check the valve is spinning. Honestly, it is a work of art". Customers clearly think so too. Over the last two weeks Simplex-Turbulo has sold over 72 BSR valve rotators, and purchased an additional 32 to add to the stockholding. Why the sudden demand? Although there are clear technical advantages to the BSR, Richard thinks the main reasons behind the increased sales are essentially practical. "In fact I think these recent orders for the BSR have been supply-driven; the BSR seems to have an excellent lead-time" he suggests. "Of course the high quality of these components is taken as read", he adds.

This is hardly surprising, since the German manufacturers, Märkisches Werk Halver GmbH (MWH), have been highly respected makers of cylinder head components for many decades, with a consistent commitment to R&D. The MWH BSR outperforms standard valve rotators and provides more reliable and constant valve rotation over the entire operating range of the engine. This ensures sufficient valve rotation even in adverse conditions.  
[www.simplexturbulo.com](http://www.simplexturbulo.com)



The **PALATINE** outbound from Rotterdam Calandcanal - Photo : Harry van den Berg ©

## **Crowley muscled out of Bahamas by MSC: local port development chief**

JACKSONVILLE's **Crowley Shipping's** decision to exit the Bahamian market was driven "110 per cent by competition" from Geneva-based **Mediterranean Shipping Co (MSC)**, according to Arawak Port Development Company (APD) chief executive Michael Maura.

While revealing that the collective cargo capacity to Nassau was currently 52 per cent empty, Mr Maura told the Bahamas Tribune that Crowley's pull-out had been prompted by its "deeper pocketed" rival, MSC, starting a direct Jacksonville-Nassau service of its own.

Disclosing that Crowley had informed him it had not made a profit on its Nassau services since 2006, Mr Maura added that the company had not been able to grow its Bahamas' shipping market share beyond 17-18 per cent during 19 years. Noting that Crowley had also admitted to him that its shipping rates were now four per cent less than they were in 2006, the APD chief indicated that overall market conditions, together with the increased competition from MSC, were responsible for its move. "In an effort to maximise the utilisation of its vessel, MSC is making sales calls on suppliers in the north Florida and southeast US and offering rates likely lower than those offered by Crowley," said Mr Maura.



## MARITIME ARTIST CORNER



The **VIKING POSEIDON** with in the background the LNG Tanker **NEPTUNE** a painting made by maritime artist **Rob Andrew** ©

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



The 2012 built NLD flag and owned semi-submersible heavy load carrier **FINESSE** loaded with module wellhead deck **GOLDEN EAGLE** in a position of 20 miles offshore Marsaxlokk, Gozo on her way to Rotterdam, The Netherlands from Jebel Ali, United Arab Emirates on Saturday 13th July ,2013 .

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

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