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The PACIFIC PRINCESS (ex R3) arriving in Haifa – Photo : Peter Szamosi ©

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The BOSKALIS dredger **FLEVO** arriving in KOUROU (French Guyane). As seen from the Boskalis Dredger **GEMMA**
Photo : Willem van Zwet ©

Wereldhavendagen: voor de 36e keer groots havenspektakel in de stad

De Russen komen! Het thema '[Van Wolga tot Maas](#)' geeft niet alleen de grootte van het achterland van de Rotterdamse haven aan, maar onderstreept ook nog eens de bijzondere relatie met Rusland. Dat dit wederzijds is, blijkt wel uit de aanwezigheid van een Russisch marineschip en de Marinekapel tijdens de Wereldhavendagen, die ook

nog eens door de Russische ambassadeur geopend gaan worden. Daarnaast valt er nog ontzettend veel meer te beleven op 6, 7 en 8 september, variërend van een mini-Gergiev Festival op het Schouwburgplein tot aan de vele excursies naar indrukwekkende havenbedrijven.

Eén van de hoogtepunten vormt ongetwijfeld de Avondshow op zaterdagavond. Centraal hierbij staan een schepenparade, onder begeleiding van 'waterhits', zoals The River van Bruce Springsteen en Sailing home van Piet Veerman. Charly Luske en Thomas Berge zullen hierbij gastoptredens verzorgen. Om 22.40 uur is het tijd voor het traditionele vuurwerk. De officiële opening vindt een dag eerder om 14.00 uur plaats. De sluitingsceremonie is zondag om 17.00 uur. Dan wordt ook het thema voor 2014 onthuld.

Van Kinderplein tot Brand!

De Wereldhavendagen zijn interessant en vooral leuk voor jong en oud. Voor de jongsten is er een speciaal Kinderplein op de kop van de Wilhelminapier. Scholieren kunnen vrijdag deelnemen aan de 'Expeditie Wereldhaven' en maken daardoor op een bijzondere manier kennis met alle aspecten van de haven. Voor studenten staat het World Port Seminar 'The Russia-Rotterdam connection: from Volga to Maas and back' op het programma. Bovendien kan in de 'World Port Hackathon' de uitdaging aangegaan worden om met frisse ideeën de haven een stapje vooruit te helpen. Voor liefhebbers van alle leeftijden is er de bijzondere dansvoorstelling voor brandweermannen en ballerina's: 'Brand!'. Deze vindt op alle drie de dagen plaats op het parkeerterrein achter Hotel New York.

Van City dressing tot Korps Mariniers

Het grootste maritieme festival van Nederland dringt tot ver in het centrum van Rotterdam door met bijvoorbeeld muziek en 'city dressing' door middel van transparante zeecontainers op het Schouwburgplein, Eendrachtspaleis en rond Rotterdam Centraal. Voor veel mensen zullen echter toch vooral de Scheepvaartkwartier en de Wilhelminapier 'the place to be' zijn. Hier zijn veel bedrijven en organisaties uit de haven te vinden die zich presenteren met interessante projecten en spectaculaire demo's. Vele hebben groot materiaal meegenomen en aan de kades ligt een groot aantal schepen open voor bezichtiging. Ook de Koninklijke Marine pakt weer ouderwets groots uit met marineschepen en demo's van onder andere het Korps Mariniers. Daarnaast zijn er op de kades twee muziekpodia met een mix van genres voor jong en oud.

Van wakeboard tot kraanponton

Op de Nieuwe Maas zelf is natuurlijk ook genoeg te beleven. Calamiteitendemonstraties worden afgewisseld met demo's wakeboarden. De Douane brengt haar Zeearend mee; de Koninklijke Marine laat zien hoe zij piraterij aanpakt en er zijn demonstraties met onder andere sleepboten, binnenvaartschepen, kraanschepen en een kraanponton. Ooit wel eens gezien hoe meerpalen worden aangebracht? Tijdens de Wereldhavendagen wordt precies getoond hoe dat in z'n werk gaat.

Van stoomtrein tot containerscan

Bijzonder rijk gevuld dit jaar is het aanbod aan meer dan zestig excursies. Duik de geschiedenis in met een rondvaart met museumschip Havendienst 2 en een rondleiding door de oudste haven van de Maasstad: de Oude Haven. Of kies voor de toekomst met een rondrit over de Maasvlakte 2. Of wat te denken van een kijkje achter de schermen bij de bloemfabriek van Meneba, de ECT Delta Terminal (Europa's grootste containerterminal), scheepswerf Keppel-Verolme, de LNG Gate Terminal of de containerscan van de Douane. Maar ook een wandeling langs de rijke havennatuur, een lunchvaartocht met zeilschip Minerva of een rondrit over het goederenspoor met de DB Schenker stoomtrein behoren tot de mogelijkheden. Te veel om op te noemen, maar stuk voor stuk zeer de moeite waard.

Over de Wereldhavendagen

De Wereldhavendagen zijn het grootste maritieme evenement van Nederland en zijn om iedereen een kijkje achter de schermen te geven van de grootste haven van Europa: Rotterdam. Het driedaagse evenement wordt in 2013 voor de 36e keer georganiseerd en vindt plaats op 6, 7 en 8 september. Bezoekers van jong tot oud kunnen naast scheepsbezichtigingen, demonstraties op het water en presentaties van havenbedrijven onder andere genieten van een uitgebreid cultureel programma. In 2012 trok het evenement meer dan 400.000 bezoekers.

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PREPARATIONS ONBOARD DOLWIN ALPHA JACKET



Some pictures earlier this month of offshore works on **Dolwin Alpha jacket** in preparation for topsides arrival (both built by Heerema Fabrication Group). **Siddis Skipper** was in the field as a standby vessel and the jack-up barge worked from was **GMS Endeavour 6102**.

Photo's : Julien Mos ©



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31-07-2013 : The **NORTHERN DIAMOND** in bound for Melbourne off Portsea IMO 9405033, 2008/36007gt in to Melbourne off Portsea Photo : Andrew Mackinnon – www.aquamanships.com ©

The Calm Before The Storm

With severe hurricane activity predicted for 2013, we explore the makings of the perfect storm, the risk factors at play and what insurers can do to mitigate the impact of extreme hurricane events.

Professor Mark Saunders and Dr Adam Lea of Tropical Storm Risk.com (TSR) at University College London have an enviable reputation for forecasting tropical storms. In April 2005, their predictions for the coming hurricane season were sent to a contact in the British Consulate in Houston, Texas. The Consulate later earned praise for its preparedness to help British citizens during Hurricane Katrina, one of the strongest storms to impact the coast of the United States during the last 100 years, and which caused devastation along the central Gulf Coast states.

This April, TSR said: "Based on climate signals, Atlantic basin tropical cyclone activity is forecast to be about 30% above the 1950-2012 long-term norm."

Their announcements have since been followed by alerts from Weather Services International, which predicts "16 named storms, nine hurricanes and five intense hurricanes" for 2013, consistent with TSR predictions.

What can insurers do?

Help build more resilient communities by working with policymakers to encourage customers to adopt risk mitigating measures such as 'code plus' standards for new building and retrofits. Incentivise policyholders to take risk mitigation measures through reduced premiums – for example, lower premiums could be offered to home owners who install fire-resistant, non-wood shingles in fire-prone areas.

Insurers could also encourage policyholders to share a greater proportion of risk by offering policies with higher deductibles. This will provide a financial reason to implement risk mitigation measures in order to keep losses as low as possible. Explain to customers the advantage of retrofits in hazard-prone areas and consider offering home inspections / retrofit recommendations. Share findings on weather-related catastrophe risks more widely with government

researchers, and advocate additional data collection and development of tools that will benefit underwriting, risk mitigation

and adaptation planning. Work with policymakers to improve hazard mapping and data quality.

Risk factors

One thing all researchers seem to agree on is that windstorm hazard is likely to become more severe. When assessing any type of physical risk, it's crucial to remember that hazard is just one component. The others – exposure and vulnerability – are as important.

Exposure

Both Sandy and Katrina affected areas with high exposure in terms of population density and property value. Sandy affected nearly 1,000 miles of coastline, a bigger area than any previously recorded hurricane in the US. Not only that, but it produced a record storm surge of 4.2 metres in central Manhattan. The surge also affected expensive real estate in New Jersey and Long Island – not to mention the disruption caused by the closure of a major airport. As with Katrina, much of the damage was due to flooding in the low-lying coastal zones.

Vulnerability

Even where exposure remains high, risk can be reduced by reducing vulnerability. Hurricane Andrew in 1992 generated a sea change in attitudes to vulnerability in the US. In its day, it was the costliest storm ever, but it is now ranked fourth. Thanks to an effective warning system, the death rate was low at 43 people, but so many houses lay in its path that a sustained wind speed of 145mph and a 5-metre storm surge caused more than \$26bn of damage at 2012 prices. More than 200,000 homes and businesses were damaged or destroyed. After Andrew, steps were taken to make Florida's buildings more resilient to windstorm by raising standards and giving better training to building inspectors.

Human vulnerability can be reduced by effective early warning systems. However these are very dependent on a good communications infrastructure and this is not always available in less developed countries. For example, Hurricane Mitch struck Honduras in 1998 with very little warning to the people living there. Conservative estimates suggest that 20,000 people died, and a further two million were left homeless. Yet the hurricane is estimated to have cost only around \$2bn at 1998 prices. It has also been suggested that underwriters should beware a 'black swan' event, defined by Nancy Green, Executive Vice President of AON Risk solutions, as "a highly improbable occurrence with three characteristics; it is impossible to predict; it carries a massive impact and its shock value is stunning because people could never conceive of such an event occurring." Green's examples include the September 11 attacks, the 2008 credit crisis, the BP Gulf oil spill in 2010 and the 2011 Japan earthquake.

Outlook

The US remains the region most vulnerable to hurricane damage. Of the 40 biggest insurance losses recorded since 1970, 20 were from hurricanes or tornadoes that struck the US. Aon's Global Risk Management Survey currently ranks weather and natural disasters at 16 on its list of risk concerns facing companies, but projects this will jump to ninth place in the next three years. **Source: Lloyd's of London.**



27/07/2013 :The **STAR FIRST** arriving at Dover - Photo : Dave Thompson RNLI: Harwich Lifeboat ©

Arrest Continues For 'New Giant'

STX Pan Ocean's 27,116GRT bulk carrier, the '**NEW GIANT**', remains at anchor in Poverty Bay in Eastern New Zealand over a month after the New Zealand High Court placed it under arrest. Aware of the South Korean-based

shipping line having gone into receivership, Eastland Port was evaluating its options upon the vessel's arrival in the middle of last month, when the writ was duly issued on behalf of creditors.



That action while the vessel was at anchor alleviated a potentially debilitating situation for the port company, given it has only two international berths and one logging berth. In a similar recent event at the much-larger Port of Tauranga, a vessel remained in custody at a berth for several months while the matter was resolved.

It is understood that Eastland Port and locals furnished the 20-person crew onboard with supplies on June 20, with the High Court this week organising a resupply. Several other **STX** vessels are in custody around the world and it had been speculated the '**CHITRAL**' would be arrested last month while at anchor off Taiaroa Head at the entrance to Dunedin Harbour. However, at latest report the vessel had departed the Port of Tauranga and was due to arrive at Zhangzhou, China, on July 18. **Source: BAIRD Maritime.**

The advertisement is a horizontal banner. On the left, there is a photograph of a large yellow crane with multiple pulleys. In the center, there is a logo consisting of a blue square with a white anchor and a white figure, a green square with the letters 'DNV' in white, and a white square with the text '2.7-1' in blue. To the right of the logo is a photograph of a large blue and white ship. Below these images, there is a blue banner with white text that reads: 'Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting' and 'Nijverheidsweg 21 - 3161 GJ Rhooen - Tel. +31-(0)10-5018000'. At the bottom, there is a white banner with blue text that reads: 'VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl' and a small blue logo on the right.

The **SANTA REBECCA** enroute Rotterdam – **Photo : Monique Davis-Mulder ©**

Skuld's Suez warning

Norwegian P&I Club Skuld has advised its members to be on high alert when transiting through the Suez Canal. Armed forces are making random inspections on vessels transiting the canal as well as vessels berthing inside the ports along the Suez Canal. There have been reports of people seeking to board vessels, stating that they are 'businessmen'. "They often seek to remain on board the vessel while she is in transit through the canal, and may seek to engage in unlawful activities, including thefts, while on board the vessel," Skuld noted in a report to members. Shipowners are urged to continue to advise their vessels to be on alert and very cautious while transiting through the Suez Canal and while calling at any Egyptian ports, Skuld advised. "Continuous deck watch will be necessary, and the Master and Officers on board are well advised to make sure that passage planning allows for a senior person to be on

watch at all material times to ensure the safety of the vessel and her crew. "The advice given, which is universally applicable, is that a vessel should not allow any unidentified persons to board," Skuld noted. The news follows on from another Skuld advisory in mid-June which advised that there have been attempts to solicit the provision of detailed and confidential information from vessels by the use of e-mails allegedly originating from the Suez Canal Authority.

Source : Gulfshipnews



The **SELANDIA SEAWAYS** enroute Vlaardingen

Photo : Ruud Zegwaard - <http://tugfoto.blogspot.com/> - <http://merchantshipsphoto.blogspot.com/> (c)

LAUNCH OF JOINT CONCENTRATED INSPECTION CAMPAIGN ON PROPULSION AND AUXILIARY MACHINERY

The Maritime Authorities of the Paris and the Tokyo Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) with the purpose to ensure compliance with SOLAS Chapter II-1. The scope of the CIC is the safety of propulsion and auxiliary machinery, especially the working order and maintenance of the main engines, auxiliary engines, auxiliary equipment and their related alarm systems. Special attention will be given to familiarity of the crew with safety and emergency procedures with regard to these systems.

This inspection campaign will be held for three months, commencing from 1 September 2013 and ending on 30 November 2013. The propulsion and machinery installations will be verified in more detail for compliance with the mentioned scope of the CIC during a regular Port State Control inspection conducted under the regional ship selection criteria within the Paris and Tokyo MoU regions. For more information, please retrieve the press release from the following link:

<http://www.tokyo-mou.org/doc/Joint%20press%20release%20CIC%20on%20propulsion%20and%20auxiliary%20machinery.pdf>

Source: Paris MOU



The **LIA IEVOLI** outbound from IJmuiden locks enroute Ravenna – Photo : Simon Wolf ©

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The SEABOARD PRIDE outbound from Willemstad (Curacao)

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

China Cosco Expects First-Half Loss to Narrow on Asset Sales

China Cosco Holdings Co. (1919), the nation's biggest shipping company, said it expects to narrow its first-half loss after selling assets. Net loss in the six months to June will probably narrow by as much as 85 percent from a net loss of 4.87 billion yuan (\$794 million) a year earlier, according to a filing to the Shanghai Stock Exchange. China Cosco (601919), which made losses for the past two consecutive years, is restructuring assets in a bid to return to profitability as a third straight annual loss may result in shares being delisted in Shanghai. The company had agreed to sell its logistics unit and a stake in a container maker to its parent for one-time gains. "The company still posted a loss in the first half because the imbalance between demand and supply in the shipping market had no material improvement," China Cosco said in the statement. "Container and dry-bulk shipping remained weak and freight rates fell from a year earlier." **Source: Bloomberg**

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Former Cosco Dalian boss under investigation

Meng Qinglin, the former general manager of Cosco Group's tanker arm, **Dalian Ocean Shipping Company** (Cosco Dalian), has been taken away by the Central Discipline Inspection Department for investigation. Meng retired as general manager of Cosco Dalian in January this year and the position has been taken over by Zhu Jianhui, former general manager of China Ocean Shipping Tally Company. A source from a local shipping company in Dalian revealed that Meng had established his own company when he was still the general manager of **Cosco Dalian**, and he was using resources from Cosco Dalian to obtain businesses for his private company. Meanwhile, Meng and some other

senior officials from Cosco Dalian might also be involved in other financial crimes, it has been alleged. A spokesperson from Cosco Dalian refused to comment on the issue. This is Cosco's second senior management scandal following former vice general manager of Cosco Qingdao, Zhu Jun who was arrested for corruption and bribery in 2009 **Source:** SinoShipNews



The **RED CEDAR** outbound from Cape Town – **Photo : Aad Noorland ©**

Samudera Shipping Line reverses into the red, with Q2 net loss of \$4.6 million

Samudera Shipping Line has reversed into the red in the second quarter, with a net loss of US\$3.6 million (S\$4.6 million) compared to a profit of US\$7.4 million. Revenue for the three months to June 30 fell by 19.1 per cent to US\$104.8 million, weighed down by lower contribution across all three business segments. The group's regional container shipping business contributed US\$73.3 million in revenue, a 22.5 per cent decline, as a result of lower volume and declining freight rates. The oversupply of vessel capacity and strong competition in the market affected freight rates and reduced volume handled by the group. **Source: Straits Times**

Fracking Boom Sends Chemical Tankers to Five-Year High

The boom in U.S. natural-gas supplies is boosting chemical exports to Asia, driving up demand for specialized ships that carry the products and sending freight rates to a five-year high. Earnings for tankers carrying 20,000 metric-ton cargoes in stainless-steel tanks will rise 12 percent to an average of \$14,500 a day next year, the most since 2009, according to RS Platou Markets AS, the investment-banking unit of Norway's largest shipbroking group. Analysts raised their estimates for shares of Stolt-Nielsen (SNI) Ltd., the biggest owner of the vessels, and expect them to rise 24 percent in 12 months, instead of 4.9 percent as recently as May 31. Enlarge image Fracking Boom Sends Chemical Tankers to Five-Year High Shares of Stolt-Nielsen, which operates 155 tankers, gained 20 percent to 138 kroner (\$23.26) in Oslo this year and will reach 171.25 kroner in 12 months, according to the average of four analyst estimates compiled by Bloomberg. The 24 percent increase in U.S. natural-gas output over the past decade is cutting costs for the nation's chemicals producers, who will boost exports of materials used in everything from paints to plastics to a record in 2013. China, the largest importer, is on course to buy more than ever, pushing fleet use to 87.2 percent of available transportation capacity this year and 89.8 percent in 2014, the highest since 2008, Platou estimates. "This is wonderful because it will ensure there will be more demand and the trade leg is longer," said Rohit Pattnaik, a Gurgaon, India-based analyst at Drewry Maritime Research, an industry consultant. "The impact of U.S. petrochemicals is going to be significant for the recovery of chemical tankers."

Revised Estimates

The price of hiring vessels on 15 trade routes rose 5.8 percent to \$66.60 a ton in the past year and is headed for the highest annual average since at least 1996, according to data from Clarkson Plc (CKN), the world's largest shipbroker. Shares of Stolt-Nielsen, which operates 155 tankers, gained 20 percent to 138 kroner (\$23.26) in Oslo this year and will reach 171.25 kroner in 12 months, according to the average of four analyst estimates compiled by Bloomberg. Just two months ago, they were anticipating a gain to 144.80 kroner. The London-based company's profit will almost double to \$116 million next year, the most since 2008, the average of 10 estimates shows. Demand for chemical tankers will advance 3.6 percent this year while the fleet expands 2 percent, according to Ardmore Shipping Corp. (ASC), an owner of three of the vessels in Cork, Ireland. Shipments from the U.S. rose 4.6 percent to a record 13.8 million tons in 2012 and will be higher again this year, according to Drewry.

Gas Slump

Cargoes are increasing because natural-gas output in the U.S. rose to 2.48 trillion cubic feet in April, the highest for the time of year on record, Energy Department data show. Production was 2 trillion cubic feet a decade ago. The expansion drove down the fuel's price by 78 percent from its peak in 2005, improving margins for chemical makers using gas-based feedstocks. Plants using ethane to make ethylene, a component for detergents and plastics, are earning \$1,034 a ton. Margins for European manufacturers using naphtha, a refined oil product, are less than half that because crude is only 27 percent below its peak in London trading, Bloomberg Industries data show.

While shipments to Asia may increase, U.S. plants already anticipated gains and major new capacity additions aren't scheduled to finish until 2015, said Bill Bryant, Stolt-Nielsen's managing director for Middle East and Africa, who has worked in the chemicals industry for more than 20 years.



The **STOLT INSPIRATION** enroute Rotterdam –

Photo : Ruud Zegwaard - <http://tugfoto.blogspot.com/> - <http://merchantshipsphoto.blogspot.com/> (c)

Chinese Growth

Slowing growth in China could also hinder gains in freight. The world's second-largest economy will expand 7.5 percent this year and next, the weakest since 1990, according to the average of 57 economist estimates surveyed by Bloomberg. The 17-nation euro area will contract 0.6 percent this year, the same as in 2012. The improving U.S. economy could also increase domestic consumption of chemicals. Growth will quicken to 2.7 percent next year, the fastest in eight years, according to 79 economist estimates compiled by Bloomberg. The chemical-shipping market has a smaller glut than crude-oil tankers and dry-bulk carriers because owners ordered fewer new vessels before the 2008-09 recession. Contracts with shipyards peaked at 26 percent of existing capacity in 2008, compared with 48 percent for oil tankers and 74 percent for bulkers, according to data from IHS Fairplay, a Redhill, England-based maritime research company.

Double Costs

The \$14,500 daily rate predicted by Platou would be double what the ships need to cover expenses including crew, insurance and repairs, according to data from Moore Stephens LLP, an industry consultant. Rates for supertankers and Capesize iron-ore carriers averaged less than their operating costs this year. The ClarkSea Index, a gauge of industrywide earnings, is headed for its worst year since at least 1990.

Chemical tankers, about 550 feet long, carry more than 500 products including alcohols for solvents, aromatics for paints and sulfuric acid for insecticides. The U.S. is the largest exporter of organic chemicals, accounting for about 25 percent of volumes, according to Ardmore. China is the largest importer, the American Chemistry Council says.

The Asian country purchased an average of 4.61 million tons of chemicals a month between January and May, a 3.8 percent increase from the same period in 2012, according to Clarkson. Last year's average of 4.38 million tons a month was an annual record. The second-largest chemical tanker owner is Odfjell SE (ODF), with 96 of the vessels, according to its website. Shares of the Bergen, Norway-based company rose 13 percent this year and will gain 33 percent in 12 months, the average of five analyst estimates compiled by Bloomberg shows.

Ton-Mile Demand

Ardmore plans to order six more tankers and to sell 10 million shares for between \$15 and \$17 each, the company said in a stock-sale prospectus on July 22. American exports to Asia boost fleet use because the voyages are longer than those from Persian Gulf suppliers, increasing what the industry calls ton-mile demand, or cargoes multiplied by distances. Each additional million tons shipped at the expense of Middle East exporters increases the industry's average voyage duration by 0.25 percent, Platou estimates. "U.S. gas will have an impact on providing cheap feedstocks," said Rikard Vabo, an Oslo-based analyst at Fearnley Securities AS whose recommendations on shipping companies returned 11 percent in the past year. "That could be shipped to the Far East, which will generate substantial ton-miles. There'll be continued growth in fleet utilization coming up every day." **Source: Bloomberg**




Dockwise **VANGUARD** with the **NOBLE PAUL ROMANO** on deck in Valetta (Malta) **photo : Gaetano Spiteri ©**

HFW Green Shipping Bulletin July 2013

Environmental regulation of the shipping industry has been gathering pace in recent years and owners, charterers and shippers need to be aware of the current regulatory position and the changes that are on the horizon, to prevent falling foul of the new rules. In the HFW inaugural **Green Shipping Bulletin**, we look at the future of [sustainable shipping](#) and analyse the current focus on eco-ships and the retro-fitting of existing vessels with eco-technology. One of the main barriers to retro-fit of environmentally sustainable technologies is the financing gap and we examine one suggested way forward. Earlier this year, new Marpol Regulations came into force with regard to [garbage disposal](#), which will require garbage to be commonly sent to shore-based reception facilities. We look at what owners, charterers and shippers need to do to comply with the legislation in respect of both traditional garbage, hold washing

water removal and discharge of cargo residues. We then explore the drive to reduce the shipping industry's [CO2 emissions](#), covering the current mandatory Energy Efficiency Design Index (EEDI) framework and looking at what new regulatory measures may be introduced over the next few years. Regulators are also seeking to reduce [sulphur emissions](#) and we consider the picture in Hong Kong. Finally, [slow steaming](#) remains a feature globally due to both economic and regulatory pressures and we review the legal implications. The bulletin also contains recent news and information on forthcoming [conferences and events](#). Source : Holman Fenwick Willan LLP

			
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31-07-2013 : **LARENTIA**, IMO 9312432, 2005/27915gt, in to Melbourne off Portsea

Photo : Andrew Mackinnon – www.aquamanship.com ©

Think tank calls for Arctic cruise ship code of conduct



A non-governmental think tank is calling for a rigorous code of conduct for cruise ships and private boats which enter Canadian Arctic waters. The Centre for International Governance Innovation has released a policy report based on discussions held with various groups in Iqaluit in May. John Higginbotham, a senior fellow with the centre, said more needs to be done to ensure cruise ships are carefully monitored. "In terms of crew training, in terms of sensitivity to aboriginal cultures, in terms of providing benefits for the small communities in the Arctic that they may call upon when they are traveling among the islands," he said.

Higginbotham also said there needs to be better planning for cruise tourism in the north to make sure fragile areas are protected. He also said facilities are needed to deal with emergencies such as oil spills or cruise ship

accidents. Source : CBC

Plymouth schoolgirl speaks of sinking tall ship rescue drama

A TEENAGER has described how she fled a 100-year-old tall ship as it sank off the coast of Ireland.

See also : http://www.youtube.com/watch?v=OwnmzXWfrA4&feature=player_embedded



Katie Spencer, 15, a pupil at Devonport High School for Girls, said the drama of being rescued was an experience she will "never forget". Katie was one of three Britons rescued from the Astrid which struck rocks while attempting to enter the harbour at Kinsale, County Cork, on Wednesday morning.

Arriving back at Gatwick Airport she had only the clothes she was wearing when the boat sank and a bin bag with some donated clothes in.

She had secured a berth on board the Dutch vessel after seeing EU-funded places advertised on her local newspaper the Cornish Guardian's website. Boats came from across Europe to join the voyage,

called The Gathering, which was supposed to last two weeks – but Katie, from Morval, near Looe, said it was an experience she would never forget. "I was just about to go to sleep when we heard the engines cut out," she said.

See also : http://www.youtube.com/watch?v=DGETei53kQI&feature=player_embedded

"We thought it might have been planned so no one was too worried, although we all wondered what was going on.

"Shortly after people were running around shouting, 'Get up! Get up!' and we were told to put our lifejackets on. We also had to quickly take down a sail, as it was blowing us on to rocks.

"Everyone was told to go to the back of the boat. I was surprisingly calm; I coped well with it. We all knew what we had to do [in case of an emergency] and that helped us keep calm."

She said they were quickly dispatched to waiting lifeboats and were ashore within minutes.

Her mum Kim, said Katie lost all of her possessions including her camera with photos documenting her once-in-a-lifetime trip.

She also lost her ipod, passport, clothes, waterproofs and jewellery. "All she had was her phone and the clothes she stood up in," Kim said. "Fortunately the lovely folk of Kinsale gave them all spare clothes.

"It is a good job she had her phone with her as she was able to ring my husband from the main lifeboat to let him know she was safe.

"We had been following the boats' progress online and would have noticed it disappear from the trace and naturally been very concerned." A spokeswoman for the RNLI told the Irish Mirror: "At 11.50pm the captain of the tall ship signalled he had a problem. We stood by, and other boats also stood by. We simply didn't have the power to pull the Astrid off the rocks.

"It seems it was complete engine failure. One boat took 12 people to safety and an RNLI lifeboat rescued the remaining 18. "The coxswain on one of the RNLI boats said everyone on that ship should be proud of themselves. They did everything by the book." Katie, a regular sailor at Siblyback Lake, said: "I'd definitely go on a tall ship again. It was an amazing experience and one I will never forget." Vincent O'Donovan, of Courtmacsherry RNLI, said he believed the historic ship had gone for good. "It's completely under water now," he said. "That region is a notorious spot for losing ships. It'll be breaking up below the water now and I don't think it'll be saved."

The iron-hulled Astrid was built in 1918 with a lug rig, and until about 1975 carried cargo on the Baltic Sea. After a period sailing under the Lebanese flag, which ended with a disastrous fire, she passed into British hands in 1984.

The ship was completely restored, square-rigged as a brig and redesigned to train up-and-coming tall ship sailors.

Katie's mum Kim, who runs a holiday cottage business with husband Michael, said: "We're all very grateful to the RNLI for the rescue, the people of Kinsale and particularly the Kinsale Yacht Club," she said. She was also full of praise for

the trip's organisers: "There was no panic and we were kept constantly updated by the company," she said. Source : thisisplymouth.co.uk

Lifeboat called out three times in a day

SAILORS, rowers and swimmers who got into difficulty in three separate incidents off the Malahide shore in a single day have the **Howth RNLI lifeboat** crew to thank for saving them.



The three call-outs for the crew began at 8.20 a.m. on Sunday, July 21, when Howth RNLI's inshore lifeboat was tasked along with Rescue 116 to come to the aid of three males in their late 20s who were attempting to swim from the Donabate side of Malahide Harbour back the marina.

An RNLI spokesperson said: 'One male got into difficulty and his friend managed to get him to a nearby dinghy, they were brought to safety by two men heading out fishing.'

'They raised the alarm and Howth RNLI inshore lifeboat picked up the third male from the beach while rescue 116 brought the male swimmer, who had suffered an epileptic fit, to hospital.' That same afternoon, the inshore lifeboat was called into action again with reports of a rowing boat, with six persons onboard, in the channel and struggling to make way in the strong current. An RNLI spokesperson explained: 'Once on the scene it appeared that the rowing boat had their own rescue boat with them and were safely back in their berth.'

Later that afternoon at 4.54 p.m., Howth RNLI's all-weather lifeboat were tasked to two yachts aground in the channel at Malahide.

Howth Coast Guard's water unit were on scene when the all-weather lifeboat arrived and had already tried to free the casualties but to no avail. An RNLI spokesperson explained: 'The XP Boat was deployed from the Trent class lifeboat, which is able to access shallower water, with two crew members on board.'

'This managed to push one of the yachts off which then made its way up to Malahide marina. The second yacht was then towed off and out to sea by XP boat and continued on its way unassisted.' Source : **Fingal Independent**

CASUALTY REPORTING



www.multraship.com info@multraship.com

Blue Puttees hits wharf in Port aux Basques

The MV **BLUE PUTTEES** ran aground while departing Port aux Basques for North Sydney just after 8:30 a.m. last Wednesday, **Marine Atlantic** has confirmed.

The company says the situation has been stabilized and the vessel is secure at its current location.



The **Blue Puttees** was carrying 398 passengers and 91 crew members, according to **Marine Atlantic**. All passengers remain stranded aboard the vessel. There were no injuries reported, and there is no indication of significant damage at this point. **Marine Atlantic** says it has contacted regulatory authorities about the incident. The investigation is continuing. Source : CBC News

NAVY NEWS

Two decades ago, the U.S. Navy began designing what it then called its “**21st-century destroyers**.” These were to be a fleet of 32 guided-missile destroyers that would be able to cruise near coastlines and attack forces on land with mind-boggling might. In 2001, though, the Navy canceled that program and replaced it with a less costly alternative.

It took another dozen years, but the first destroyer of that new generation is now nearing completion. Although less ambitious than the original concept, the first ship of this new class, the **USS Zumwalt**, is pioneering so many advanced technologies that some decision makers have criticized the program for trying to do too much, too soon.

Some of the pushback came simply from the enormous costs involved in developing so many cutting-edge technologies. Indeed, faced with mushrooming costs, the U.S. government reacted by repeatedly reducing the number of these destroyers to be built—eventually settling on just three ships. The total cost of the program, including R&D, that will result in those three ships is estimated to be US \$22 billion, according to the Congressional Research Service [PDF]. Another point of intense debate was whether the main task envisioned for this ship—cruising in coastal waters while supporting military operations on nearby lands—was really so important to U.S. geopolitical interests.

And there has been no shortage of purely technical questions. Chief among them: Are the many advanced technologies slated for the Zumwalt really battle ready? It will probably be years before we’ll know for sure. But it’s not too soon to consider how these technologies will affect future naval warfare.

The U.S. Navy has not released details about the ship’s interior. But after gathering what information we could, including construction photos, we assembled the accompanying illustration. Together these visual elements offer what may be a preview of how warships will look for decades to come.

One of the most obvious differences between the Zumwalt and almost all other ships is its basic shape. The **Zumwalt** has what’s known as a tumblehome hull, which narrows rather than widens with height above the waterline. The rake of the bow is also inverted, making the ship look like an oddly angular submarine. Tumblehome hulls haven’t been seen on naval ships in over a century. The U.S. Navy used it here because the inward-angled hull won’t reflect radar energy straight back to an adversary’s antennas. Its main disadvantage is instability: A tumblehome hull provides no

additional righting force when the ship heels over, causing some naval architects to speculate that it could make the Zumwalt prone to capsizing in rough seas.



Another distinguishing feature of the **Zumwalt** is its deckhouse, which rises above the main deck and houses the bridge, the exhaust stacks, and various radar antennas. Like the hull, it was designed to reduce the ship's radar profile and has sides that cant inward. Unlike the steel hull, the upper part of the deckhouse is made of balsawood-cored carbon-composite panels.

This material, highly unusual for a warship, was used to reduce weight up top (which aids stability), enhance corrosion resistance, and make the ship more stealthy. But it's very expensive, and in January of this year the Navy began investigating using only steel for the deckhouse of the third and final ship of the Zumwalt class, the USS Lyndon B. Johnson.

Yet another departure from tradition is how the Zumwalt arranges its many missiles. Guided-missile destroyers of earlier design position their vertical missile-launcher tubes amidships, where they are best protected from enemy fire. The Zumwalt's designers arrayed its missiles along the ship's flanks, positioning them between inner and outer hulls. Putting them on the periphery does make the missiles more vulnerable to enemy fire, but it lessens the consequences should they be struck. Were that to happen, the resulting blast would explode

outward, leaving intact the inner, watertight hull.

In another break from the U.S. Navy's usual designs, the Zumwalt's propellers and drive shafts are turned by electric motors, rather than being directly attached to combustion engines. Such electric-drive systems, while a rarity for the U.S. Navy, have long been standard on big ships. What's new and different about the one on the Zumwalt is that it's flexible enough to propel the ship, fire railguns or directed-energy weapons (should these eventually be deployed), or both at the same time. That's because the 78 megawatts from its four gas-turbine generators can be directed through the ship's power-distribution network wherever it's needed. The presence of such a tightly integrated power-generation and distribution system has led some to call the Zumwalt the U.S. Navy's first "all-electric ship."

While the general idea of using electric motors to propel the ship wasn't particularly controversial, the choice of what kind of motors to use did not come easily. The leading idea at first was to use permanent-magnet motors, but these proved challenging to develop, and the Navy ultimately opted for two 34-MW induction motors instead.

It's perhaps a bit ironic that, despite the many cutting-edge technologies it contains, the Zumwalt class was passed over for one of the Navy's most technologically challenging missions of all: sea-based ballistic-missile defense [PDF], which has grown more important to the United States and its allies lately as more nations of concern attain nuclear and ballistic-missile capabilities. Instead, the Navy will build more destroyers of a more conventional type and outfit them with the radars and antiballistic missiles needed. In a 2009 speech, Adm. Gary Roughhead, then Chief of Naval Operations, made his reasoning for this change clear. While he applauded the Zumwalt's advanced technology and how the program was being run, he also repeated a truism that only the most naive engineers in attendance didn't already know: "Technology does not always equate to relevant capability."

This article originally appeared in print as "Clad in Controversy." **Source : IEEE Spectrum**

US Navy's Plan for 306-Ship Fleet Fading Away

Budget shortfalls and the US Navy's planned pace of adding new ships, compared to those retiring, will likely amount to a future where the service will not achieve its goal of a 306-ship fleet anytime soon unless substantial changes are made, analysts and lawmakers say. A close look at the Navy's shipbuilding plan shows the service will decommission

more ships in the next five years than it will commission. This is happening, in part, because some of the many ships added during the Reagan build-up, such as the Los Angeles-class submarines and Aegis cruisers, are now beginning to retire.

During the Regan years, the Navy grew to more than 500 ships, nearly double the services' current 285-ship fleet. The Navy's long-term fleet plan, as articulated in its 30-year shipbuilding plan, calls for a 306-ship Navy fleet broken down as follows: 12 fleet ballistic missile submarines, 11 nuclear-powered aircraft carriers, 48 nuclear-powered attack submarines, 88 large, multi-mission surface combatants and 52 small, multi-role surface combatants.

"Our current shipbuilding plan balances anticipated future demands for naval forces with expected resources. The goal is to work within fiscal limitations to meet these core mission responsibilities with needed capacity," said Lt. Caroline Hutcheson, Navy spokeswoman. However, Navy officials said that while no formal new assessment of fleet size is underway, the service is always considering strategic questions in light of growing threats.

"The fleet is not big enough. The Navy routinely does not meet the combatant commanders' requirements worldwide. The amount of time that ships spend away from home is increasing as the fleet size levels out and the demands on the fleet increase," said Bryan McGrath, retired Navy officer who is now a managing director at FerryBridge LLC, a defense consulting firm based in Easton, Md.

Meanwhile, the prospect of continued sequestration is adding to the difficulties regarding available funds for shipbuilding, Navy officials said. In fact, substantial impacts to the service's shipbuilding plan are expected if sequestration continues into fiscal year 2014.

The Seapower and Projection Forces Subcommittee has asked the Navy to provide a report by March 1, 2014, that is based on a budget of \$16 billion annually across the entire 30-year shipbuilding plan. Rep. Randy J. Forbes, Chairman of the House Armed Services Seapower and Projection Forces Subcommittee, have expressed concern that that the eventual fleet size may wind up being closer to 250 ships, unless specific measures are taken to address budget shortfalls. Navy officials said that the total inventory of battle force ships and numbers of each type of ship will vary from year-to-year as a result of the complex relationship between retirements, procurement, design and construction times, as well as funding availability, industrial base capacity, and war-fighting priorities. "We remaining committed to our goal of 306 ships, we submit our budget based on our requirements," Hutcheson said. "We dip down as some of the legacy ships retire until we build back up." The shipbuilding plan states that it expects to spend an average of \$16.8 billion per year on new ship construction.

However, the addition of ships does not keep pace with the number of ships which are decommissioning, lowering the fleet size until much later in the 30-year plan, analysts and lawmakers emphasize. "They are taking ships out of the fleet and most of the build out does not come until the end of that 30-year period -- so the only time you reach that 306-ship fleet is 30-years from now," Forbes said in an interview with Military.com.

"The reality is our combatant commanders around the globe are the gold standard regarding threats when it comes to requirements and seeing what we need. I think we should have a Navy that meets at least 90-percent of those validated requirements."

Forbes explained that the Navy was able to meet 90-percent of the combatant commander's requirements in 2007, a number which wound up dropping to roughly 51-percent by 2012. Forbes, who has authored several op-eds recently about the growing importance of seapower and force projection in coming decades, is concerned that there may be a budget shortfall when it comes to allocating funds needed for shipbuilding. "The last ten years have been the decade of the Army and the Marine Corps. We've asked them for disproportionate sacrifices -- but the next two decades, almost every analyst recognizes, is going to be the decade of the Navy. We can't afford to get this wrong," Forbes explained.

Forbes said he does not want budget circumstances or acquisition plans to drive strategy. Instead, he argues that strategy itself should drive both budget and acquisition decisions. "That takes a lot of discipline," he emphasized.

The build up toward the end of the 30-year plan will, at least in large part, be due to the addition of Littoral Combat Ships, service officials said. In 2010, an independent panel of experts examined the 2009 Quadrennial Defense Review and told the Senate Armed Services Committee that, given the range of anticipated threats, a 346-ship Navy was their recommendation. "We think the challenge is going to get greater, and we don't see how you can meet a greater challenge with a diminishing number of ships," Steven Hadley, co-chair of the QDR review independent panel, told the committee in 2010. **Source : Military.com**

SHIPYARD NEWS



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Shipyard De Schroef in Sas van Gent, the Netherlands has recently bought an additional dry dock (**Dock B**) from **Shipyard Myklebust** in Gursken (Norway). The deal was concluded through the intermediate of **Klaus Heun Shipping** from Denmark who also acted as a go between for the towage which was done by the tug **Viking**, owned and operated by **Koerts International Towing Service / Seacontractors – Delfzijl**.



The dimensions are:

- Length over all: 162 m
- Breadth between the side lockers: 22,20 m.
- Lifting capacity: 8.000 tons
- Depth of water over blocks: 7,50 / 8 m.
- Normal period of submergence: 30 minutes.
- Pumping period with 6.000 tons load until emergence of dock deck: 90 minutes

It is self-docking and self-contained and has 2 x 6 ton cranes.

Dock B will be operative end of August.

The dock will be classed by Bureau Veritas.

In total **Shipyard De Schroef** now has 3 docks.

The dimensions of the other docks:

Dock A

- Length over all: 135m
- Breadth between the side lockers: 20 m.
- Lifting capacity: 5.000 tons
- Depth of water over blocks: 5 m.

Dok C

- Length over all: 45 m
- Breadth between the side lockers: 10 m.
- Lifting capacity: 600 tons
- Depth of water over blocks: 5 m.

Shipyard De Schroef also has a slipway (125 m), mainly destined for the repair of inland vessels and over 500 m of quay. The new dock was purchased to extend the repair and maintenance service to sea going vessels (both dry cargo and tankers), tugs and offshore vessels as the latter become more and more important.

Shipyard De Schroef has tons of experience in building new vessels, inland and seagoing. It has built and supervised 12 seagoing oil & chemical tankers in Tuzla / Istanbul.

Shipyard De Schroef is Bureau Veritas approved and the welders have the proper certification.

Additional to the acquisition of the dock, the services of a new site manager, Mr. Huib Kuiper, were attracted. Mr. Kuiper was superintendent and technical director of various ship owning companies. The previous 10 years before taking up employment with us he was surveyor with Germanischer Lloyd.

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The former Dutch pilot cutter **MARKAB** seen in Vlissingen in her new grey color scheme, the vessel is now operated by **Antares charter** and rumours are going that the vessel will be deployed to west Africa for anti-piracy duties

Photo : Willem Kruit ©

Otto Marine to sell and leaseback two vessels in \$214.9m deal

Offshore marine group **Otto Marine** has agreed to sell two anchor handling tug supply vessels to an undisclosed third-party buyer for US\$170 million (S\$214.9 million). Once the sale is completed, the vessels will be chartered back by Otto Marine's wholly-owned subsidiary, Otto Fleet, for eight years, the company said on Monday. The vessels will in turn be hired from Otto Fleet by another Otto Marine subsidiary, Go Offshore (Asia), on a time-charter of two years. The two vessels are currently under construction at Otto Marine's shipyard in Batam, Indonesia, and will be handed over to the buyer after the completion of legal documentation and a final inspection. **Source : Straits times**



The **GOLIATH** arriving in Willemstad (Curacao)

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



BAHRI TABUK (26,000 dwt mpp-ro-ro) delivered

A few days ago, South Korea's **Hyundai Mipo Dockyard** has delivered the third unit in a series of six non-cellular conro vessels for the National Shipping Company of Saudi Arabia (Bahri). The 26,000 dwt vessel, named **BAHRI**

TABUK, was handed over after a final dry docking at Busan. The new ship is 220m long and 32.26m wide and it offers a container intake on 364 teu on deck, in addition to its roro garages. It follows the **BAHRI HOFUF**, delivered in April. The ship is to join her owners' Middle East to USEC roro, container and multipurpose service (#1496) on which she replaces one of the two remaining 42,600 dwt conro vessels. These 30-year old ships will subsequently be disposed of for recycling. **Source : Linervision**

New ship to help port refuel vessels in Cochin Port

Giving a big boost to the bunkering operations from Cochin Port, a bunkering ship with a capacity of 1,100 tonnes is being brought to the port to supply fuel to foreign and domestic vessels travelling through the international route off the Cochin shore.

The ship, **Shree Krishna XV**, an Indian Registry of Shipping certified Class-I vessel, which will be arriving on Tuesday, will be an answer to one of the major ills of bunkering in Cochin. The barges currently carrying fuel from the shore to the ships find it difficult to operate at night and also during monsoon which usually goes up to October.

This had seriously affected the bunkering business from Cochin Port. But the new ship will be able to operate even during the monsoon and also round the clock. Indian Oil, Hindustan Petroleum and Bharat Petroleum will provide fuel for ships from Kochi.

Cochin is the only port in India enjoying the advantage of being closest to the international maritime route which can give tough competition to its arch rival, the Colombo port. The strengthening of the bunkering operations from Cochin will boost the revenue of the port too, which is already turning a bunkering destination in the South Asian region.

Currently, there are three barges operating to supply fuel to ships in the outer sea. The port is now in the process of building a dedicated international bunkering terminal to take advantage of being so close to the international maritime route. To promote bunker sales, the Cochin Port is planning to set up a single window system of clearance which will operate from the port operations office. **Source : Deccan Chronicle**

Heung-A, KMTC and TS Lines launch new Korea – China – Straits loop

Heung-A, KMTC and TS Lines have launched a new joint service from South Korea to the Straits area (#2870), with intermediate ports in mainland China and Hong Kong. The weekly service will turn in 28 days and it will be operated by a fleet of four ships in the size range of 2,700 teu to 3,100 teu. Two ships will be provided by KMTC, whereas Heung-A and TS Lines will each contribute one vessel. The new loop will be marketed as the 'KCM' service, short for Korea - China - Malaysia. Its first sailing will depart Busan this week with the 2,824 teu Hyundai Mipo standard type vessel DAHLIA, operated by Heung-A.

The 'KCM' calls at the following ports: Busan, Incheon, Qingdao, Shanghai, Hong Kong, Shekou (Shenzhen), Port Kelang, Singapore, Hong Kong, Shekou (Shenzhen), Busan. **Source : Linervision**



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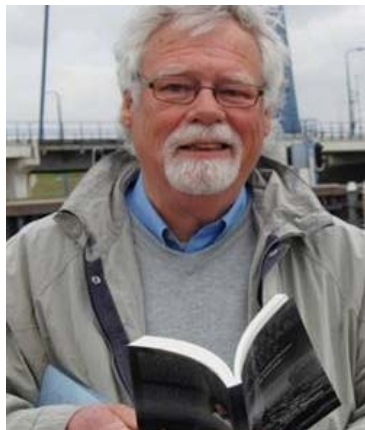
BOEKBESPREKING

Het nieuwe boek '**Waarom de Cornelis V. moest zinken.**' is gepubliceerd! Na veel uren van zwoegen achter zijn PC is Gerard Nijmeijer nu eindelijk klaar. Hij heft zijn boek uitgegeven via Brave New Books.nl en daar is het onder andere ook te koop. Tevens is het te koop in de meeste webwinkels (Bol.com, Bruna.nl, Van Stockum.nl, etc.) en te bestellen via de reguliere boekhandel.

Op 22 januari 1967 vindt er op de Atlantische Oceaan ter hoogte van de Canarische Eilanden een explosie plaats op de **Cornelis V.**, een Nederlandse ertstanker die met een lading ijzererts op weg was van Vitoria in Brazilië naar de Hoogovens in IJmuiden. Het schip sloeg om, maar bleef drijven op zijn lege ladingolietanks. De tanker werd na een aantal weken door de zeesleper Zwarte Zee van Smit & Co. ca. 15 mijl ten zuiden van Gran Canaria tot zinken gebracht op verzoek van de verzekeraars. De bergingskosten waren te hoog. In datzelfde en volgende jaar gebeurden er nog meer vreemde ongelukken met de schepen van de ETM. Was het allemaal toeval of niet? Omdat zich op die ongelukkige reis van de **Cornelis V.** vele vreemde zaken afspeelden en daarbij zelfs enkele doden vielen, besloot 4e werktuigkundige **Henk Voorne**, die destijds opvarende was van de ertstanker en de schipbreuk aan den lijve had meegemaakt, vele jaren later het reilen en zeilen van de rederij ETM onder de loupe te nemen. Hij kreeg daarbij hulp van een paar bekenden. Het onderzoeksgroepje deed vreemde ontdekkingen en besloot Justitie in te schakelen.

Een stukje uit het voorwoord van het boek:

Het verhaal is uit de mond van **Henk Voorne** opgetekend door de schrijver **Gerard H. Nijmeijer**. De auteur heeft het ware verhaal uitgebreid en voorzien van een fictieve misdaadgeschiedenis, waardoor de werkelijke schipbreuk van de **Jacob Verolme** is beschreven als een romantische spannende maritieme misdaadstory.



Ook in werkelijkheid ging de bemanning van de ertstanker **Jacob Verolme**, die model stond voor het verhaal in dit boek over de **Cornelis V.**, gelukkig op tijd en kalm van boord in de reddingssloepen. Van paniek was niets te bespeuren. Door het snelle optreden van de 1e stuurman en de kapitein werden de sloepen onmiddellijk te water gelaten en konden de bemanningsleden tijdig weggroeien van het wrak. Het eerste deel in dit boek is gebaseerd op de werkelijke schipbreuk van de ertstanker **Jacob Verolme**. Het verhaal na de redding en het vervolg over het opsporen van verdachte criminele personen is pure fictie en geromantiseerd. Het gaat hier wel over dezelfde ertstanker, echter onder een andere naam, namelijk **Cornelis V.** Uiteraard zijn ook de namen van de bemanningsleden en andere bij dit verhaal betrokken personen en schepen veranderd.



De beschreven mensen zijn verder deels ontleend aan de fantasie van de schrijver. Elke gelijkenis met bestaande personen berust op toeval. Criminele zaken zijn pure verzinsels en op geen enkel persoon in werkelijkheid van toepassing.

In de jaren '60 en '70 heeft Gerard als scheepswerktuigkundige vele zeereizen op zowel de oostkust als de westkust van Zuid Amerika gemaakt. De meeste reizen werden gemaakt op lijndiensten van de Kon. Nederlandse Stoomboot Mij., en de Kon. Hollandsche Lloyd. Daar tussendoor een paar reizen op ertstankers van de NETM (Nederlandse Ertstanker Mij., waarvan een met noodlottige afloop. Na die periode aanvaardde Gerard een walbaan in de elektriciteitsproductie. Tenslotte volgden diverse jobs in de olie- en aardgaswinning, zowel onshore als offshore op de Noordzee. Zijn belevenissen hebben jaren later geleid tot het schrijven van diverse spannende romans, waaronder "**Waarom de Cornelis V. moest zinken.**"

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.... PHOTO OF THE DAY



The **PACIFIC SAPPHIRE** departing from Rotterdam- 2nd Petroleumhaven assisted by the tugs **Union 7** and **Thamesbank** - Photo : Jan Simons ©

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