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Yesterday the ex ECHO was shifted in Willemstad (Curacao) to the Nieuwe werf to take bunkers , the vessels new name is FRANCISCA I and the vessel flies now the Panamanian flag.

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

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore

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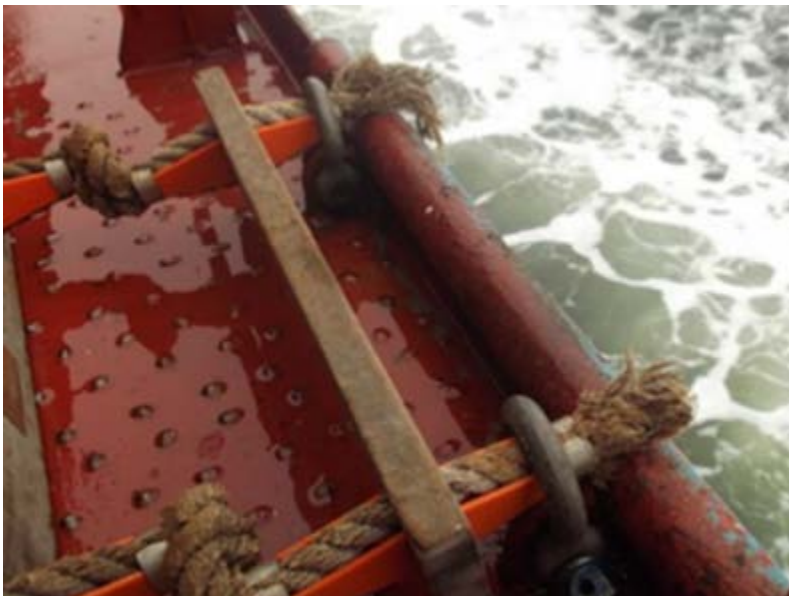
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Panoramic photo of King George Dock in Hull, with the cruise ship "Discovery" on the left, as seen from the monkey island of the **Pride of Bruges**. Photo : Ruud Kempe ©

Check Your Pilot Ladders!



The **UK Maritime Pilots** note that during a recent pilot disembarkation from a dry cargo vessel, both ropes on the pilot ladder parted simultaneously causing the pilot to fall approximately 2.0 meters to the deck of the pilot launch.

The pilot was incredibly fortunate that he only sustained injuries to his ankle, and that he was not killed or more seriously injured in the fall.

Transferring pilots is a hazardous operation and pilots make every effort on their part to minimize their personal risk when transferring to and from a ship, however the ladder they use to scale up and down the vertical side of a ship is something they must trust the ship operator to maintain, or in the case of a 2011 incident involving a US naval warship, rig up properly...

make the following recommendations:

In their safety alert dated 11 June, the UK Pilots

- Prior to using a pilot ladder confirm with the vessel's Master that the pilot ladder is safe to use and complies with all International Regulations.
- Pilots and Deckhands should visually inspect a pilot ladder for any obvious defects prior to its use.
- Pilot ladders are made of natural fibre rope and wood. Such materials can be subject to degradation from chemicals and cargoes which may impair the strength of the ladder and make them unsafe. Pilots and launch crew should be aware of this as part of their visual inspection.
- If there is any suspicion that a pilot ladder is unsafe – DO NOT USE.
- Defective ladders must be reported to MCA.

Source: UK Maritime Pilots.



The **SMIT BARRACUDA** in her new colours spotted in Rotterdam Waalhaven – Photo : Michel Kodde ©

BIMCO Updating War Risks Clauses

The 2013 editions of CONWARTIME and VOYWAR have been published and are available to download free of charge from the BIMCO website along with explanatory notes. BIMCO recommends that if you are using charter parties containing the 1993 or 2004 editions of CONWARTIME or VOYWAR, you replace these clauses with the new 2013 edition. The latest versions have been developed in response to views recently expressed by the Courts (notably the case of the Triton Lark) as well as changes in specialist cover provided by insurers. BIMCO will incorporate the 2013 editions in all new and revised standard contracts. For a more detailed description of the changes to these two important clauses please see Special Circular No.5, dated 16 July 2013.

Special Circular No. 5, 16 July 2013: Revised War Risks Clauses for Time and Voyage Charter Parties.

https://www.bimco.org/en/news/2013/07/~media/Chartering/Special_Circulars/SC2013_05_R1.ashx

War Risks Clause (CONWARTIME 2013)

https://www.bimco.org/Chartering/Clauses/War_Risks_Clause_for_Time_Charters.aspx

War Risks Clause (VOYWAR 2013)

https://www.bimco.org/Chartering/Clauses/War_Risks_Clause_for_Voyage_Chartering.aspx

Source: BIMCO

Boxship Builders Picking Up the Pace?

Containership building is dominated by South Korean and Chinese shipyards, who together accounted for 86% of the capacity on order at the start of July. South Korean yards have contracts for 1.76m TEU, while Chinese yards have just over a million TEU on their orderbook. However, until now the two key building nations have been largely focused on distinct size sectors, and have displayed differing delivery performance versus schedule.

Size Sector Focus

The Graph of the Month shows that containership building has become increasingly dominated by South Korean and Chinese yards, with Japanese shipyards in particular losing market share. Generally, South Korean yards specialise in building large, technically advanced boxships. The average vessel size on order in South Korea is 11,174 TEU, while

76% of contracted vessels are of 8,000+ TEU. In May, Hyundai Heavy Industries in Ulsan took an order for a series of 18,400 TEU ships, while the first of Maersk's 18,270 TEU Triple E vessels has just been delivered by Daewoo's Okpo shipyard. In comparison, Chinese shipyards have thus far tended to focus on relatively smaller and simpler containership designs - the average size of boxship order in China is a significantly smaller 5,108 TEU. Just 27% of boxships on order in China are of 8,000+ TEU, compared to 49% of the overall containership order-book. In the very large size sectors, Chinese yards are reportedly keen to start contributing heavily, but without a proven track record of prompt delivery, they may find it difficult to compete with the well-established South Korean players.

Slippage Slipping?

Overall rates of non-delivery (comparing start year delivery schedules with actual deliveries) have been falling since 2009. However, rates differ significantly between countries. In the first half of 2013, South Korean yards have been delivering ahead of schedule, particularly in the larger sizes where they are dominant. Last year their rate of non-delivery was 14%, falling from 19% in 2011. Meanwhile, so far this year, Chinese yards have a non-delivery rate of 33%, the same as in full year 2012, but a better performance than 2011 when less than half of their scheduled newbuild capacity hit the water. Globally just 67 boxships of 0.45m TEU remain on the order from pre-2009. As such, overall rates of non-delivery may well continue to fall.

The Impact on Supply

The fact that South Korean shipyards are delivering ahead of schedule so far in 2013, and that their orderbooks are dominated by very large capacity containerships, has had a significant impact on annual delivery projections. This is despite the stubbornly higher rate of non-delivery in China. The overall 2013 full year delivery forecast has been driven up to 1.55m TEU, which, if reached, would represent the largest ever year for containership deliveries.

Source: Clarksons Research Services

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The **FAIRMOUNT GLACIER** and **SMIT AMANDLA** moored at Q 500 in Cape Town – Photo : Aad Noorland ©

NEW BBC XINGANG IN SINGAPORE



The recently delivered **BBC XINGANG** on her maiden voyage from Shanghai made a



bunkerstop in Singapore last Friday afternoon before heading for Tuticorin the 125.8 mtr long and 9279 DWT **BBC XINGANG** is built at **Tianjin Xingang Shipbuilding Industry Co Ltd** - Tianjin Yard under hull No.: 357-8 flies the Antigua & Barbuda flag and is operated by

Briese Schifffahrts GmbH & Co The vessel is powered by one **MaK, Caterpillar Motoren GmbH & Co. KG** – Germany built 7M43C, 4 Stroke, Single Acting, In-Line (Vertical) 7 Cy. 430 x 610 engine of 9517 hp giving the vessel a service speed of 16.5 knots **all photo's : Piet Sinke ©**





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News about the Challenge Business



Dutch Marine Service Company **MariFlex** (www.mariflex.net) and **Dutch Sailing School Demarage** (www.demarage.nl) are nearing the date of delivery of the renown BT Global Challenge yacht CB 35, formerly known as **Sundowner** and **Courtaulds International**. After a comprehensive refit at Berthon Shipyard in Lymington UK, this 67' Devonport built (1996) former Challenge Business yacht is presently being outfitted for a world circumference that will take her to many beautiful places, but most of all Singapore. Her present owner **MariFlex** President **Ruud Cogels** has had the wish to sail back to Singapore ever since he left the Island State in 1994 after a 4 year professional career in the Marine industry here. With the forthcoming delivery of the "**MARIFLEX CHALLENGE**" (the yacht's new name) this dream of the owner is

finally coming across the horizon. Sea trials before delivery in the waters around the "Solent" and an extensive sailing period around Europe, will be followed by the final preparations of this impressive yacht for Round The World Trip to be undertaken.

The **Global Challenge** (not to be confused with Global Challenge Award) was a round the world yacht race run by Challenge Business, the company was founded by Sir Chay Blyth in 1989. This unique race was held every four years, and took a fleet of one-design (or matching) steel yachts, crewed by ordinary men and women who have paid to take part, round Cape Horn and through the Southern Ocean where winds can reach 70 Kn (130 Km/h). It was unique in that the race took the west-about route around the world against prevailing winds and currents - often referred to as the 'wrong way' route. The route of the race covered a distance of some 29,000 Nm. (54,000 Km). The event claimed the motto "The World's Toughest Yacht Race" and was the ultimate sailing challenge for amateur sailors. In the BT Global Challenge Of 1996/97 a fleet of 14 Challenge 67





UK to Brazil, New Zealand, Australia, South Africa, and the United States. The US was the last country they visited before returning home to the UK in July that year. The last leg of the race, was a 3,000 mile sprint across the Atlantic from Boston to Southampton (UK). After the race the yacht was sold to corporate owners who sailed her across the Atlantic and she was kept in the US for a while before being sold to a private UK owner. In 2011 she came to the attention of the present owner and after various capacious inspections she changed hands in December 2012.

The sailing world will be kept in the loop of the whereabouts of this formidable yacht, through news bulletins in various marine publications and a monthly update of the state and location of the yacht. Booking sailing cruises (www.demarage.nl) on board the "**MARIFLEX CHALLENGE**", presents a fantastic opportunity to experience an "Ocean Racing" like experience that guarantees a memorable event for those participating. These cruises are aimed at the feeling and the experience to feel what it is to be able to sail with such a large racing ship. A professional crew, that is always on board to manage the sailing yacht 24/7, will always be happy to demonstrate how the boat works. Together with them the guests will get the confidence to sail on this magnificent yacht. Currently the entire sailing yacht is nearing completion of a total refit to meet the standards and requirements typical for sailing school Demarage. These more than meet international safety standards and requirements that you would expect on such an ocean sailing yacht. For more information and news on SY "**MARIFLEX CHALLENGE**" go to www.demarage.nl

yachts set out from Southampton in driving rain and gales. Rigging problems struck in the Southern Ocean and one of the yachts was dismantled and another suffered a snapped boom half way between Sydney and Cape Town. Three weeks later and having suffered several storms with wind speeds in excess of 50 Knots (93 Km/h), In April 1997 Pause to Remember sailed into Cape Town and June 9th 1997 Six of the yachts arrived in Boston. Moored up in Boston were Group 4 (the overall later winner), Motorola, Toshiba Wave Warrior, Courtaulds International, Concert and Save the Children. The remaining eight boats in the fleet arrived in Boston between 3/4 days later. They had raced on this leg from Cape Town (South Africa) to Boston, a 7,000 mile journey that had taken them up the coast of West Africa, over the Equator, through the Doldrums and into the North Atlantic. This was the first time an international yacht race had come to Boston, and the BT Global Challenge fleet spent two weeks there. With these impressive yachts berthed at Rowes Wharf for repairs, the public was allowed on board to have a 1st hand view and to chat to the professional skippers and amateur crews as they went about their work on their craft. The yachts, crewed by amateur sailors who came from all walks of life, each had a crew of thirteen volunteers and this race had taken them from





CMA CGM adds further Far East – Europe loop through slots



The **EVER LADEN** moored in Zeebrugge - Photo : Henk Claeys ©

CMA CGM announced May that will add a ninth weekly Far East – Europe loop to its portfolio by means of slotting on the joint service (#2239) offered by Evergreen ('CEM') and Hanjin ('ANN' formerly branded 'CUS'). The CMA CGM's slot allocation coincides with a slight restructuring of the loop. CMA CGM 'FAL16' started with the 8452 TEU **EVER LADEN**, which vessel was sailing from Ningbo on 9 June and made her first call at the **Zeebrugge International Port Terminal (ZIP)** at July 19th

Calls at Colombo are to be added both ways, alongside Tanjung Pelepas and Qingdao. In Europe, the ports of Zeebrugge and Algeiras will be included, resulting in the following rotation:

Rotterdam, Felixstowe, Hamburg, Zeebrugge, Algeiras, Suez Canal (waypoint), Colombo, Qingdao, Shanghai, Ningbo, Yantian, Tanjung Pelepas, Colombo, Suez Canal (waypoint), Rotterdam.

The loop is almost an **Evergreen** standalone service, with **Hanjin** providing only one out of nine ships. The loop turns in 11 weeks, with two skipped sailings per cycle. It employs a fleet of 9,200 teu ships, but because of the skipped

sailings, its average weekly capacity only stands at 7,300 teu. **CMA CGM** will join **K-Line**, **Yang Ming** and **Coscon**, which already have a slot allocation on the 'CEM' / 'ANN'. Source : Linervision



The **Boskalis** Backhoe Dredger **WODAN**, working for '**Terramare Eesti ou**', a full **Boskalis**' daughter, in the Port of Sillamae. She is loading the Mighty Split Hopper Barges **Longsand** and **Corksand**, who dump the dredged spoils offshore. **Terramare** is hired to deepen the harbor to allow vessels to enter in readiness for the new quays.

Photo : Ferry Hoosemans ©

Barge Master Platfrom Contracted by Boskalis



Aerial view of Barge Master platform: **Photo courtesy of the manufacturers** Barge Master has received a Letter of Award from Boskalis International for employment of the Barge Master motion compensated platform during phase 3 of the Malampaya project, off The Philippines. The Barge Master system will be used during the second half of 2014 for the installation of a permanent bridge between a newly installed depletion compression platform (DCP) and an existing shallow water gas production platform (SWP). The Malampaya project will be executed by Boskalis for Shell Philippines Exploration B.V. and comprises the installation of an offshore depletion compression platform at the Malampaya gas field, in the Republic of the Philippines. The new multi-purpose construction DP2 vessel Ndeavor plays a pivotal role in this project.

During phase 3 the Barge Master system will be placed on the Ndeavor. The permanent bridge which is to be installed between the two platforms will be loaded onto the Barge Master platform and sailed out to the project location. Once on site, the bridge will be held still by the Barge Master in order to be lifted off safely by two temporarily installed lifting arrangements. Industry experts have recognized Barge Master as a solution to the age-old problem of sea-induced motions during offshore installation work. Barge Master develops and produces wave compensated platforms for the marine and offshore / near shore construction industry. Motion compensation platforms for cranes or supply barges are typical examples of Barge Master applications. Developed together with Bosch Rexroth and Marin maritime research institute, Barge Master provides :

- Increased safety during offshore lifting and supply operations
- Increased workability during offshore lifting and supply operations
- Flexible solution by using standard barges, cranes and vessels
- Low cost solution

Barge Master has built the first full scale platform, a 700mT system, ready for immediate commercial use, and is currently developing adapted versions of the Barge Master to accommodate different uses. **Source : MarineLink**



The **LOUISE KNUSEN** outbound from Amsterdam – **Photo : Simon Wolf ©**

RNLI lifeboat week

Preparations are currently underway within The Hildreds Shopping Centre in Skegness, as it gets ready for Lifeboat Week, started yesterday (Saturday). The centre will be helping to raise as much money for the Royal National Lifeboat Institution (RNLI). During Lifeboat Week (July 20 – 28, the centre will display its 16ft model of the Lincolnshire Poacher lifeboat which has helped to raise in excess of £750,000 for the RNLI. "The Lincolnshire Poacher was built in 1992 by the Hildreds Shopping Centre's staff to educate people about the potential dangers of the sea and the dedication shown by the RNLI. This year in addition to the display, we will be turning Unit 16 into a pop-up RNLI shop complete with The Hildreds life-sized animated Jolly John Coxswain of the Skegness lifeboat - who will be telling the history of the lifeboat station in Skegness and even singing the odd sea shanty or two," said Steve Andrews, for the centre. A cheque presentation to the lifeboat crew will also take place during the week from donations received from the sale of artwork from the H-art Gallery in The Hildreds. The centre has supported the RNLI since it opened in 1988.

Source : Skegness Standard

Gateshead marine hijack and kidnap insurers sold

A Gateshead-based firm that specialise in marine hijack, insurgency and kidnap have been acquired by global insurance group. Guernsey headquartered **Barbican Group** have acquired the Tyneside insurance broker for an undisclosed sum. Experts from the Corporate Finance team at Ward Hadaway provided legal advice to shareholders of

Seacurus, that will continue to operate under its own brand. Seacurus has developed to become a leading provider of marine kidnap and ransom insurance, offering a range of products designed to help companies in the shipping industry manage a wide variety of operating and financial risks. Thomas Brown, managing director of Seacurus, said: "Becoming part of Barbican provides us with an excellent platform from which to further expand and enhance the comprehensive range of bespoke solutions we deliver to our clients in the shipping industry. "We look forward to working closely with our new colleagues to achieve this." Robert Thompson, corporate finance partner at Ward Hadaway, led the firm's team advising Seacurus on the deal. Robert said: "Seacurus has carved out a reputation for its expertise in providing specialised insurance to help marine companies deal with a wide range of risks unique to the sector. "The company's acquisition by Barbican Group Holdings opens another chapter in its history so we were delighted to be able to assist in that process." Thomas Brown said: "Robert and his team at Ward Hadaway gave superb support and advice to us throughout the sale process – it was very reassuring to have them on our side." Barbican Group Holdings is a diverse insurance and reinsurance business formed in 2007 and established as an specialist underwriter across a broad range of business lines. David Reeves, chief executive officer of Barbican, said: "This acquisition marks a significant milestone in the continuing growth of our marine operations. "Seacurus has built a leading position within the marine insurance broking sector, particularly in the kidnap and ransom arena. Its success reflects the experience and expertise of its team, led by Thomas Brown. "Seacurus is an excellent fit for Barbican and we see clear synergies between us, not only in terms of the portfolios of business, but also the culture which exists in each organisation." **Source: Bdaily Business News**



The **HUMBERBORG** outbound from Rotterdam – Photo : Ria Maat ©



Egypt - Naval Inspections of Vessels Transiting the Suez Canal

The Managers have been advised that as a consequence of the ongoing political tensions in Egypt, the Egyptian Navy in Port Said is now carrying out inspections of vessels due to transit the Suez Canal on behalf of the Suez Canal Authority (SCA) Inspection Committee. This measure has been introduced as an additional precaution to ensure the security of both the Suez Canal and of vessels in transit.



The **MAERSK SEMARANG** passing the Suez Canal – Photo : Piero Corona ©

Egyptian Navy personnel are selecting vessels at random to check that there are no weapons or illegal cargo on board, and that the vessel's certification and cargo documentation are in order. If a Member's vessel is selected for inspection, the Master and crew are urged to co-operate fully throughout. Failure to do so may result in the vessel being delayed for up to seven days while a more thorough investigation takes place, a substantial fine may be imposed and the vessel may be held liable for other costs. The Master and/or other crew members may also be summoned to appear at the Military Prosecutor's Office if it is alleged that they hindered the inspection. Members requiring further guidance are advised to contact the Loss Prevention department. Source: West of England P&I Clubs

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India grants 3-mth extension to Iranian underwriters -ministry letter

India has extended a temporary approval to Iranian underwriters Kish P&I Club and Moallem Insurance Co for covering container and tanker vessels calling at Indian ports, in a move that should clear a backlog of non-oil shipments.

The three-month extension is unlikely to revive imports of Iranian oil as most Indian buyers have halted shipments because of an insurance issue related to their refineries. The previous approval given to Kish and Moallem to cover Iranian vessels lapsed on June 28. Since then Iran-bound containers of engineering goods, rice, soymeal and other items have been stranded at Indian ports, while shipment of fertilizers and other India-bound goods have piled up at Bandar Abbas port in the sanctions-hit nation.

The approval of the three-month extension to Kish and Moallem takes effect from the date of the lapse, according to a shipping ministry letter dated July 17 to the Directorate General of Shipping and seen by Reuters.

European Union sanctions against Iran from July 1, 2012, bar members of Europe-based International Group (IG) of Protection and Indemnity (P&I) - who account for the majority of cover for the tanker market - from insuring Iranian oil and other shipments, leading to the emergence of new, untested insurance providers.

India, however, is worried about the financial strength of Kish and Moallem and has sought government guarantees to back up the companies, while granting them three-month approvals to insure ships calling at Indian ports.

India is willing to give long-term approval to the two insurers if Iran backs them, two shipping ministry sources said.

"It is not possible for Iranian clubs to meet all the conditions because of sanctions so we had asked them for a government guarantee," said one of the ministry sources.

Kish and Moallem have sought more time to get Tehran's backing because the process was delayed by Iran's recent elections, said the ministry source.

India receives its declining crude imports from Tehran in Iranian vessels, while exports of non-oil commodities and industrial goods are largely done on vessels operated by Hafiz Darya Shipping Lines.

The United States in March imposed sanctions on Kish and Bimeh Markazi-Central Insurance of Iran, known as CII, for providing insurance and reinsurance for the National Iranian Tanker Co, or NITC. Moallem has been blacklisted by the United States for providing insurance on the shipments of other goods. Europe and the United States imposed tough sanctions on Iran last year aimed at pressuring Tehran to negotiate the curbing of its disputed nuclear programme. Most Indian refiners except for Essar Oil have halted imports of Iranian oil from April this year because of not being able to insure refineries processing the crude due to the EU sanctions covering reinsurers. **Source: Reuters**



Falling From Height Fatal Accident Inside Cargo Hold During Cleaning

A sailor while working on board a Hong Kong registered ship fell at a height of about three metres into the cargo hold during hold cleaning operation. He sustained serious injury and died later in the hospital. The Hong Kong Marine Department issued Information Note regarding this accident in order to draw the attention of the ship owners, ship managers, ship operators, masters, officers and crew on the lessons learnt in the accident.

The Incident

The accident happened on board a Hong Kong registered general cargo ship while the crew were carrying cargo holds cleaning while the vessel was at berth. In the process of cleaning a cargo hold, a sailor climbed up a ladder to a height of about three metres above the tank top of the cargo hold. While he was trying to secure his lifeline to the metal ring on the bulkhead that was about one meter away, he fell down from the ladder as he performed this action. The sailor was sent to the hospital for medical treatment and subsequently passed away.

The Cause

The investigation revealed that the main contributory factor to the accident was related to the working attitude and safety awareness of the sailor. The sailor should stop working under unsafe condition. He should only resume his action after the ladder was relocated closer to the ring and could allow him to secure his lifeline safely without having to reach out extensively to completing this action.

Lesson Learnt

Shipowners, ship managers, ship operators, masters, officers and crew should observe the safe working practice of working at height. Do not take short cuts that may affect their safety while performing their duties.

Source: Hong Kong Marine Department.

New Voluntary Speed Restrictions In Effect

NOAA has announced that voluntary vessel speed restriction zone (Dynamic Management Areas - DMA) has been established 100NM South of Providence, Rhode Island to protect an aggregation of 3 right whales sighted in this area on 10 July 2013. This DMA is in effect immediately through 25 July 2013. Mariners are requested to route around these areas or transit through them at 10 knots or less.

The National Oceanic and Atmospheric Administration (NOAA) states that civil penalties assessed against three large commercial vessels for violating seasonal speed limits intended to protect the endangered North Atlantic right whales this last fall have been paid in full. View relevant press release at

http://www.noaanews.noaa.gov/stories2012/20120110_rightwhalepenalties.html

Cases against six other vessels for the same offense are still open. Vessels of 65 feet or greater in length are restricted to speeds of ten knots or less in seasonal management areas along the East Coast. One vessel was charged with 16 counts of speeding. Each count carries a penalty of \$5,750.

For more information, please find the Marine Safety Advisory No.36-13

(http://www.register-iri.com/forms/upload/MSAdvisory_36-13.pdf) issued by the Republic of the Marshall Islands

Source: NOAA.

IMO's Revised Guidance on the Management of Spoilt Cargoes

Occasionally during a voyage, cargo may spoil and mariners are faced with the need to manage the problem. This Guidance on managing spoilt cargoes is intended to provide guidance to Governments, shipowners, ship operators, ships' crew, cargo owners, port reception facility operators, insurance agents and equipment operators.

The ideal way to manage cargo that spoils during a voyage would be to offload it from the ship to be managed on land – either to sell for an alternate use, recycle salvageable materials, or to be disposed of in an environmentally safe manner. Spoilt cargo should only be considered for disposal at sea when there is a marked degree of urgency, facilities on land are unavailable, and it will not cause harm to the environment or human health.

Applicability of the London Convention and Protocol (LC/LP) and MARPOL Annex V to the management of spoilt cargoes Source: IMO



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Thermal Oil Heater Explosion Caused by Improper Maintenance of The Burner Unit

After the maintenance of the furnace of a thermal oil heater on board a Hong Kong registered vessel, the furnace exploded during test run. The explosion caused serious injuries to three crewmembers and damage to the thermal oil heater cover and its surrounding equipment and fittings. The Hong Kong Marine Department has issued Information Note to draw the attention of the shipowners, ship managers, ship operators, masters, officers and crews, manufacturers and classification societies to the lessons learnt in the accident.

The Incident

The accident happened on board a Hong Kong registered oil tanker when it was anchored at Moreton Bay outside Brisbane River. 2. Before the explosion, the No. 2 thermal oil heater on board the vessel failed to fire on a number of occasions. The engineers then worked on the burner unit to rectify the problem. The accident occurred when the engineers tried to fire the furnace after completed the maintenance of the burner unit. During the trial, fuel oil was circulating through the heater and the temperature of the furnace was around 160°C. The fuel in use was marine gas oil of flash point 68°C. The explosion occurred when the engineers started to fire up the furnace.

Investigation after the accident found that the burner nozzle was incorrectly assembled with a deformed needle valve stem. The supply of gas oil could not be sealed by the needle valve stem and fuel oil leaked from the tip of the burner into the furnace of the heater during the pre-ignition cycle.

For the thermal oil heater on board, the manufacturer recommended that if heavy fuel oil (HFO) was used, the pre-ignition cycle time should include time for fuel oil heating plus sixty seconds for pre-ignition purging. The total pre-ignition cycle time set on board the vessel was four minutes when using HFO for the heater. Before the explosion, the fuel supply to the burner unit had been changed to MGO which required no heating. However, the pre-ignition cycle time had not been reduced to one minute accordingly as recommended by the manufacturer. Fuel oil leaking from the incorrectly assemble burner unit during the pre-ignition cycle vaporized under high temperature inside the furnace. As a result, a large volume of combustible gases accumulated inside the furnace prior to the ignition. When ignition started, the combustible gases inside the heater exploded causing the accident.

The investigation into the accident conducted by the Australian Transport Safety Bureau also revealed that:

- a) The swirl plate was not properly installed in the burner nozzle thus causing the needle valve not rested on its seat which resulted in fuel leakage after the burner unit was installed on the oil heater;
- b) The instruction manual of the thermal oil heater did not provided sufficient information for the maintenance of the burners. 6. It was also found that the engineers on board had no training and had little experience for the maintenance of the burners. There was no equipment on board to test the function of the burner after maintenance.

Lessons Learnt

For the maintenance of machinery components, they must be assembled correctly according to the manufacturer's instructions and manual. If the instructions are not very clear, the functions and correlation of each component must be clearly understood before assembling them together. Tests must be carried out under such circumstances to ensure that the unit functions properly after assembly. The attention of shipowners, Ship Managers, Ship Operators, Masters, Officers and Crews, Manufacturers and Classification Societies is drawn to the lessons learnt above. **Source: Hong Kong Marine Department.**

Maersk Line confirms Copenhagen event in September

Maersk Line today confirmed that it will send its 18,270 teu vessel **MAJESTIC MAERSK** to Copenhagen for a yet not specified 'event'. The second unit of the carrier's 399m triple E-class ships is scheduled to dock at Copenhagen's famous inner-city 'Langelinie' pier from 23 to 29 September.

As speculated earlier on linervision, the ship is most likely to be christened at Copenhagen, her port of registry, by the Queen of Denmark Margrethe II. Ship lovers and maritime sightseers from Denmark are thus advised to mark the days in their calendars! **Source : Linervision**

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NAVY NEWS

Hetman Sahaydachniy frigate to act jointly with Norwegian, Danish, U.S., Dutch navies in NATO counter-piracy mission

The flagship of the Ukrainian Navy, **Hetman Sahaydachniy** frigate, as part of NATO's counter-piracy mission in the Gulf of Aden and off the Horn of Africa - Operation Ocean Shield will perform combat missions within a naval group of the Alliance along with the naval forces of Norway, Denmark, the U.S. and the Netherlands, Ukrinform has learnt from Ukraine's military representative at NATO, Major-General Anatoliy Petrenko. "Together with the Ukrainian forces and resources in the area of operation there will be a command ship of the Norwegian Navy, Danish Navy frigate, U.S. Navy destroyer, Danish Navy maritime patrol aircraft, Dutch Navy submarine," Major-General Petrenko said. He said that the command of the multinational naval task force will be carried out by Norway's representative, Commodore Henning Amundsen. Major General Petrenko noted that the



Ukrainian Navy frigate **Hetman Sahaydachniy** along with the decked helicopter Ka-27, and a special operations team (review team) will be located off the Horn of Africa as part of participation in the Operation Ocean Shield in the period from September 2013 to January 2014. "From a purely military point of view, the involvement of the Ukrainian Navy in carrying out anti-piracy combat missions at sea is a unique opportunity to improve the level of training of Ukrainian forces and resources to perform tasks in the far sea zone in close cooperation with the naval forces of other countries," Petrenko emphasized. As reported, after participating in the Operation Ocean Shield from January 2014, the Ukrainian Navy frigate **Hetman Sahaidachniy** will continue to perform its combat mission off the Horn of Africa as part of the EU Atalanta counter-piracy operation.

www.nrcu.gov.ua

SHIPYARD NEWS

Eastern Shipbuilding Delivers HARVEY DEEP-SEA

Eastern Shipbuilding Group, Inc. announced the delivery of the **M/V HARVEY DEEP-SEA**, the fourth of its **Tiger Shark Class** Offshore Support Vessels constructed for **Harvey Gulf International Marine, LLC** of New Orleans, LA.



The **HARVEY DEEP-SEA** was delivered July 19, 2013. The vessel was launched at Eastern's Allanton Facility in mid-December of last year. The **HARVEY DEEP-SEA** is Eastern's second Multi-Purpose Light Construction Vessel (LCV) for **Harvey Gulf**. **Eastern Shipbuilding Group** has now constructed 11 vessels for Harvey Gulf since 2002.

Last month **Harvey Gulf** announced the contract signing for its 12th, 13th and 14th vessels to be constructed by Eastern Shipbuilding, the **M/V HARVEY SUB-SEA**, **HARVEY BLUE-SEA** and **HARVEY INTERVENTION**. This new **STX Marine** IMR-340H Inspection, Maintenance and Repair Vessel design measures 327'x 73'x 29'-3" and features a 250MT AHC Sub-Sea Crane. Additionally, the **HARVEY INTERVENTION** will feature

a 250MT modular handling tower with top drive capabilities.

The **HARVEY DEEP SEA** is an ABS **A1**, **AMS**, **ACCU**, Circle E, ENVIRO+, Green Passport (GP), NBLES, CRC, HELIDK, Offshore Support Vessel and certified under SOLAS/IMO. ABS class also includes the ABS DPS-2 and Firefighting FFV-2 notations. It is AC Diesel-Electric powered with twin Schottel Z-drives and three Schottel STT4 bow thrusters and its dimensions are 302' X 64' X 24'-6". This Multi-Purpose Construction Vessel (LCV), the **HARVEY DEEP-SEA**, is equipped with an active heave-compensated, National Oilwell Varco 165-ton knuckle boom Sub-Sea

Crane capable of lifting/setting at depths up to 10,000 ft. The **HARVEY DEEP-SEA** is now scheduled to sail to New Orleans, Louisiana for final installation of its Sub-Sea Crane. This vessel will fill a niche in a very selective market, covered in the past by mostly foreign flag construction vessels. Source : [MarineLink](#)

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Shuttle Tankship Pair Named for KNOT



Knutsen NYK Offshore Tankers AS (KNOT) (headquartered in Norway) in which Japan's NYK has a 50% share, held a naming ceremony for two 'winterized' DP2 tankships under construction at **Hyundai Heavy Industries** shipyard. The two 123,000 dwt Suezmax shuttle tankers, which are equipped with a class 2 dynamic positioning system and a bow-loading system, were named **Hilda Knutsen** and **Torill Knutsen**. The first-named will be delivered at the end of July 2013, and **Torill Knutsen** will arrive at the end of September.

The vessels will be chartered by Eni Trading & Shipping S.p.A (headquarters: Rome, Italy) for a maximum 10-year period and

will be used to transport North Sea and Barents Sea crude oil ashore.

NB: A shuttle tanker, sometimes known as a 'floating pipeline' loads crude oil from floating production, storage, and offloading (FPSO) units in deepwater fields, and then transports the oil to crude-oil storage units or petroleum storage stations on land.

Source : [MarineLink](#)

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Ex-Shell man, Allard Castelein, named Port of Rotterdam Authority CEO

THE Port of Rotterdam Authority and the Municipality of Rotterdam in the Netherlands has appointed **Allard Castelein** as its new chief executive officer effective January 1. He succeeds **Hans Smits** who departed at the end of a nine-year term. Mr Castelein is currently vice president environment at Royal Dutch Shell responsible for global

operations. He has been employed by Shell since 1987, where he has held a variety of management roles in commerce, production and strategy and has been posted in Rotterdam, London, the Middle East and the Far East.

"The supervisory board and the shareholders are confident that **Allard Castelein**, with his exceptionally broad international experience in the petrochemical industry, his management qualities, his vast experience in complex, socially-sensitive dossiers and as a person, is very well qualified to head the port authority in the coming years," an official statement said.



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Wendy Barnes Joins BMT Group Board

BMT Group Ltd, a leading international design, engineering and risk management consultancy, is pleased to announce that **Wendy Barnes** has joined the Board of Directors as a Non-executive Director.

Wendy is presently a Non-executive Member of the main Board of OFWAT, the economic regulator of the water industry in England and Wales, a Non-executive Director of the Foreign & Commonwealth Office Services and a Non-executive Director at the Met Office.

She was Interim Chief Operating Officer for the UK Government's Department of Energy & Climate Change with responsibility for corporate services and nuclear decommissioning and security policy until December 2012. Wendy was also previously a member of the main Board of the Ministry of Defence's Defence Equipment and Support organisation (DE&S) and a Non-executive Director of two Government security departments. Prior to this, Wendy spent eleven years with United Utilities and previously ten years with British Nuclear Fuels in a wide range of roles including customer service, marketing and business development.

On her appointment, Wendy commented: "I am delighted to be joining BMT at a time when the business is enjoying significant success and growth. I am looking forward to the challenge of contributing to a group that is diverse in both its geographical spread and in its markets. Having served on a number of boards, I am keen to use my past experience to the benefit of the group." Neil Cross, Chairman of BMT Group said: "I am very pleased to welcome Wendy to the Board of BMT. She will bring a wealth of knowledge and expertise to the company and will help drive our continued growth and development."

.... PHOTO OF THE DAY



Heerema's new AHT **BYLGIA** left Gijon for her maiden voyage to her homeport Rotterdam. **BYLGIA** was delivered in Gijon by Astilleros Armon Vigo S.A. after a test program with the new electrical winch made by Ibercisa. Her Lloyds certified Bollard Pull was 202mT.

Photo : Erik Bögels

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