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Seadrill's WEST AURIGA moored in Willemstad (Curacao)
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29-07-2013 : The **MAERSK NEPTUNE**, partly loaded, arriving at Fawley
Photo : Dave Medgett ©

Seaspan orders another five ships of 14,000 teu at Hyundai Heavy Industries

Seaspan Corporation on Monday confirmed the placement of orders for a series of five container vessels at 'a major Asian shipbuilder'. The Hong Kong and Vancouver-based non-operating owner and ship financier did neither disclose

the vessel size nor the shipyard, but the orders are believed to be for 14,000 teu vessels, placed at Hyundai Heavy Industries of South Korea.

Seaspan stated in its most recent quarterly financial report that the orders were signed on 19 July and that the vessels were scheduled for delivery in 2015. The deal is worth USD 550 million in total or USD 110 per vessel. The company said that it expected to sign long-term time charters with one of the liner majors shortly.

The five ships are believed to be conversions of options that Seaspan originally placed for long-term charter to Yang Ming. Though unconfirmed, the scenario might look like this:

At the beginning of this year, **Seaspan** placed firm orders for five 14,000 teu container vessels at Hyundai Heavy Industries. At the same time, Seaspan signed options for a further five units of similar design. Reportedly, these ships were also slated for Yang Ming. It is however believed that the Taiwanese carrier did not want to commit to long-term charters for ten ultra-large ships unless it could sub-charter five of these out to one of its alliance partners in a deal similar to the recent arrangements between OOCL and NYK as well as APL and MOL (with the difference that OOCL and APL are owners of the ships, not charterers).

Initially, it was believed that K-Line would follow its two compatriots and agree to such an arrangement. The Japanese carrier however decided otherwise in March and ordered five 13,900 teu ships at the Imabari Group's Koyo Dockyard. K-Line therefore became the first Japanese shipping line to order ships of this size class and Koyo became the first Japanese yard to receive orders for ULCS.

Seaspan was thus left with five options for 14,000 teu vessels without a long-term charter commitment. It is believed that, to take advantage of the present low newbuilding prices, **Seaspan** decided to hold on to these options and eventually convert them - either as speculative orders, or with the backing of a new long-term charterer.

The company's release on Monday indicated that the orders were finally placed without a firm charter contract in place. **Seaspan's** wording however suggests that the company is in negotiations to sign such deals shortly. One potential candidate for this is UASC, which earlier this year announced intentions to order a series of 14,000 teu ships as well as a series of 18,000 teu ships, earmarked for joint services with CSCL, which also placed jumbo ship orders.

While the above is only speculative for the time being, it seems likely that details of the recent vessel orders will become available in the coming weeks. **Source : Linervision**



The **WIND SURF** anchoring off Skagen (Denmark) - **Photo : Wouter van der Veen ©**

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McDonough Launch First of Seven Spud Barges

McDonough Marine Service has launched the first in a series of seven new inland spud barges. The spud barges are being constructed at **Yager Marine Industries** in Owensboro, Kentucky and range from 110' to 140' in length. The first of the series to be launched is the **KS 4011** with the dimensions of 110' x 40' x 7'6".



The barge was designed with a boxed stern that provides maximum flotation during crane operations. This design provides operators an opportunity to work safely in the inland marine construction environment, McDonough said.

The **KS 4011** drop spud barge is on its maiden voyage and is expected to be fleeted in St. Louis, Mo. With the continual launching of new barges, **McDonough Marine Service** shows its commitment to maintaining the most comprehensive barge fleet in the United States. **Source : MarineLink**

Ship owners still looking for deals in newbuilding market

With the month of August upon us and the inevitable summer lull ahead, ship owners were actively looking to seal off newbuilding deals that they have negotiating for some time now. As a result, activity has been rather brisk. According to the latest weekly report from shipbroker **Golden Destiny**, during the course of the past week, orders for 57 vessels were reported, amounting to an aggregate deadweight of 3,072,700 tons. Additionally, 24 transactions were reported at an undisclosed contract price. According to the Piraeus-based shipbroker, the invested capital was estimated at about \$1.85 billion for 33 new vessels. Out of these, 28 were for bulkers, 4 were for liners and 9 were for containers.

In total, newbuilding activity was down 20% on a weekly basis, but 138% up on a yearly basis. According to the shipbroker's report, "the largest volume of newbuilding activity is reported in the bulk carrier and passenger/cruise segment with 28 and 10 new orders respectively. The lower newbuilding activity of this week is mainly attributed to zero reported orders for tankers and weaker volume of contract for offshore vessels, while containers again grasped a significant share of the total newbuilding activity. Bulk carriers held 49% share of this week's volume of new orders, containers 16% share, passenger/cruise 18% share and special projects 11% share", it noted.

The report added that "at a similar week in 2012, 24 fresh orders had been reported with the largest volume of newbuilding activity in bulk carrier and special project segment – 7 and 9 new orders respectively. Compared with previous week's levels, a large increase of 233% in the volume of new orders is recorded in the passenger/cruise segment (10 new orders for river cruise vessels from **Viking River Cruises** of Switzerland), in the container segment- 50% increase (9 new orders from 6 last week). In the bulk carrier segment, there was a 12% increase in the volume of new orders with fierce investors' appetite for ultramax vessels. In the tanker and gas tanker segments, zero activity is reported this week from 5 new orders each reported in the previous week. In terms of invested capital, a hefty

amount of money is invested in the bulk carrier segment, 32% share of the total invested capital due to the large volume of new orders reported for ultramax vessels and ongoing interest in the capesize segment, more than \$596 million for 28 new orders. A large volume of capital is also invested in the container segment – 29% share, \$529mil for 9 new orders, 5 new orders in the post panamax segment for boxship vessels of 8,800 TEU at a newbuilding cost of \$85mil each.

Chinese yards won significant volume of business this week, 65% share of the total volume of orders reported this week is placed at Chinese yards with South Korea winning only one contract for the construction of a high valued drillship of about \$591 million and Japan only 2 new orders for bulkers –kamsarmax size", Golden Destiny concluded.

In a separate report, shipbroker **Clarkson Hellas** noted that "despite the on-going summer holidays, it has been a relatively active week in the newbuilding market with a notable number of new orders having been reported. In particular this week we have seen further ordering in the mid-sized dry sector and very much focussed on Ultramax. Starting with the larger sizes, **Great Eastern Shipping** of India were reported to have placed an order for two firm 81,600 DWT Kamsarmax at **Tsuneishi Cebu**. Pricing for these orders remains undisclosed however we understand delivery of both vessels is due in the first half of 2016. Similarly K.G. Jebsen are understood to have declared the 4th and 5th options in a series of 81,000 DWT Kamsarmax at JMU. Pricing is understood to be in the region USD 30 Mill with delivery of both vessels in 2015", it noted.

Clarkson Hellas added that "this week has also seen **Scorpio Bulk** place orders for a total of eleven firm Ultramax plus three options. Contracts were signed for four firm 61,000 DWT Ultramax at both Nantong COSCO KHI (NACKS) and Dalian COSCO KHI (DACKS). Delivery of all the vessels is due within 2015 with pricing understood to be in the region USD 27 Mill. Scorpio reported a further order for three firm plus three option 63,000 DWT Ultramax at Chengxi, with the firm vessels for delivery at the end of 2015 and early 2016. Also at Chengxi, Dalnave Navigation Inc are understood to have placed an order for two firm 64,000 DWT Ultramax with delivery in the first half of 2016. It was also reported this week that **Peter Dohle** have placed an order for two firm plus two option 64,000 DWT Ultramax at Yangzijiang.

Pricing is in the region USD 25.5 Mill with delivery planned from the end of 2015. Finally in dry, believed to have been signed earlier this month, Kouan has received an order for two firm 39,000 DWT Handysize from a domestic Chinese buyer, both for delivery in the first half of 2015. There are no orders to report in the tanker market, however there have been a number of new containership orders coming to light this week. In the larger sizes, in addition to the buyer's order at Dalian reported earlier this month, CIMC are understood to have placed signed for a further five firm 8,800 TEU container carriers at New Times. Due for charter to MSC when delivered in 2015, pricing is understood to be in the region USD 85 Mill. It was also reported that Hyundai Mipo have taken an order for a single 1,900 TEU container vessel from CK Line, due for delivery at the end of 2014. Finally COSCO Shipping have placed an order for four firm 36,000 DWT MPPs at NACKS. The vessels are understood to have a container capacity of around 2,000 TEU and be equipped with 4 x 100T deck cranes. Pricing is in the region USD 33.7 Mill with delivery is to be split between 2015 and 2016", the shipbroker concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **DAMEN** built **SVS GUARDSMAN** moored in Cape Town - **Photo : Aad Noorland ©**



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The 2009 built BHS flag drill ship **FUGRO SYNERGY** entering Grand Harbour, Malta on Monday 29th July ,2013.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

New IFRS for consolidated accounts could raise issues for shipping

International accountant and shipping adviser Moore Stephens says shipping companies and their financiers could be among those affected by the introduction of the new International Financial Reporting Standard for consolidated financial statements.

The new standard, IFRS 10, which deals with consolidated accounts, comes into force in 2014 in the EU, but is already in force outside the EU. It adopts a new approach to the definition of a parent in consolidated accounts by identifying three key elements of control relating to a subsidiary: (1) who has the power to direct the key activities; (2) who gets a variable return as a result of the activities; and (3) is there a connection between the exercise of power and the variable return. Where a party has all three elements, then it is a parent; where at least one element is missing, then it is not. Michael Simms, a partner with the shipping team at Moore Stephens, says, "In every case, IFRS 10 looks to the

substance of the arrangement and not just to its legal form. So there is no simple answer to the three key questions it poses. Each situation needs to be assessed individually.

"Many shipping groups will find the new standard has minimal impact on them. While it redefines what it means to be - or to have - a subsidiary, the majority of situations will be straightforward. Where a parent has a wholly owned subsidiary under the current rules, and no unusual arrangements with other parties, it will still have a wholly owned subsidiary under the new rules.

"The standard makes changes, however, in the case of more complex arrangements. For example, there have been a number of cases in recent years of shipping companies being unable to meet their debt obligations. If the vessels operated by such companies are then sold, no accounting issues arise and the bank has simply realised its loss. In some cases, though, the bank does not wish to sell the vessel and it is transferred to a new entity in which the bank retains some form of interest. The question is whether, in such cases, that entity is a subsidiary of the bank. The new IFRS10 definition is already raising issues and more are likely to arise with the forthcoming implementation in the EU."

Source : Moore Stephens LLP

Glacier Bay speed limit for cruises lifted

A 10-knot speed limit for ships in the lower portion of [Glacier Bay National Park](#) has been lifted. The limit is now 13 knots, as in the rest of the park, a popular destination for Alaska cruises. Park superintendent Susan Boudrea said the numbers and distribution of humpback whales in the lower bay that necessitated the reduced speeds has changed.



HAL's [AMSTERDAM](#) cruising Glacier Bay National Park - [Photo : John Adams](#) ©

Lower ship speeds are considered the best way to minimize the chance of collisions between ships and whales, the park service said. Source : [travelweekly](#)

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UK-Dutch Orca gas field drilling starts

A group led by [GDF Suez Nederland](#) has spudded the first development well at Orca natural gas field straddling the UK-Netherlands North Sea sector line and expects first production late this year or early in 2014.

RWE Dea UK, a partner, said the group has completed installation of the normally unmanned platform D18a-A in 40 m of water in Dutch waters about 500 m from the sector line. The [Oleg Strashnov](#) vessel did the work.

The platform is designed to produce as much as 2.4 million normal cu m/day of gas from as many as six wells. Three production wells are now planned. The first development well targets Carboniferous pay at about 3,600 m.

Orca field is in Dutch blocks D15b and D18a and UK blocks 44/24a, 44/29b, and 44/30a. Produced gas will be separated from free liquid on the new platform, measured, and carried through an 8-in. subsea pipeline to the D15a-A

platform 20 km north for further treatment. A 2-in. pipeline is to be installed to handle methanol supply from the D15a-A platform. Treated Orca gas will move from the D15a-A platform via an existing trunkline operated by Noordgastransport to Uithuizen in the Netherlands.

Orca interests are GDF Suez Nederland (operator) 22.495%, E.On E&P UK Ltd. 23.4685%, EBN 22.5%, RWE Dea UK 19.712%, GDF Suez E&P UK 8.58%, and Faroe Petroleum (UK) 3.2445%. **Source : Oil & Gas Journal**

North sea: new shipping routes



The Dutch part of the North Sea is one of the busiest shipping routes in the world. Moreover, it is now also being used more and more intensively for other purposes, such as wind energy, nature protection and sand extraction. In order to keep the waterways safe for maritime traffic and to ensure a more efficient use of the available space, it has been decided to adapt the shipping routes.

Photo : Ed Vroom ©

What is to change?

The new shipping routes come into effect at midnight UTC (2 a.m. local time) on 1 August 2013. The main changes are:

- a new Traffic Separation Scheme (TSS) – already in force in Rotterdam – will be introduced in the approaches to IJmuiden. This will ensure that vessels sailing in opposite directions have their own sea lanes.
- the routes will be located farther from the coast
- the routes will intersect each other less often
- anchorage areas will be relocated or abolished
- the space around objects (platforms, etc.) will be configured differently 'areas to be avoided' and 'precautionary areas' will be introduced. Vessels will no longer be allowed to sail in 'areas to be avoided', while vessels sailing in 'precautionary areas' will be explicitly advised to navigate carefully.

Planning

- April 2013: 1st messages to shipping with advance information about the adjustments and the availability of new nautical charts
- between 30 May - 15 June 2013: new nautical charts available
- from 15 June onward: daily navigation messages and Notices to Mariners
- 30 and 31 July and 1 August: relocations of buoys on the North Sea
- 1 August 2013 - midnight UTC (2 a.m. local time): the new routes (PDF, 790,2 kB) become effective
- Impediments and measures
- From April 2013 onward, maritime traffic will regularly receive messages focusing on the new routes. Maritime traffic will be deemed, and explicitly advised, to monitor the messages through the usual channels.

The messages will be displayed on the websites of:

- the Netherlands Hydrographic Office
- the United Kingdom Hydrographic Office

Rijkswaterstaat will relocate the buoys on 30 and 31 July and 1 August 2013. During that time, maritime traffic may still pass through unobstructed. Various measures will be taken to guarantee safety during the transition period. Before and during relocation of the buoys, maritime traffic will be kept informed by means of live navigation messages and Notices to Mariners. During relocation of the buoys on 30 and 31 July, the old navigation routes remain operational.

Extra availability of ETV and VTS

From 31 July 2013 up to several days after the new routes have come into effect, extra vessels (Emergency Towing Vessels (ETV)) and Vessel Traffic Services (VTS) will be deployed to supervise maritime traffic and, where necessary,

lend assistance. In addition, a Coastguard aircraft, a helicopter and the **Arca** (equipped with anti-pollutant materials) will be on standby should assistance be required.



Photo : Capt. Keimpe – Master Norsky ©



NAUTIS DNV Class A Full Mission Bridge simulator delivered to SMIT Australia for coxswain training

VSTEP delivers a **NAUTIS** DNV Class A FMB simulator to **Seafood and Maritime Industries Training (SMIT)** in Darwin, Australia for specialised ship handling, maneuvering and Radar training of coxswains.

SMIT focuses on training of maritime personnel aboard fishing and recreational vessels. The company selected a **NAUTIS** DNV Class A Full Mission Bridge simulator, which allows specialised navigation and ship handling training of coxswains and maritime personnel alike in full compliance with the latest STCW requirements. The simulator features a 240° field of view and an additional projected stern view, as well as a **Kelvin Hughes** Radar system for advanced radar simulation and training. A NAUTIS Instructor Station was also delivered with the Class A simulator.

VSTEP CEO, Cristijn Sarvaas: "SMIT is well-known for its high quality training of maritime personnel in the region. We are pleased that our NAUTIS simulators were selected to enhance their training curriculum. We have previously delivered multiple NAUTIS simulators to the Australian Army and Australian volunteer Coastguard and are proud to add SMIT to our clients in Australia."

NAUTIS simulators allow state of the art maritime simulation at an affordable price and are currently revolutionizing the maritime simulator sector.

For more information about **VSTEP's NAUTIS Maritime Simulators**, visit: <http://www.nautissim.com/>

Seafarers' Trust announces 100th WMU scholarship award

The **ITF Seafarers' Trust** has announced that it is awarding its hundredth scholarship to study at the World Maritime University (WMU) to **Rani Unnab Aziz Khan**, an education officer at the Pakistan Marine Academy (PMA).

The Seafarers' Trust is the charity arm of the **ITF (International Transport Workers' Federation)** and a longstanding supporter of the work carried out by the WMU, which is based in Malmö, Sweden.

Seafarers' Trust acting administrator John McLeod commented: "It is always a pleasure to support the excellent work of the WMU. Every student we send there is by definition an ambassador for seafaring, but the award of our hundredth scholarship is something of a landmark event."



He continued: "**Rani Unnab Aziz Khan** was an outstanding choice. Her work for the PMA is of the highest order, and a reflection on her own qualities and those of the PMA itself. We are delighted to support this young woman in her endeavours on behalf of her nation and its seafarers."

Rani Unnab Aziz Khan commented: "Since I was a child I have wanted to represent my country, and now that dream is coming true. For me the most important thing about this award is the chance to represent the Academy, its students and work; to maintain its high standards and lay the way for those women and men who will come after me."

She continued: "For me this award is above all a recognition of the fine, needful and continuing work of the PMA."

Two more scholarships will be awarded by the Seafarers' Trust this year, with all three applicants beginning their study in 2014, following a visit to the **ITF** headquarters in London. Each award totals around EUR 44,000 (USD58,353), and covers study, travel and living costs for a 12 month postgraduate course leading to a master's degree. The money awarded to the 100 students from 37 countries since the first Trust scholarships were given in 1987 now totals over USD4,359,703. Source : ITF



Heerema's **BYLGIA** transferring fuel to the **HERMOD**. Photo : Capt. Peter Selles – master sscv Hermod ©



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The **SEAFOX 5** and **OLEG STRASHNOV** operating at the **DanTysk Offshore Windfarm** installing foundations, as seen from the **HAM 602** of Van Oord Photo : Menno van Kruistum ©

Atlantic Marine and Offshore Group Atlantic

Marine and Offshore Group is pleased to announce that it has signed a contract with the Federal Government Of Somalia for the development of the Somali Coastguard. The contract includes the delivery of equipment, training, an organization and management. In Mogadishu the Atlantic Marine and Offshore Group will establish an operational base, including a ship repair facility. For monitoring the coastal waters a surveillance system will be developed. The series of vessels are specifically designed state-of-the-art Long Range Patrol Vessels Equipped with high-speed offshore interceptor boats. The Coastguard operations will be managed in coordination with the Somali Coastguard Directorate. The aim is that Somali nationals are capable to manage and operate the Coastguard by Themselves in the medium term.

For that purpose an education and training program will be initiated to educate and train the future operators the Appropriate competences to manage the Coastguard organization and to operate the vessels.

The main objectives of the Somali Coastguard are:

- Monitoring and surveillance of Somali waters
- Patrolling, controlling and safeguarding the territorial waters and EEZ

- Securing trade and ports
 - Protection of natural resources
 - Banning illegal activities (illegal fishing, dumping of (toxic) wastes, smuggling)
 - Search en Rescue activities
- The contract contributes to the Somali political agenda as the establishment of an Effective Coastguard provides the Somali government with a maritime law enforcement capability that forms the Ideal instrument to control and patrol their waters. The Atlantic Marine and Offshore Group was founded in 2003 To provide services in the maritime and offshore industry. Its headquarters is located in Rotterdam, the Netherlands. It is evident that in the delivery of equipment the Restrictions imposed by international embargos will be observed.

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Canada's crude oil moving towards Asian markets is a boost in the making for ton-mile tanker demand

Canada has long been a quiet force in the oil market and the tanker markets as well. Lately thought, an upswing of oil production has changed the landscape, as Canada's oil could prove to be a blessing in the making for tanker owners. According to a recent analysis from Poten & Partners, over the period from 4Q2012 to 1Q2013, "the Western Canadian Select (WCS) crude oil benchmark experienced historically low prices during a period when Canadian crude oil production underwent rapid growth that shows no signs of slowing. WCS's struggles were caused by this influx in crude oil production and the resulting transportation bottleneck. While the building of TransCanada Corp.'s highly contested Keystone XL pipeline could provide relief to this supply glut, the project awaits U.S. regulatory approval, making it unlikely that construction will even start by 2015, according to TransCanada CEO Russ Girling", Poten said in its report.

It added that "yet recently WCS has seen a sudden reversal of fortune as its prices are rapidly converging with Bloomberg's U.S. Sour Crude Oil Index prices, revived by drastic increases in crude oil transportation by rail. As a result, the spread between the two crudes has decreased from \$59.87 per barrel in December of 2012 to \$20.42 per barrel at the time of printing. A recent Bloomberg article highlighted the success of producers of Canadian heavy oil, as their stocks "have returned an average of 15 percent in the past three months... [while] an index of global oil stocks rose 7.6 percent in the same period." Although more pipelines could still be built even if plans for Keystone XL falter, rail cars appear to be providing at least a temporary solution to the bottleneck issue surrounding Canadian crude oil.

The aforementioned surge in rail transportation of Canadian crude oil has been stark. The number of rail cars used to transport oil has more than tripled over the last two years, rising from a low of 4,549 in June of 2011 to 14,217 in April of 2013. Given that each rail car holds around 700 barrels of oil, this growth amounts to an increase of more than 218 kbpd of crude oil", the report said.

According to Poten, "a large reason for increasing imports into the Midwest is the fact that capital projects have been undertaken by BP and Marathon to be able to process heavier Canadian grades of crude oil at their Whiting and Detroit refineries, respectively. Although some heavier crudes are used at U.S. refineries, similar upgrades would be required in order for substantially larger volumes of these heavy grades to be processed. Therefore, the recent surge of heavy Canadian crude oil into the U.S. posed a threat to demand only for tankers loading heavier grades of crude", Poten stated. It concluded its analysis by mentioning that "the recent surge in rail car movement, which appears to have counteracted the bottleneck effect of Canadian pipelines, has increased the amount of crude oil moving from Canada to the U.S. This fact is quite obviously a good sign for upstream companies located in Canada. However, the heavier, higher sulfur grade of crude oil, which makes up much of the increase in Canadian production, has a somewhat limited market in North America. Alternatively, Enbridge's Northern Gateway Pipeline and Kinder Morgan's Trans Mountain Pipeline hold the potential to open up the Canadian crude oil market to Asian refiners. The prospect of these pipelines, coupled with additional rail car movement towards the west coast of Canada could be beneficial for ton-mile demand in the tanker market as Canadian crude begins to compete in the Pacific Basin".

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Ship Detained in Australian Port Over Oil Spill Suspicion

Australian authorities have issued a detention order to prevent a ship from leaving the Port of Brisbane while an investigation into an oil spill continues. The order was issued on Tuesday afternoon to the master of the Dominica-flagged **Danny Rose**, which was docked at Fisherman Islands' wharf near where the oil was discovered.

Queensland's Marine Pollution Act 1995 gives the state government the right to hold the vessel in the port if authorities believe it may be responsible for the oil spill. The spill clean-up is currently ongoing, after leaving a nearly one-mile oil slick at the port on Sunday night. Investigators have already interviewed crewmembers of the detained

ship and taken oil samples. A marine engineer has also inspected the ship's fuel systems.

Photo : Chris Mackey - Southern Cross Maritime ©

Five oil-slicked birds have been found so far, but wildlife officials are searching for others.

Danny Rose is managed by **Neptune Pacific**



Agency and was built in 1988. The official statement from Maritime Safety Queensland is below:

Maritime Safety Queensland and Port of Brisbane pollution response crews are assessing the extent of an oil spill reported near Fisherman Island wharves in the Port of Brisbane. First reports of a suspected spill were received overnight however response crews had to wait until morning to assess the nature and extent of the spill by daylight.

Initial inspections have identified small globules of oil in the water concentrated near the outer Fisherman Island wharves with some coating of oil on wharf structures. Maritime Safety Queensland and Port of Brisbane oil spill response crews are on standby with containment and clean-up equipment while a full assessment is conducted.

It is anticipated that booms will be put in place around areas where the oil is concentrated. While it is not expected that the incident will have a significant effect on shipping through the port some vessels may be delayed until the affected wharves are determined to be clear of any oil contamination. Maritime Safety Queensland is also conducting an investigation into the cause of the spill. **Source : MAREX**

NAVY NEWS

A red and white ship, possibly a tugboat or a small cargo ship, is docked at a port. The ship has the number 'F800 309' on its side. The background shows a cloudy sky and other port infrastructure.

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PERSEVERANCE: 50 Years of the Canadian Sea King Helicopter

By Col. (Ret'd) John Orr - Defence Watch Guest Writer

On August 1, 1963, the first [Canadian Sea King](#) helicopters arrived at Shearwater, Nova Scotia and ushered in a new era of combat capability that was to last for the next fifty years -- and beyond.



Originally acquired by the Royal Canadian Navy to operate in an anti-submarine role from the aircraft carrier Bonaventure and the destroyer-escorts of the St. Laurent and succeeding classes, the [Sea King](#) has gone on to serve in a variety of roles in the Canadian Armed Forces and, more recently, the Royal Canadian Air Force. In fact, for a "venerable aircraft, the [Sea King](#) has been continuously deployed onboard HMC Ships for the past half century and, as of this date, a [Sea King](#) is embarked in the Arabian Sea as part of Operation Artemis.

Happy 50th Anniversary Sea Kings!

In addition to these international operations, Sea Kings have participated in a wide variety of domestic operations ranging from search and rescue and coastal surveillance to support for the Winter Olympics in Vancouver in 2010 (Operation Podium). A unique characteristic of Canadian [Sea King](#) operations has been the marriage of a medium-sized helicopter with a destroyer-escort class warship. This development was a uniquely Canadian response to the threat posed by the conventional and nuclear-powered submarines of the Soviet Union to the sea lines of communication between North America and Europe during the Cold War.

The Sea Kings greatly extended both the sensor and weapons capability of Canadian warships and thereby significantly improved their combat capability. The integration of the ship and the helicopter (the so-called "DDH concept") was made possible by the Helicopter Hauldown and Rapid Securing Device or Beartrap which permitted the launch, recovery, and handling of a helicopter on the flight deck of a small warship in the demanding North Atlantic environment. The system was conceived, designed and tested by a small team of highly-dedicated Canadians and vaulted Canada to the forefront of maritime helicopter aviation.

Following the demise of [HMCS BONAVENTURE](#) in 1970, [Sea Kings](#) continued to operate from the destroyer-escorts, destroyers, frigates, and replenishment ships of the Canadian navy throughout the next twenty years. Near the end of this period, in 1989, a number of Sea Kings were transferred from their East coast base at Shearwater, NS to Patricia Bay, BC to support the air-capable ships of the Canadian navy on the West Coast.

With the Canadian response to the invasion of Kuwait by Saddam Hussein in 1990 (Operation Friction), the [Sea Kings](#) shifted their emphasis to new waters, new roles, and new challenges. In an incredible two-week period in August 1990, the anti-submarine equipment of six Sea Kings was removed and new equipment was installed for a surface surveillance role in the Arabian Gulf in support of the Canadian Task Group.

The ability to compress months of effort into such a short period was a tribute to the skill and perseverance of all personnel in carrying out the installation in a safe and timely manner. In addition to conducting surface surveillance duties, the deployed Sea Kings, now fitted with a machine gun, also acted as a platform for the airborne insertion of naval boarding teams. During Operation Friction, the deployed **Sea Kings** achieved an aircraft availability and mission completion rate of 98% -- no mean feat!



RAF **SEA KING 125** exercising with the **RNLI** Harwich Boat Photo : **Andrew Moors** ©

A new era in Sea King operations had dawned. In 1992, Sea Kings were again bound "East of Suez" onboard **HMCS PRESERVER** -- this time to Somalia and Operation Deliverance. While this operation is largely remembered for the travails of the Canadian Airborne Regiment, what is largely unrecognized is the truly incredible role played there by Preserver and her Sea Kings in support of land operations ashore.

Operation Deliverance was followed in turn by a string of operations in which the **Sea Kings**, embarked in HMC Ships, were often the first Canadian combat aircraft in theatre.

Despite the disappointment experienced by Sea King personnel following the cancellation of the New Shipborne Aircraft Project after the Federal General Election of 1993, they persevered in their mission to provide combat-ready aircraft and qualified air and maintenance crews to HMC Ships on both the east and west coasts.

The new millennium saw no slacking in the pace of operations with lengthy deployments in support of Operation Apollo (Canada's response to the attacks of 9/11 on the United States) and subsequent operations in the Arabian and Mediterranean Seas.

Reflecting on 50 years of Canadian service by the Sea King, a number of conclusions can be drawn. First and foremost, the aircraft, despite its age, continues to make a positive contribution to supporting the interests of Canada and Canadians both domestically and abroad. That the Cyclone helicopter could deliver so much more underlines the necessity for its prompt introduction.

Secondly, the aircrew have consistently demonstrated a high degree of innovation, flying skill, and dedication; often thrust into last-minute deployments to foreign environments and for missions for which they have had little formal

training. Likewise, the maintenance personnel, upon whose shoulders the principal effort for the continued operation of the Sea King falls, have time and again demonstrated competence, ingenuity, and stamina in keeping a sometimes recalcitrant aircraft flying safely. As well, staffs at all levels, complemented by supply and civilian maintenance organizations, have contributed immensely to the success achieved by those on the flight deck and on the flight line. Finally, the soundness of the "DDH concept" has been fully demonstrated. Canada literally wrote the book on Ship-Helicopter Operating Procedures and provided the expertise that standardized these operations in navies, coast guards, and maritime helicopter forces around the world.



The 1974 built MLT flag and owned single screw tug **CMS SEALION** transiting Malta from Tripoli, Libya bound to Naples, Italy towing 2 Libyan Coastguard Vessels **RAS EL GDIR** and **ZAWIYA**, former Guardia Di Finanza Bigliani Class Patrol Craft on Wednesday 31st July ,2013.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

Submarine Furor Returns to Malaysia

Central figure in bribe case seeks to paint company at center of the scandal as legitimate

By : John Berthelsen

A central figure in the massive bribery case of Malaysian officials for the purchase of submarines from a subsidiary of the French defense contractor DCN has caused a furor in Malaysia with an exclusive interview with the Kuala Lumpur-based political party broadsheet New Straits Times.

In the interview, Jasbir Singh Chahl told the newspaper, which is owned by the United Malays National Organization, the country's biggest political party, that the murdered Mongolian party girl and translator Altantuya Shaariibuu had never acted as a translator in the affair. He also said Perimekar Sdn Bhd., then a wholly owned subsidiary of a company owned by one of then-Defense Minister Najib Tun Razak's best friends, actually had done legitimate work to earn a €114.96 "commission" that has been characterized as a bribe by French officials.

In the wake of Chahl's remarks, Home Minister Zahid Hamidi has threatened the leaders of Suaram, the human rights NGO that took allegations of the affair to French authorities, with sedition. The Registrar of Societies has also threatened to take away Suaram's certification as an NGO.

No one outside of the New Straits Times, the UMNO mouthpiece, has been allowed to interview Jasbir Singh Chahl. If neutral journalists had been allowed, they could have brought up the 135 French documents that question Perimekar's role in the purchase, and prove that Altantuya had visited Paris in the company of Perimekar's boss, Abdul Razak Baginda. They could also have brought up a mysterious payment of €36 million from a DCN offshoot to Terasasi (Hong Kong) Ltd, a mysterious company whose only directors are Razak Baginda and his father.

Najib, Malaysia's Prime Minister since 2009, has just come through a bruising political campaign in which corruption allegations, including those surrounding the submarine purchase, played a major role. For the first time since Malaysia became a nation, the Barisan Nasional, the ruling national coalition, came out on the short end of the popular vote, winning 47.38 percent of the popular vote against 50.87 percent for the opposition headed by Anwar Ibrahim. The Barisan, however, managed to win 140 of the 222 seats in parliament through gerrymandering. The documents made available to Asia Sentinel from the French prosecutor's office in Paris, make it clear both that DCN officials characterized Perimekar as "nothing more than a travel agency" allegedly designed to enrich UMNO officials, and also make it clear that Altantuya had accompanied Abdul Razak Baginda, the beneficial owner at that point of Perimekar, on a visit to DCN offices in 2005, before she was murdered by two of Najib's bodyguards.

The documents, published in French, remain uploaded on the Asia Sentinel website and can be viewed here (French Prosecutor's documents).

It has thus long been clear that Chahl is dissembling on both counts. Chahl's credibility has been damaged further by the fact that he was ousted from Perimekar early on in the negotiations himself. In several memos found during the DCN investigation, Chahl demanded a full fourth of Perimekar's total €114.96 million as a finder's fee. He was subpoenaed as a witness in the case, but after first indicating to French lawyers that he would cooperate, he stopped talking. The case with Razak Baginda has been settled out of court, according to Cynthia Gabriel of Suaram. According to the French prosecutor's documents, Perimekar was described as "never more than a travel agency...The price is

inflated and their support function is very vague...Yes, that company created unfounded wealth for its shareholders," according to one of the documents. In another, the DCN officials said that "In Malaysia, other than individuals, the ruling party [UMNO] is the largest beneficiary [rather than Perimekar, the company to which the commission was directed]. Consultants [agents or companies] are often used as a political network to facilitate such transfers and receive commissions for their principals."

The payment appears to have been in violation of the OECD Convention on Bribery, which France ratified on June 30, 2000. On Sep. 29, 2000, according to document D00015, DCNI, a DCN subsidiary, "took corrective actions" after France joined the bribery convention. Contracts concluded after that date were to be routed to Eurolux and Gifen, companies held by Jean-Marie Boivin, DCN's former finance chief, and headquartered in Luxembourg and Malta respectively. Boivin is being investigated for having played a central role in the "corrective actions," with what were described as "outlandish commissions" traveling through the welter of companies that he established in tax havens around the world.

"A separate agreement sets other compensation consisting of a fixed amount independent of the actual price of the main contract," one document reads in reference to the payment to Perimekar. "This has been made to be consistent with [DCN's] internal rules and [its subsidiary] Thales and those of the OECD. The beneficiaries of these funds are not difficult to imagine: the clan and family relations of Mr. Razak Baginda. In addition, these funds will find their way to the dominant political party." Malaysia's dominant political party was and is UMNO.

As to Chahl's assertion that Altantuya had never been a part of the Scorpene equation, it is true that she was not part of the negotiations before Chahl himself was said to have left Perimekar over his demands. But later, when Razak Baginda and Najib visited DCN in 2005, records show she accompanied the Perimekar boss when he and Najib were dealing with matters pertaining to training the Royal Malaysian Navy personnel to operate the submarines.

Despite voluminous attempts by both the pro-government newspapers and pro-government bloggers to assert that Altantuya had never visited Paris or had anything to do with the matter, Razak Baginda himself, when he was under investigation on charges of ordering the two bodyguards to kill the 28-year-old pregnant woman, told investigators he had traveled with her to France in 2005. Records seized by French investigators from DCN bear that out. According to the records, Abdul Razak Baginda and Altantuya met with Jean Marie Boivin, the alleged French fixer who helped to organize "commissions" for friends in high places to pick DCN's submarines on that same trip. Boivin arranged to pay for a jaunt by Altantuya and Abdul Razak to Macau. In those documents, Altantuya is described as Razak Baginda's translator. Najib has sworn on the Quran that he never met Altantuya, although she was in France at the same time as he was, accompanying Abdul Razak Baginda. **Source : Asia Sentinel**

Waves and games at submarine museum

CHILDREN can learn to play traditional navy games and create waves in a bottle at the [Royal Navy Submarine Museum](#). The museum, in Gosport, is running various activities as part of its summer season. On Thursday, families can discover how waves affect people, animals, and submarines. Youngsters can then make their own waves in a bottle and make sea-sound instruments. On August 6, they can play some of the games that would have been played on board [HMS Alliance](#) during the 1950s and 1960s, including Ludo, Draughts, and Uckers.

They can then make their own to play at home. The Royal Navy Submarine Museum is also open every day, along with its Second World War submarine [HMS Alliance](#). A visit includes a tour of the submarine, led by a submariner who can tell first-hand what life was like under the sea. For more information about the events taking place, visit www.submarine-museum.co.uk

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SHIPYARD NEWS

Shipbuilders' losses seen widening

CSSC Jiangnan Heavy Industry Co Ltd, the first domestically listed shipbuilder to unveil interim results, reported losses and said it saw a sharp decline in revenue for the first half. The company said it was hit by a bearish shipbuilding market, shrinkage of machinery demand and intensifying competition in the market. **CSSC Jiangnan Heavy Industry** - the Shanghai-listed arm of **China State Shipbuilding Corp**, one of the nation's largest shipbuilders - said late Sunday that its first-half revenue dropped 39.49 percent year-on-year to 319 million yuan (\$51.63 million), and it reported a loss of 61.52 million yuan for the same period. It added the market is still sluggish and that orders are drying up, which dragged down both its core business and its non-shipbuilding revenue. Last year, the company posted 76.05 million yuan in net losses, down 299 percent year-on-year, a stark contrast with the 38.21 million yuan in net profit reported in 2011.

Analysts said the shipbuilding industry is still deep in the doldrums and supply has exceeded demand by 30 percent, implying that overcapacity still persists even though no ships are expected to be manufactured in the next few years. Data from the Ministry of Industry and Information Technology showed only 20.6 million deadweight tonnage (DWT) in orders were completed from January to June nationwide, down 36 percent year-on-year, and that Chinese shipbuilders' orders in hand dropped 13.4 percent to 108.98 million DWT as of the end of June. The core business revenue of 80 major shipbuilding companies declined 22.4 percent to 84.1 billion yuan from January to May.

In a bid to return to profits, **CSSC Jiangnan Heavy Industry** accepted orders for products such as steel structures, machinery and other shipbuilding equipment projects. The company is scrambling to get more orders from its non-core business sector to secure its annual target. Meanwhile, as shipbuilding companies are posting hefty losses, the major Chinese banks are starting to tighten credit lines for the sector, which may compound difficulties and make it more difficult for the companies to overcome the current slump. A Reuters report said that shipbuilders are being required to collect at least 15 percent in down payments from their clients per order before applying for loans from commercial banks.

"We've seen many shipbuilders struggling to continue their business through shifting their focus to tertiary industries, such as logistics, and accelerating steps to eliminate outdated capacity," said Wu Jiangtao, an analyst with Northeast Securities. Guidelines to promote the development of the nation's shipbuilding industry are expected to be rolled out in the second half. The measures may include tax cuts for shipping companies and a special fund to subsidize the elimination of old ships to support the ailing shipbuilding and shipping industries, Wang Jianmin, vice-president of the Shanghai Shipping Exchange was quoted as saying by the Oriental Morning Post. "It's painful for shipbuilding companies to wade through the industrial downturn, but that's the cost of a market-oriented industry," said Liu Pan, an analyst with Xiangcai Securities. Insiders all seem to have a dim view regarding an immediate recovery of the shipbuilding industry. "For shipbuilders, 2011 was gray, 2012 is black, and 2013 will be bloody," said Ren Yuanlin, the chairman of the Yangzijiang Shipbuilding Group Ltd. Ren added that he expects the bearish conditions to persist for at least five years. Source: China Daily

Yangzijiang signs bulkers with Peter Dohle

Jiangsu Yangzijiang Shipbuilding has signed with German owner **Peter Dohle** for the construction of two 64,000 dwt ultramax bulker plus two options. The price for each vessel is \$26m, and the delivery will start from the end of 2015. Source: SinoShip News

Gibdock brings in first Technip ship

Gibdock has underlined its growing reputation in the offshore vessel sector by securing its first dry docking contract from **Technip**, a world leader in project management, engineering and construction for the energy industry.

Wellservicer, a multi-role diving support vessel with subsea lift capability, has undergone an intensive and relatively complex class renewal docking at the Gibraltar yard, and has been delivered back to Technip, ready for work.

Richard Beards, **Gibdock** Managing Director, said: "Gibdock's work is characterised by its diversity and continues to involve a full range of vessel types. However, our location, quality of work and ability to redeliver on schedule is attracting a growing number of high-end offshore vessel owners. It is a matter of pride that we executed this project to the exacting standards set by Technip." **Gibdock** staff undertook Technip's Integrated Safe System of Work (ISSoW) programme, a course specific to the marine sector exemplifying the standards set for the owner's fleet. All manual workers engaged in the project passed level 1, with Gibdock management undertaking level 3.

"We were keen to work with **Gibdock** because we knew their record for carrying out quality work, safely," said Ricky McGowan, Capex Project Manager for Marine Operations at **Technip**. "Dealing with the shipyard was smooth, and they took a proactive approach to safety and embracing our ISSoW. Overall we were very happy with how the dry dock went."

John Taylor, **Gibdock** Operations Director, said: "Technip has very demanding safety standards. As our offshore workload continues to grow, we are consistently demonstrating that our own safety regime is robust enough to meet the distinctive requirements set for this specialised market." The 111.4m long, 9158gt DP-class 3 Wellservicer arrived at Gibdock on May 6th and was successfully undocked on June 17th. After several days of afloat repairs, and sea trials, she returned to the yard for mobilisation work, before leaving for her next assignment in Canada.

The main scope of work included an extensive overhaul of the ship's three tunnel thrusters and three azimuthing thrusters, which were removed to the yard's workshops, disassembled and put through a rigorous maintenance programme before rebuilding. Gibdock engineers worked in close collaboration with Technip's supplier, Rolls Royce. It also included removal of the two small deck cranes and their replacement with two brand new five tonne capacity units. This required deck plate modification, including work to under deck stiffeners.

Jonathan Pocock, Gibdock Ship Repair Manager, said: "There was a large amount of pipe modification and considerable steel work. We have carried out a number of deck crane replacements recently; this was different but we were able to draw on our past experience." Other tasks included an upgrade to the fire line system, which involved fitting new pipework, and the erection of a significant amount of scaffolding. This was required in order to safely gain access to the helideck, and to carry out necessary works to the under deck supports. "Gibdock staff will remain ISSoW-certified for two years," said Mr Taylor. "We are well prepared to offer our services for consideration by Technip in the near future."

ROUTE, PORTS & SERVICES



MPV **WILLEM DE VLAMINGH** during load out of a interconnection cable for the Northwind project (Zeebrugge) In Halden Norway. Photo : Capt. Tom Wagemans - Master Willem de Vlamingh ©

NEAR-SOURCING AND SHORTER SUPPLY CHAINS BOOST DAVIES TURNER'S TURKISH SERVICES

An increasing trend by UK retailers to place more frequent and smaller orders with suppliers based closer to home, is giving a major boost to Davies Turner's overland services from North Africa, the southern Mediterranean and the Balkans, but above all with Turkey. "Volumes on our inbound trailer services from Turkey are going through the roof," says sales director, John McCartney. He adds: "Production costs may be slightly higher than in South Asia or the Far East, but shorter lead times and the ability to order higher or lower volumes in response to rapidly changing levels of demand is encouraging near-sourcing across a range of business sectors in addition to retail and bringing a significant boost to throughput, in particular on our trailer operations between Turkey and the UK."

McCartney adds that 45 years after identifying the potential of the trade between the UK and Turkey, Davies Turner remains the market leader and derives great strength and customer benefits from working with long-term partner Ekol Logistics.

One of the most innovative transport, logistics and warehousing companies in Turkey, Ekol continues to develop rail and ro-ro alternatives to traditional direct overland operations between Turkey and the EU. "The recent moves by Ekol to charter three ro-ro ferries to run between Istanbul and Trieste with a capacity of 250 trailers per ferry and to operate thrice-daily block trains between Trieste and Cologne, as well as Ostrava on the Czech-Poland border, gives us multiple routing options and the capacity to handle future growth," adds McCartney.

Joint services with Ekol see each forwarder playing to its strengths, as Ekol is strong on full trailer loads while Davies Turner is the leader in groupage trailer services over the two-way trade lanes between Britain and Turkey. McCartney adds: "Our trailer, sea-container and air cargo services between the UK and Turkey have for many years been amongst our fastest growing and most successful. Last week for example, we recorded 84 trailers from Turkey to the UK." "Until recently, we had been cautious about taking on too many more northbound customers as we were worried about creating a trailer imbalance. But Ekol's investment in the ferries and the block train services has sent a clear message to the market, and recent success on the southbound leg has allowed us to canvass and take on more northbound business."



The **METEOR** enroute Rotterdam - Photo : Ria Maat ©



Deltamarin designs Wallenius car carriers at Tianjin Xingang shipyard

Deltamarin Ltd has signed a contract with the Chinese **Tianjin Xingang Shipbuilding Heavy Industry** for Approval and Detail Design work for the two (plus two options) Post Panamax Car Carriers ordered by the Swedish shipowner **Wallenius Lines**. Prior to this contract, **Deltamarin** has already developed the Outline and Contract Design together with the shipyard for the owner.

Tianjin Xingang shipyard has previously focused on building mainstream vessel types, such as bulk carriers. With Deltamarin's assistance the yard managed to secure this new building contract of a more sophisticated vessel type.

The yard is also currently building 10 bulk carriers of Deltamarin's B.Delta37 design; four vessels for French Louis Dreyfus Armateurs and six vessels for the US-based **M.T. Maritime Management Group**. The vessels for Wallenius Lines are highly efficient Ro-Ro **Pure Car Truck Carriers ("PCTC")**, which are intended for the transportation of rolling cargoes such as cars, trucks and other vehicles as well as **High & Heavy ("H&H")** rolling cargoes. The car carrier capacity will be equivalent to 8,000 cars, and the vessel and beam length will be 200 m and 36.5 m respectively. The vessels are designed to offer improved fuel efficiency and ensure low environmental impact. The hull is optimised for lowest fuel consumption, excellent sea keeping and operability over a worldwide operational profile. Special fuel saving devices are also applied to reduce fuel consumption.

The design work will be carried out mainly at Deltamarin's offices in Europe, while some detail design work will be conducted by Deltamarin's Chinese design partner from the CSIC group. The total contract value of Deltamarin's design work, to be carried out over an estimated period of 12 months, is 3.5 M€.

Tianjin Xingang Shipbuilding Heavy Industry Co., Ltd. (XGSIC), located in the Bohai Sea of the Binhai New Area, Tian Jin, China and founded in 1940, is one of the largest ship building and ship repairing state-owned enterprises under **China Shipbuilding Industry Corporation(CSIC)**. Nowadays **XGSIC** mainly specializes in shipbuilding, ship repairing, heavy equipment manufacturing and offshore projects. XGSIC has a capability to construct all kinds of vessels under 500,000 DWT, such as Bulk Carriers, Multi-Purpose Heavy Lift vessels, Container Vessels, Train Ferries etc. Together with international partners, **Wallenius Lines** form one of the world's leading shipping and logistics groups. Through a number of subsidiaries and associated companies, Wallenius offers global transportation and integrated logistics solutions – from factory to dealer – to car manufacturers and other rolling cargo producers. Along with its partners, Wallenius controls a fleet of 160 vessels, of which 36 are wholly or partly owned or long-term chartered by Wallenius Lines but operated by our commercially operating subsidiaries; **Wallenius Wilhelmsen Logistics**, **EUKOR Car Carriers**, **American Shipping and Logistics Group** and **United European Car Carriers**. **Deltamarin Group** provides services for shipping, shipbuilding, naval, marine and offshore industry worldwide. The services cover the entire field of engineering from feasibility studies through concept development, FEED and basic design up to complete engineering and contracting packages, including site supervision. **Deltamarin Group** employs around 300 designers in Finland, Poland, China and Brazil. With associated companies in Croatia, China, Monaco and Malaysia the total employee number is about 400. **Deltamarin** is a subsidiary to **AVIC International Maritime Holdings Limited**. Source: Deltamarin

AN OSV , A DREDGER AND A LANDING CRAFT - YET AGAIN SUCCESSFUL ADDITIONS TO OUR TRACKRECORD OF COMPLETED VESSEL REPOSITIONING PASSAGES.



The newly built Offshore Support Vessel "**OCEAN STAR**", departed from the yard at Guangzhou (China) on May 15th heading for her new homeport Dos Bocas (Mexico). The route took vessel via great circle route across the Pacific Ocean to Panama Canal. "**OCEAN STAR**" safely arrived in Mexico (Caribbean side) on July 20th after a maiden voyage covering 10,676 nautical miles.



The well maintained and sturdy 1975 built dredger "**SAND WEAVER**" recently departed from the UK port of Swansea. This after several days of vessel & voyage preparations, involving flag change and associated surveys etc. Bearing in mind vessel's destination and chosen routing, the usual hardening

and security arrangements were carried out (partly after clearing the Suez canal), resulting in a safe & secure passage through the Gulf of Aden, Arabian Gulf and associated part of Indian Ocean. After 31 days of sailing time, the **SAND WEAVER** was safely handed over to our principals at port of Bahrain.



The newly build landing craft "**ESNAAD 1010**" with a GT of 1,334 and installed propulsion power of 1696 BHP was successfully delivered on her maiden passage during the monsoon season on stretch from the **Sealink Yard** at Miri (Malaysia) to Abu Dhabi (UAE).



To date **Redwise Maritime Service BV** arranged for management and repositioning of some 30+ vessels (a.o.: tugs (some with tow), dredgers, OSV's, AHTS vessels and even a reefer) and confirms another 8 vessels being on their way or in process of getting underway bound for various destinations on the globe.

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BOOKBESPREKING

By : Frank NEYTS

"General Engineering Knowledge".

Adlard Coles Nautical issued a most comprehensive and authoritative book entitled '**General Engineering Knowledge for Marine Engineers**'. The authors are **Paul A Russell, Leslie Jackson & Thomas D Morton**. It is Book 8 in the series '**Reeds Marine Engineering and Technology**'.

Comprehensive and authoritative, this bestselling series is highly regarded among maritime educators around the world. Written by leading experts, each title maps the syllabus content of the relevant Certificate of Competence (CoC) for Marine Engineering and Deck Officers, following the STCW Code, including the 2010 Manila Amendments, laid down by the **International Maritime Organization (IMO)**. An essential resource for students and professionals in the maritime industry, each volume distils the latest maritime technology and contains up-to-date technical drawings and specimen examination questions.

Developed to complement '**Reeds Vol.12: Motor Engineering Knowledge**', this indispensable textbook is crucial for all marine engineering officer cadets. The revised edition has been extensively updated to include the latest information about equipment, practices and trends in marine engineering, as well as incorporating changes outlined in the **STCW 2010 Manila Amendments**, particularly relating to Management. Accessibly written and clearly illustrated, this book takes into account the varying needs of students studying 'general' marine engineering, recognizing recent changes to the Merchant Navy syllabus and current pathways to a sea-going engineering career, including National Diplomas, Higher National Diploma and degree courses, covering flag state requirements. "**General Engineering Knowledge for Marine Engineers**" (ISBN 978-1-4081-7596-5), is a softback of 576 pages and costs £35. The book can be ordered at any bookshop, or direct with the publisher, **Adlard Coles Nautical**, 38 Soho Square, London W1D 3HB, UK. www.adlardcoles.com

.... PHOTO OF THE DAY



The **CASSIOPEIA** moored in Valetta (Malta) - Photo : Gaetano Spiteri ©

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