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POSH Terasea's 13,500 bhp AHT, SALVANGUARD after docking and repainted with new logo and livery. - Photo : POSH TERASEA (c)

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EVENTS, INCIDENTS & OPERATIONS



Unifeeder's **SPICA J** turning around the lower leading light tower at Rotterdam-Maasvlakte

Photo: Hans van der Linde - www.aerolin.nl @Aerolin Photo BV ©

First Qatari gas shipment to Egypt

Qatar has dispatched the first of five LNG shipments to energy deficient Egypt. The ship, Al Mafjar, belonging to Nakilat left Qatar's Ras Laffan port three days ago. Egypt is suffering from an acute power shortage, exacerbated during the hot summer months. Source : GulfshipNews

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The tanker **NEW CONSTELLATION** inbound to westridge terminal BURNABY BC assisted by the seaspan tugs **SEASPAN EAGLE** and **SEASPAN HAWK** Photo : Robert Etchell (c)

Hamburg Süd receives hi-reefer jumbo number three: CAP SAN LORENZO

The German container line Hamburg Süd, a specialist carrier for the trade between the northern and southern hemispheres, has taken delivery of the **9,669 teu** container vessel **CAP SAN LORENZO** last weekend. The ship is number three in a series of at least ten large high-reefer vessels designed for the German carrier's South America trades. Hamburg Süd recently ordered three large container ships at **Hyundai Heavy** which might be further sisters of the type and take the series total to 13. Equipped with onboard generators to supply up to 2,100 temperature controlled forty-foot containers with electricity, the new ship and her sister are the world's largest reefer container vessels.

Hamburg Süd deploys the Hyundai-built ship to its Far East to ECSA service (#2806), offered in co-operation with Hanjin, CSCL and CSAV. The ship has phased into the service at Shanghai and she is scheduled to depart for her maiden voyage today. Until mid-2014, the Germans are to receive at least ten sister vessels of the new type. The first six units will be owned by the carrier, whereas the last four ships have been ordered via the Greek non-operating owner Enesel, who will charter them to Hamburg Süd on a long term basis. Three more Hamburg Süd-owned units could then follow thereafter. The **CAP SAN LORENZO** follows the **CAP SAN MARCO**, delivered in July. The new vessel is named after the Cape of San Lorenzo in Ecuador, located a few nautical miles west of the port of Manta.

Source : Linervision



The **OASIS OF THE SEAS** passing the Strait Florida (near Miami) as seen from the AVRA tug **NORTHWIND** Photo : Capt Geert Dijkema – Master tug Northwind ©

Lifeboat, bricks washed ashore on UAQ beach

A lifeboat has been found on the Umm Al Quwain beach near the fishermen's port in Naga'a, according to the Arabic newspaper 'Al Ittihad'. According to the newspaper, there was no one on the lifeboat.



Meanwhile, tonnes of bricks have also been found scattered on the beach in UAQ. Government officials say the bricks could be from a sunken ship or from a ship that threw them overboard after being caught in a storm. UAQ authorities conducted a nautical survey to find out the source of the bricks and the lifeboat.

Musapah Humeed, Director of the UAQ Department of Public Works and Services, said that the department is working to remove the bricks from the beach which may take a few days. UAQ residents were surprised to see the heavy bricks washed ashore on the beach. Obaid Hamad said he went to the beach when he heard that bricks were floating in the sea. He said the quantity of bricks deposited on UAQ shores is very large. **Source : Emirates 24/7**

An advertisement for Vlierodam B.V. The top part shows a crane lifting a large object, a DNV logo with the text '2.7-1', and a ship. Below this, the text reads: 'Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting', 'Nijverheidsweg 21 - 3161 GJ Rhooen - Tel. +31-(0)10-5018000', and 'VLIERODAM B.V. - THE NETHERLANDS - www.vlierodam.nl'. A small logo is in the bottom right corner.

Hundreds ahoy for lifeboat open day

More than 1,500 people stormed the Shoreham RNLI's lifeboat station to enjoy the open day last Sunday, making it the most successful yet. Visitors got the chance to see both the all weather Tamar class lifeboat and inshore D class

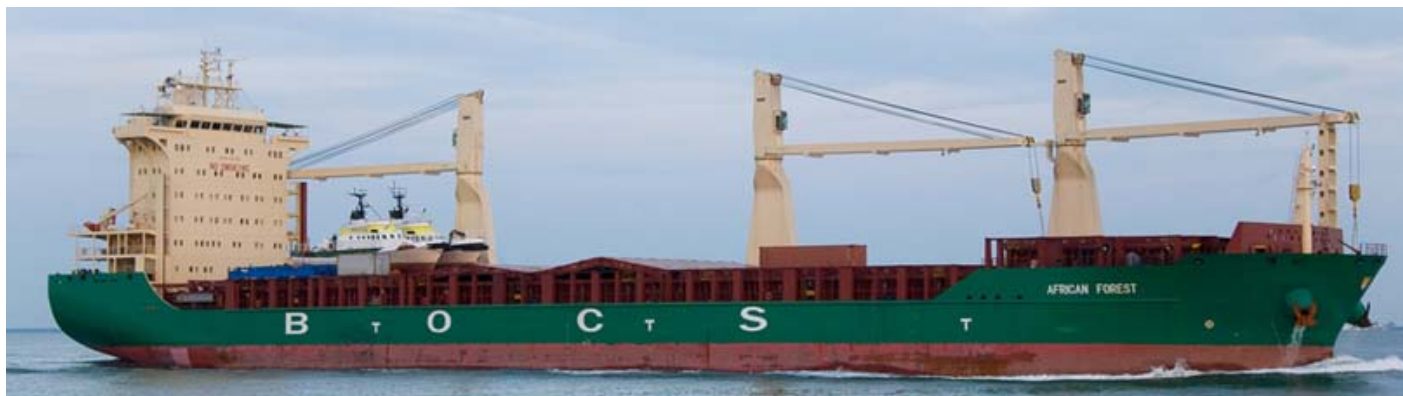


lifeboat launch twice during the day and carry out a man over board demonstration assisted by the Brighton and Littlehampton RNLI lifeboats.

Hundreds queued to board the lifeboat where they could meet the crew and listen to a choral performance by the Arun Choral Society.

There were also RNLI lifeguards from Littlehampton, display models of lifeboats and children were able to power a remote control lifeboat. Plus there were refreshments and sea safety

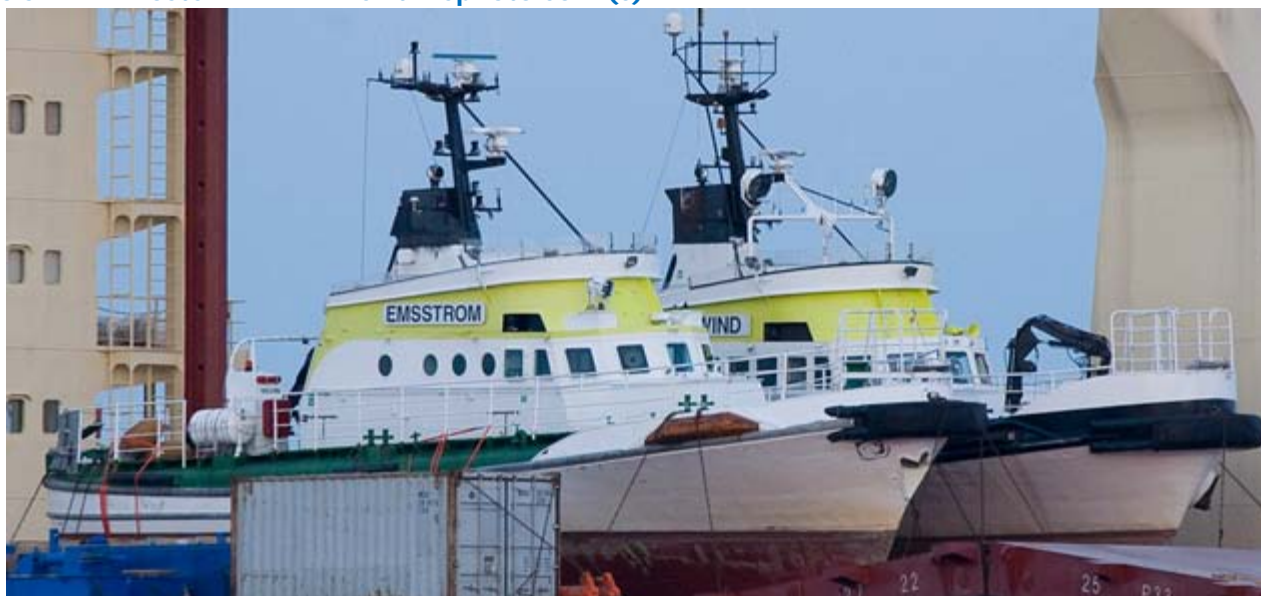
advice on offer. Shoreham lifeboat coxswain, Steve Smith, said: "This was probably our most successful open day yet and bigger than ever before. It was great to have some support from the public and hopefully raise awareness of what we do." **Source : West Sussex Gazette**



The **AFRICAN FOREST** outbound at the Westerschelde River loaded with two former German lifeboats named **EMSSTROM** and **EMSWIND** both former lifeboats were owned by EMS AG to transport personel to the offshore wind farms , both boats are sold to Cameroon where the boat will be used as patrol crafts in the offshore industry

The **EMSWIND** is the former Finnish SAR tender **OSSI BAR** and the **EMSSTROM** is the former 1980 built German SAR lifeboat **EISWETTE** See formore info : [http://de.wikipedia.org/wiki/Eiswette_\(Schiff,_1980\)](http://de.wikipedia.org/wiki/Eiswette_(Schiff,_1980))

Photo's : Wim Kosten – www.maritimephoto.com (c)



Sailor in Diaoyus flags protest

Winnie Chong

Three Chinese coastguard ships are remaining near disputed waters around the Diaoyu Islands, one day after escorting a mainland mariner who threw 100 national flags into the sea near the islands. Japan's coastguard said the four mainland vessels had been in the area for the past few days, with three of them sailing to within three kilometers of the islands at 5pm on Saturday.

The voyage is the latest in a series by Chinese government ships in recent months around the islands, which Japan calls the Senkakus. The Japanese coastguard said its vessels spotted a small yacht, believed to be of British registry, flying the Chinese flag 50 kilometers northwest of one of the islands and later entering territorial waters. Sailors onboard threw a buoy with what the Japanese coastguard described as a red flag into the water and left the area.

Observers say the presence of a large number of official vessels, some of them armed, increases the likelihood of a confrontation since a minor slip could quickly escalate. Reports say the sailor was Zhai Mo, 45, who four years ago made the first solo circumnavigation of the world by a Chinese in a sailboat without power. Zhai said he scattered about 100 national flags on the sea and stayed in the waters near the Diaoyus for about five hours before heading back to China. He said on Weibo he sailed from Rizhao city, Shandong province, on Tuesday. He sailed south along the coast and stopped in Shanghai before heading for the Diaoyus.

Zhao spent 2 years, from January 2007 to August 2009, sailing the world on his own, calling on more than 40 ports in 30 nations. It is reported that Zhai set sail for the Diaoyus with two reporters from a television station in Shanghai. Some netizens believed the trip had the blessings of the mainland government. In Hong Kong, the Action Committee for Defending the Diaoyus is planning to leave for the islands next Monday aboard the **Kai Fung 2**, arriving there on August 15. Some members also hope to set foot on the main island.

Boat owner Lo Chau said the **Kai Fung 2** is being repaired and under inspection. A final decision will be made on the sailing in the next few days. Lo said activists in the mainland and Taiwan are planning similar voyages and all activists hope to reach the Diaoyus on August 15 to boost China's claim to islands now held by Japan. Lo said August 15 marks not only the day they landed on the island last year but also Japan's surrender to the allied forces in 1945, bringing World War II to an end. **Source : HongKong standard**



The **DOLWIN ALPHA** topsite at **Mammoet** as seen from TSHD **CAUSEWAY** after seatrials

Photo : Bastiaan van Zuijlekom ©

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PRONAUTAS signs 120 contracts for maritime connectivity solutions

PRONAUTAS is enjoying continued success in the Maritime Connectivity market, securing more than 120 connectivity contracts in the last 12 months alone. This success was made possible by the introduction of the Total Solution package, combining a ship-to-shore connectivity service with airtime provision, accounting authority services, radio registration, service and maintenance for communication and navigation equipment. Operating on a one-stop-shop principle, **PRONAUTAS'** Ships IT Solutions are supported by its in-house Connectivity Support Centre for remote maintenance.

Implemented projects include installations of VSAT, FleetBroadband and Existing & Evolved Terminals such as Fleet 77/55/33. Connectivity solutions have ranged from cost-effective to complex, with complete LAN, wireless LAN networks, and the integration of a maritime communication platform. **PRONAUTAS** also provides comprehensive operator and administrator training, both for onboard system users and IT personnel within shipping companies.

PRONAUTAS has seen a very high level of activity during the last year due to the company's innovative solutions and high customer satisfaction. The success in the Connectivity business is a reflection of **PRONAUTAS'** strong commitment to customers, suppliers and the trust of the shipping community in **PRONAUTAS** ability to deliver added value solutions with lifetime support.



05-08-2013: The 2002 built **COSCO HONGKONG** , IMO 9227778, / 65531gt, in to Melbourne off Sorrento

Photo : Andrew Mackinnon – www.aquamanships.com ©



TRANSPORTER LOADS RIG IN SINGAPORE

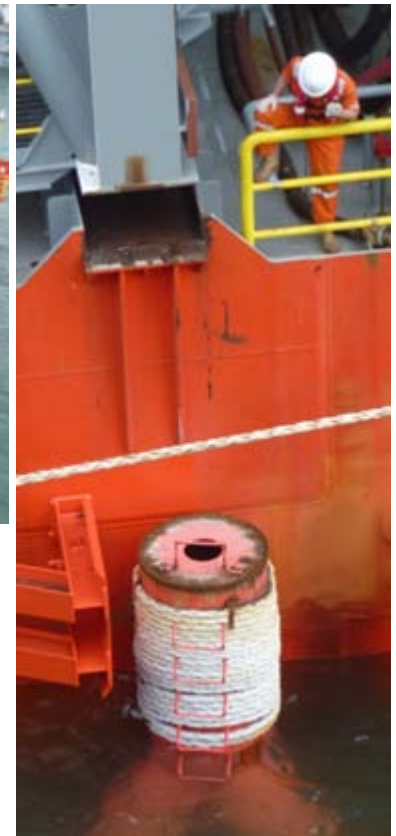


After the **TRANSSHELF** loaded with the **KEY HAWAII**, cleared the loading location (F-5) at the West Jurong anchorage the location was taken over by another **Dockwise** vessel, the **TRANSPORTER** which submerged in preparation for the loading of the **Keppel FELS** built **KFELS B Class** jackup rig **LA SANTA MARIA**, the rig is chartered to PEMEX, Mexico's national oil company, for deployment in offshore Mexico.

Left **Dockwise** Superintendent **Andre Korver** discussing with the Master of the **TRANSPORTER** **Capt. J. Kabicenko** the weather prior the loading operation



The **LA SANTA MARIA** arrived from the yard under tow of the tugs **MAJU 510**, **KST SUNRISE** and the **KST SKILL** alongside the **TRANSPORTER** where the rig was taken over by the mooring lines attached to the several winches onboard the **TRANSPORTER** and pulled over the deck of the submerged vessel into the position prior the deballasting commenced whilst the tug **MAJU MARS** connected to the stern was holding the **TRANSPORTER** heading into the he wind.



With all mooring lines connected the rig was pulled slowly in position over the deck under instructions of **Superintendent Andre** (right) until the special landing beam rested against the installed guide post (left)



All photo's : Piet Sinke ©



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The 2000 built **AZAMARA QUEST**, (ex Blue Moon, Delphin Renaissance, - R. Seven) seen berthed on what used to be Ranks Ocean Berth in Leith. – Photo : Iain Forsyth ©

Offshore Installation Services Ltd announces easing the burden of suspended well decommissioning

Offshore Installation Services Ltd (OIS), an Acteon company, has launched a new service designed to help operators fulfil their suspended well decommissioning plans. Wellintel is a well data collection and review service that gathers and prepares the information operators require before they start a decommissioning programme. OIS engineers with extensive well abandonment knowledge and detailed understanding of the entire decommissioning process will deliver the service.

Operators having an up-to-date well inventory and regulatory documentation ready for submission to DECC and the HSE can take advantage of commercially efficient opportunities such as multi-client abandonment campaigns that may arise at short notice. Decommissioning offshore assets is a key challenge for the UK's offshore oil and gas industry.

The UK government's Department of Energy and Climate Change (DECC) is prompting operators with assets that require permanent abandonment to expedite the process.

For many operators, the main obstacles are lack of time or limited in-house resources to deal with the critical tasks required to prepare for decommissioning. The Wellintel team will help by collating well-specific data, such as end-of-well reports and well status diagrams, and the initial assessment of well categorisation in accordance with O&G UK guidelines, which is required to identify which assets are available and suitable for vessel-based abandonment, thereby easing the burden on operators.

The Wellintel service can also support operators with preparing the submissions to DECC and the HSE that are required before starting a decommissioning programme. These submissions include the oil pollution emergency plan, PON 5 (application to abandon a well), PON 15f (permit to use and/or discharge chemicals during well abandonment), the Marine Coastal Access Act licence and the HSE notification.

Since its launch, Wellintel has attracted a high degree of interest amongst North Sea operators who recognise the value of this approach. One operating company has already started using the service as part of its decommissioning strategy. One of the key features of the proposition is that the costs of the Wellintel service are deductible from future abandonment work by OIS, as Tom Selwood, OIS vice president commercial and business development, explained. "Once the Wellintel process is complete, OIS can provide well abandonment solutions, including vessel charter, marine management, equipment and personnel, and full offshore project management for any suspended wells that are suitable for vessel-based abandonment. Operators that use OIS for back-of-boat suspended well abandonment work within 18 months of using Wellintel can recover the costs incurred against the project management fees associated with the well abandonment project." **Source: Offshore Installation Services Ltd**



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HC to hear on August 7 wage issue of ship crew

Over half-a-dozen parties, including ship chandlers, are fighting it out to get their share of dues from the sale proceeds of Motor Tanker **CHEMICAL ARROW**, which is presently berthed at Kakinada Deep Water Port in Andhra Pradesh.

The vessel was sold through an open offer on July 19 for Rs.3.86 crore, whereas the dues are of the order of Rs.8 crore to Rs.9 crore. On Friday, the Madras High Court confirmed the sale and issued the certificate to Singapore-based Maritime Venture. Interestingly, the vessel was put on sale for the second time, as the bid offered in the first attempt was considered to be extremely low.

Meanwhile, one more party urged the Madras High Court to set aside the sale as it was also interested in participating in the deal. But the court rejected the plea as the purchaser came days after conclusion of the sale. **Source : The Hindu**



The **STOLT RAZORBILL** inbound for Rotterdam – Photo : Wouter van der Veen (c)

Damaged ferry awaiting repairs in Halifax

The **MV BLUE PUTTEES** ran aground while leaving Port Aux Basques, Newfoundland on last week Wednesday morning. There were 398 passengers and 91 crew members on board. There were no injuries. Darrell Mercer, spokesperson for Marine Atlantic, says the ferry arrived in Halifax Friday night and is waiting to be dry docked, which could happen Saturday or Sunday morning. "As soon as the vessel is in dry dock, we will get a clearer picture of what the actual damage is," he said. Mercer says that the bulbous bow, a piece of equipment used for vessel operating efficiency, was damaged in the accident. "Everything we've done from an inspection process has been underwater with divers. Until we get it in dry dock and out of the water and can get a clearer picture of the damage then we'll have a clearer picture of exactly how much the damage will cost," he said. Mercer adds that the integrity of the vessel has not been compromised. The spokesperson says an exact cause has not been determined though he says initial reports have not indicated any mechanical issues in the vessel. Mercer says the vessel could be out of service until the end of August, though the date is subject to change once the extent of ferry's damage is known. The incident has been challenging for Marine Atlantic, Mercer said, since this is the one of the busiest times of the year for the company. "When we lose a vessel like the **Blue Puttees**, we lose the capacity it brings to our service." The Transportation Safety Board is investigating. Source : Ferries outside Europe



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Boskalis acquires EUR 80 million dredging contract in South Korea

Royal Boskalis Westminster N.V. (Boskalis) has been awarded a contract by Daewoo E&C for the dredging and reclamation of new land for Songdo International City on the waterfront of Incheon, South Korea. The total value of the contract amounts to approximately EUR 80 million, said in the company's press release. The project consists of

reclamation of new land which will be used for residential and commercial developments in Songdo, Incheon. This will be achieved through the hydraulic fill of around 23 million cubic meters of sand. The sand will be sourced from the navigation channels approaching the existing and new Ports of Incheon. A jumbo trailing suction hopper dredger will shortly be deployed to South Korea to undertake the works, which are scheduled to be completed by late 2014.

Boskalis' strategy is aimed at benefitting from key macro-economic factors which drive worldwide demand in our markets: expansion of the global economy, increase in energy consumption, global population growth and the challenges that go hand in hand with climate change. This projects closely relates to both the increasing global trade and global population growth.

Royal Boskalis Westminster N.V. is a leading global services provider operating in the dredging, maritime infrastructure and maritime services sectors. The company provides creative and innovative all-round solutions to infrastructural challenges in the maritime, coastal and delta regions of the world with the construction and maintenance of ports and waterways, land reclamation, coastal defense and riverbank protection. In addition, Boskalis offers a wide variety of marine services and contracting for the offshore energy sector including subsea, heavy transport, lifting and installation (through Boskalis Offshore and Dockwise) and towage and salvage (through SMIT).

It also has a strategic partnership in terminal services (Smit Lamnalco). With a versatile fleet of over 1,100 units Boskalis operates in around 75 countries across six continents. Including its share in partnerships, Boskalis has more than 11,000 employees. **Source : PortNews**

NAVY NEWS



The German Navy Bremen Class (Type 122) Frigate FGS **NIEDERSACHSEN F 208** entering Grand Harbour, Malta on Sunday 4th August ,2013 for a 3 day diplomatic visit.

Photo: Capt. Lawrence Dalli - www.maltashipphotos.com (c)

Amber warning: Britain's ageing nuclear submarines a risk – Navy's watchdog

The UK's **Trafalgar class** submarines are experiencing mounting technical problems that could endanger sailors and the public as the government extends their lifespan in "string and sticky-tape stopgap measures", according to the UK Navy's nuclear watchdog. Five **Trafalgar class** submarines, some of which are almost 30-years-old, are suffering reliability issues with their nuclear reactors, according to a report put online by the Ministry of Defense (MoD) that covers 2012-2013. The UK's Royal Navy nuclear safety watchdog, the Defense Nuclear Safety Regulator (DNSR), said that while at the moment problems are being dealt with, it issued an amber warning that "attention is required to ensure adequate safety performance."

The hunter-killer submarines, which were launched between 1984 and 1991, are expected to operate for at least 33 years with the final sub in the class, **HMS Triumph**, not expected to be mothballed until 2022.



HMS TALENT arriving in Gibraltar recently – **Photo : Francis Ferro (c)**

"As a result, the **Trafalgar class** are operating at the right hand end of their 'bathtub' reliability curves", warns the DNSR. This means that the number of reliability problems experienced by the boats increases dramatically as they reach the ends of graphs shaped like bathtubs. All technical issues which have emerged in the last few years "can be directly attributed to the effects of aging," the MoD states.

The **Trafalgar class** subs were already meant to have been in the knackers yard but have been forced into staying at sea longer because of prolonged delays with their replacement Astute class boats. After billion pound budget overruns on top of serious construction and teething problems, only two of the seven planned attack submarines are in service with the Navy.

There have been several accidents on board **Trafalgar class** submarines in recent years. **HMS Tireless** suffered a reactor coolant leak off the west coast of Scotland in February, which lasted 192 hours. In a separate incident, the same sub released radioactive air into the environment which the MoD insisted was "well within the normal permitted limits for discharges to the environment".

In 2007, meanwhile, a small explosion which also occurred aboard **Tireless** resulted in the death of two sailors and the injury of another. The accident took place while the submarine was submerged under the Arctic icecap during a joint British-American exercise.

The DNSR report does not specify what the technical problems are but John Large, an independent nuclear safety expert, told the Guardian that the problems facing the Trafalgar submarines are the same as those faced by the UK's first generation of Magnox nuclear power stations, all but one of which have now been taken out of service.

The main risks, explained Large, are the catastrophic failure of components in the pressurized reactor system, such as the circuit pipework and the reactor vessel itself. Steel, particularly irradiated steel, becomes more brittle as it gets older, making it more likely to crack.

"It seems as if admirals in Whitehall have overruled nuclear safety by demanding that the remaining elderly boats are held in service as a string and sticky-tape stopgap measure," said Large.

The DNSR also warns that the **Vanguard class** submarines which carry the UK's nuclear deterrent are also "likely to exhibit plant aging effects" as their running lives are extended to the early 2030's. They entered service in the 1990's.

The MoD also stressed, as it has done in previous reports, that a shortage of skilled nuclear staff, partly due to higher salaries in the civilian nuclear sector and insufficient efforts to recruit and retain personal, remained a problem for the safety of the UK's nuclear submarine fleet. **Source : Russia Today**

SHIPYARD NEWS



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China Issues Plan to Overhaul Troubled Shipbuilding Industry

China's State Council issued a three-year plan to upgrade and restructure its troubled shipbuilding industry through 2015, a further move to stabilize economic growth through reform, the official Xinhua News Agency reported.

The sector faces "unprecedented, severe challenges" as a lack of new orders, due to weakness in the global shipping market, has exacerbated overcapacity in the industry, Xinhua said today, citing a government document. At the same time, companies should be confident as "the potential in the domestic market remains relatively large."

China, the world's biggest shipbuilding nation, may see a third of its more than 1,600 yards shut down in about five years, according to Wang Jinlian, head of the industry association. The sector is among those including iron and steel, cement, electrolytic aluminum and flat glass that must accelerate the phasing out of overcapacity, according to a July 24 statement from the Ministry of Industry and Information Technology.

China Rongsheng Heavy Industries Group Holdings Ltd. (1101), the largest shipbuilder outside state control by order book, warned last month it made a net loss in the first half and said it was seeking financial support from the government and shareholders after a plunge in orders strained cash flow. The company said July 31 it agreed to issue convertible bonds to raise a net HK\$1.38 billion (\$178 million) for working capital and to support the development of its offshore engineering business.

Control Capacity

The main focus of the State Council plan will be on accelerating innovation, strictly controlling new capacity, promoting high-end products and stabilizing the industry's international market share with greater funding support, Xinhua said. Local authorities and agencies should formulate supporting policies and ensure the timely completion of targets, Xinhua said, without providing any specific goals or a timetable.

The new program is in line with a 2009 blueprint that focused on efforts to revitalize the shipbuilding industry for the three years through 2011, according to Xinhua. Under the government's current five-year economic plan that runs through 2015, targets for the sector include upgrading shipbuilding standards and developing higher value-added products. The combined profits of 80 major shipbuilders monitored by the Chinese Association of the National Shipbuilding Industry fell 54 percent in the first half of the year to 3.58 billion yuan (\$584 million), the China Daily reported on July 24. About 464 shipyards in China won 18.7 million deadweight tons of orders worth \$14.3 billion last year, the lowest since 2004, according to Clarkson Plc (CKN), the world's biggest shipbroker. That compares with contracts for 14.6 million tons worth \$29.6 billion received by 88 yards in South Korea, the world's second-biggest shipbuilding nation. **Source: Bloomberg**

Hong Kong Investors May Acquire STX Dalian

Asia Rural Development Foundation (Holdings) Ltd., a Hong Kong-based investment fund, has set out to acquire STX Dalian, a Dalian (Northeast China)-based shipyard owned by financially struggling **STX Offshore & Shipbuilding**.

According to investment banking sources on July 31, a consortium led by the foundation had offered 1.1 trillion won to STX on condition that it won't assume the debt. Already it had signed an agreement on June 4 to invest in the

shipbuilding unit. STX will have to respond to the offer by August 8. In addition to Asia Rural Development Foundation, other Chinese investors including a Chinese state-run shipbuilding company and China Communications Construction Co. will participate in the consortium. A creditor bank official commented on the offer, "Given the huge debt incurred by STX Dalian, it is hard to believe the deal would go through. On the other hand, however, the top management of the companies is very close to high-ranking government officials, which makes the deal's success more likely." According to a regulatory filing made by STX Offshore & Shipbuilding on May 31, its debt guarantees made to the three Dalian companies including STX Dalian Shipbuilding, Engine, and Marine Engineering are in excess of 1,269 billion won. **Source: Korea IT Times**

Keppel secures another jackup order worth US\$206 million for Mexican market

Keppel FELS, a wholly-owned subsidiary of Keppel Offshore & Marine Ltd (Keppel O&M), has secured a contract to build a jackup rig for US\$206million from Parden Holding, a company based in Uruguay.

Scheduled for delivery in 4Q 2015, the jackup rig is intended for operations in offshore Mexico. It will be built to Keppel's award winning KFELS B Class design and customised to Parden Holding's requirements. When completed, it will operate in water depths of up to 400 feet and drill to depths of 30,000 feet with accommodation for up to 150 persons.

This contract brings the total number of KFELS B Class jackup rigs ordered for the Mexican market since 2012 to 12.

Mr Wong Kok Seng, Managing Director (Offshore) of Keppel O&M and Managing Director of Keppel FELS said, "We are glad to be able to support Parden Holding with their very first high specification jackup rig as they aim to penetrate the offshore oil and gas market in Mexico. It is an affirmation of the KFELS B Class design and our strong shipyard capabilities. When completed in 2015, we would have 66 KFELS B Class rigs in the market."

The KFELS B Class design provides maximum uptime with reduced emissions and discharges. For its environmentally-friendly features, it was bestowed the prestigious Engineering Achievement Award from the Institution of Engineers Singapore in 2009. A key element of this design is Keppel's advanced high capacity rack and pinion jacking system, which enables this robust rig to jack up and down securely even in challenging environments.

Mr Panaretos Lagos, CEO of Parden Holding said, "Even with the number of new rigs being ordered, we continue to see strong demand for high specification jackup rigs in the Gulf of Mexico as the country looks to increase its production of oil and gas. Having a proven rig like the KFELS B jackup will enable us to seamlessly service the demands of the Mexican offshore drilling industry. In choosing Keppel FELS, we are confident of receiving a high quality rig on time, on budget, and with an excellent safety record."

Besides this order, Keppel FELS is also building another eight KFELS B Class rigs for the Mexican market.

The above contract is not expected to have a material impact on the net tangible assets or earnings per share of Keppel Corporation Limited for the current financial year. **Source: Keppel Offshore & Marine Ltd**



Incat to build fast crew support vessel for Azerbaijan Oil Industry

Incat Tasmania Pty Ltd has secured a contract for the construction of a fast 70 metre crew support vessel for operations in the Caspian Sea oil industry in Azerbaijan, said in the company's press release.

The contract was signed Thursday 1st August in Baku Azerbaijan by Incat Chairman Robert Clifford and representatives of Caspian Marine Services.

Incat Chairman Robert Clifford said "At 70 metres length and 30 knot speed we expect this will be the largest fast crew transport vessel operating in the global oil industry and Incat envisage an expanding market for this type of vessel."

Delivery will be mid September 2014 hence design work is well advanced, ordering of materials and equipment is underway and construction of the ship will commence later this month. The vessel will be delivered via the Volga-Don Canal to the Caspian Sea, Azerbaijan.

Vyborg Shipyard OJSC commences building hull of the lead 17.4-MWt icebreaker

Vyborg Shipyard OJSC has commenced building hull of the lead 17.4-MWt icebreaker of Project 21900M, IAA PortNews journalist reports from the site.

According to Aleksandr Solovyov, the company's Director General, the launch of the hull is scheduled for late 2013. Then the Shipyard will commence building the hull for the third icebreaker of the Project.

Vyborg Shipyard is executing the contract for construction of three icebreakers of Project 21900M for FSUE Rosmorport. Two of them are to be built on a turnkey basis and one – in cooperation with Arctech Helsinki Shipyard (Helsinki, joint venture of STX and USC). All the three icebreakers are to be delivered in 2015.

According to Sergey Pyrin, Director of Rosmorport's North West Basin Branch, who attended the ceremony, the icebreakers are supposed to be deployed for operation in the eastern part of the Gulf of Finland.

Vyborg Shipyard OJSC is one of the largest shipbuilding companies of the North-Western Region of Russia with over 60-years' experience in shipbuilding. **Vyborg Shipyard** is a member of the **United Shipbuilding Corporation**. Today the Shipyard specializes in building drilling rigs for offshore deposits development, vessels of small and medium tonnage as well as ship repair.

Orders roll in for Cosco Shipyard

Cosco Dalian Shipyard has secured a contract from an unspecified Chinese company to build two deepwater platform supply vessels. Both of them are scheduled for delivery in the second quarter of 2015.

Separately, **Cosco Guangdong Shipyard** has secured a contract from the same company to build two anchor handling tug supply vessels. Both vessels are scheduled for delivery in the second quarter of 2015. The total value for all the contracts is over RMB 590m. **Source: SinoShip News**

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The **MICLYN VICTORY** anchored at Singapore Jurong anchorage –
Photo :Capt Neil Johnston – Master Salviscount (c)

Ethiopian Shipping Lines takes delivery of 28,000 dwt multipurpose vessel JIGJIGA

Ethiopian Shipping Lines (ESL) has recently taken delivery of the multipurpose vessel, **JIGJIGA**, the fifth in a series of 28,000 dwt ships which the carrier had ordered at the Chinese Shandong Huanghai Shipyard in January 2011. The vessel follows her earlier sisters **FINFINE**, **ASSOSA**, **GAMBELLA** and **HARAR** into ESL's Asia to Red Sea breakbulk service (#258).

With a length of 166.50m and a beam of 27.40m, the **JIGJIGA** can carry a theoretical maximum of 1,735 teu. The non-cellular ship is however not primarily designed to carry containers, but rather a diverse mix of general cargo and breakbulk. The new vessel is named after the city Jijiga in eastern Ethiopia. Jijiga is the capital of the nation's Somali Region and is located some 80 km east of Harar, near the border with Somalia. The city has an elevation of 1,600 meters above sea level and is home to some 200,000 inhabitants. **Source : Linervision**

Port push into harbour set to be part of Auckland plan

The latest plans to industrialise and expand more of the Waitemata Harbour for port business are on the verge of becoming a reality without the Auckland Council looking at the wider impacts on the city.

At a confidential briefing by council officers last Wednesday, councillors were primed to include Ports of Auckland's expansion plans in the Unitary Plan at a public meeting on August 13.

A leaked copy of the briefing had five options for councillors to consider, four of which included further harbour reclamation to expand Bledisloe Wharf. A fifth option allowed for "further discussion/engagement" and possible changes to the Unitary Plan at a later date.

The briefing also included a peep at public feedback on the expansion plans, which the ports company is not releasing until after next week's council meeting.

The 181 responses showed mixed support for the plans, with 59 per cent support for reclamation and 41 per cent wanting the port to look at different ways to expand or never to expand.

The port company wants councillors to lock in two choices for a coastal port zone in the Unitary Plan - the new planning rulebook for the city.

The first choice involves expanding Bledisloe Wharf 135m into the harbour for a 5.5ha expansion and keeping Captain Cook Wharf for cargo, such as cars.

The second involves expanding Bledisloe Wharf 179m into the harbour for a 6.6ha expansion to free up Captain Cook Wharf for public use.

The choices are a scaled back version of a port plan last year to extend 283m into the harbour and expand its operation from 77ha to 99ha. The plan caused a huge public backlash, a rethink by the council and the first stage of a review of development options.

The rethink followed a Herald campaign last year against further reclamation of the Waitemata Harbour.

Today, the Heart of the City lobby group launches a fresh campaign, saying "It's time to see red" and stressing there is no rush to include expansion plans in the Unitary Plan.

"The Waitemata Harbour is an Auckland-defining asset," said Heart of the City chief executive Alex Swney. "Auckland could be one of the great harbour edge cities of the world. But extending Bledisloe terminal 179m into the harbour and intensifying operations industrialises our waterfront and takes us in the opposite direction," he said.

Mr Swney said for the past 16 months the council has talked about but done nothing about completing a promised study of ports expansion plans taking into account economic, social, transport and cultural impacts for Auckland.

"Let's not commit ourselves to an expansion and the subsequent supporting infrastructure investment without, once and for all, accounting for these impacts," he said.

The council carried out the first stage of the review with an independent technical study of freight needs for the three upper North Island ports of Auckland, Tauranga and Northland. It has not carried out the second stage of the review to look at the costs and benefits of development options in the context of the ports and the wider effects on the city.

Ports of Auckland chief executive Tony Gibson has refused to participate in the Herald's series on the port this week.

In a written statement, communications head Matt Ball said Mr Gibson would not be available for an interview because debate over port expansion had been running for almost two years and the company had contributed extensively to it.

"As a result of that debate, and in line with best practice port planning internationally, we revised our port development plan, and that plan is a public document.

"There is no immediate need to make a decision on which port development option to pursue, and indeed that plan will continue to evolve as demand, technology and shipping changes.

"At some point we will need to apply for resource consent and at that point we will consult widely on whichever plan we put forward," the statement said. Asked if the second stage of the review should take place before any decisions are made, Mr Ball said that was a matter for the council to decide.

The ports company has strong support for its latest plans from the Auckland Chamber of Commerce, the Employers and Manufacturers Association and the New Zealand Council for Infrastructure Development, but one pro-business group, The Committee for Auckland, has questioned if the port is the best use of prime waterfront land and called for a cost-benefit analysis.

Employers and Manufacturers Association chief executive Kim Campbell said any decision not to let the port expand is effectively a decision to close it down. "Business and consumers need the port to expand its footprint modestly so it can reorganise its operation to allow it to become at least as competitive as the Port of Tauranga."

Dr Joel Cayford, a planner and former Auckland regional councillor, said in a recent blog that the port threatens to be the cuckoo that has outgrown its nest. "The relationship between Auckland and its port is tipping away from the port benefiting the city to a port that is costing the city. "Port expansion puts at risk plans for an economic future for Auckland that emphasises tourism.

"I don't think that Auckland Council should be providing for more port expansion and reclamation in the Unitary Plan.

"Certainly not without the work being done on what is the highest and best use of the Waitemata Harbour spaces," Dr Cayford said. Barry Holton, deputy chairman of the Westhaven Marina Users Association, said the plans significantly narrow the entrance to the harbour and affect tidal flows and wind patterns.

What would happen

What happens if the expansion plans are included in the Unitary Plan?

Ports of Auckland will be able to apply for a resource consent to reclaim more of the Waitemata Harbour as a discretionary activity.

The council has discretion to publicly notify the application, which almost certainly would occur.

At that point, says ports chief executive Tony Gibson, the company would consult widely on its plans.

Mr Gibson has said the port can grow its container business at Fergusson Wharf for at least the next 20 years, but handing over Captain Cook and Marsden Wharves for public use would kick off a resource consent application straight away for a "modest expansion" of the general cargo Bledisloe Wharf.

Heart of the City says a suggestion that the stage two development study of the port should be left until the resource consent stage is the wrong way to go.

"The issues are Auckland-wide and strategic and are for the council to consider, not hearing commissioners and Environment Court judges," says Heart of the City adviser Greg McKeown. He said the Environment Court ruled in 1999 for a proposed extension of Fergusson Wharf that the port company was under no obligation to prove what was the best outcome for Auckland, just an "appropriate" one. Source : The New Zealand Herald



The **DOCKWISE VANGUARD** outbound from Valetta port (Malta) - Photo : Mario Schembri (c)

Largest ever boxship calls APM Terminals' Buenos Aires Terminal 4

On July 25th the largest vessel to ever call the Port of Buenos Aires, the 332 meter-long Hamburg Süd **Cap San Nicholas**, discharged approximately 800 containers at the APM Terminals Terminal 4 facility, the Group said on Friday. The 9,700 TEU capacity vessel is equipped with 2,100 reefer plugs, making these the largest reefer capacity ships in the global fleet. "We are very pleased with the success of this vessel call, which is a major milestone for South American port operations" said APM Terminals Latin American Head Joe N. Nielsen.

The **Cap San Nicholas** is the first of six of the **Cap San class** vessels which will be introduced into Hamburg Süd's Asia/South Africa/East Coast South American route, with its sister vessel, the **Cap San Marco**, due to arrive in mid-August. Two more **Cap San class** vessels are scheduled for delivery this year, with the final two set to enter the fleet in January 2014.

The Port of Buenos Aires is the second-busiest container port in South America, after the Brazilian Port of Santos. Terminal 4 was the first APM Terminals facility located in the southern hemisphere, when privatized in 2000. It is currently undergoing an expansion and upgrade, including the delivery of a new mobile harbor cranes and four Rubber Tire Gantry (RTGs) cranes in 2012, as part of approximately \$20 million in investment over the past two years. Throughput at Terminal 4 in 2012 was 298,000 TEUs, a gain of 7% over 2011.

Zim announces launch of intra-WCCA feeder 'BCA'

The container line Zim has announced the launch of a new feeder service that will link three ports on the West Coast of Central America to the Panama Canal's Pacific terminus and hub port of Balboa. Scheduled to launch in the second week of September, the new offering (#2875) will be marketed under the name 'Balboa Central America Express' ('BCA'),

At Balboa, the new feeder will connect to Zim's Panama Canal routed Far East to ECNA service 'ZCP' (#829) on which CACL slots. The new 'BCA' service will operate two vessels on a weekly basis with the following rotation: Balboa, Acajutla, Puerto Quetzal, Lazaro Cardenas, Puerto Quetzal, Acajutla, Balboa.

Zim said the new service was part of its ongoing efforts to expand the port coverage available to its customer in this 'growing' region of the world. So far it remains to be seen whether the 'BCA' will be a standalone operation by Zim or if other partners - another mainline carrier or a feeder operator - are involved too. **Source : Linervision**



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Technip awarded the major Moho Nord Subsea project in Congo, West Africa

Technip was awarded by Total E&P Congo a major(1) lump-sum contract for the engineering, procurement, supply, construction, installation (EPSCI) and pre-commissioning for the Moho Nord development project. This project is located approximately 75 kilometers off the coast of the Republic of the Congo, at water depths ranging from 650 to 1,100 meters.

This project consists of two developments, the Moho Phase 1bis and Moho Nord, with first oils being respectively expected in 2015 and 2016. The Moho Nord development, which will be tied back to a new floating production unit (FPU) and a newbuild tension-leg platform (TLP), includes an oil export line to the Djeno onshore terminal and will also be tied back to the shallow-water N'Kossa platform for gas exchange. The Moho Phase 1Bis development consists of tie-backs to the existing deepwater Alima FPU.

This contract covers the project management, engineering, supply, fabrication and installation of:

230 kilometers of rigid pipelines,.

23 kilometers of flexible pipes,

50 kilometers of umbilicals(2),

50 subsea structures as well as various other structures and rigid jumpers(3).

It also includes the installation of client-supplied manifolds(4) and pumps, control system components and multiphase jumpers.

The offshore campaign will be spread over 2014, 2015 and 2016, with the primary installation vessels being the G1200 (Technip BV), a rigid pipe S-lay and heavy-lift construction vessel, and the Deep Pioneer (Technip UK), a multipurpose deepwater vessel. Technip's operating center in Paris, France will carry out the overall project management and engineering of this fast-track and multi-disciplinary subsea project. The flexible pipes will be fabricated at Flexi France, Technip's manufacturing plant in Le Trait, France and the umbilicals will be fabricated at the Group's new manufacturing unit in Newcastle, United Kingdom. As part of the project, Technip will engage with Pointe-Noire-based contractors to fabricate various steel structures in Congo.

Frédéric Delormel, Technip's Executive Vice President and Chief Operating Officer Subsea, declared: "This strategic contract confirms Technip's leadership on large and complex EPSCI projects as it is the largest subsea contract that the Group will execute on its own. This award was made possible thanks to our unique vertically-integrated

organization and the acquisition of Global Industries in 2011, notably with the S-Lay and heavy-lift capabilities of the G1200 vessel." Source: Technip

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WSB Weekly Report - Week 31 ending 02.08.2013

DRY S&P MARKET:

The dry S&P market reported a steady number of sale and purchase transactions this week. **CAPE SHANGHAI** (174,109 / blt 2007, China) was sold to Greek buyers for \$28m and **CAPE LOTUS** (170,780 / blt 2000, Japan) went to Berge Bulk at \$16m. Greek buyers were behind two panamax purchases this week, **YUSHO REGULUS** (76,598 / blt 2006, Japan) sold for \$18.2m and **LEGATO** (72,083 / blt 1999, Japan) for \$9m. The older **DIMITRIOS S** (66,088 / blt 1990, S.Korea) was sold to South Korean buyers for \$5m and the handymax **HANA** (42,609 / blt 1986, Japan) was sold for \$3.5m to undisclosed buyers. **MAPLE CRYSTAL** (32,394 / blt 2012, China) went to Brazilian buyers for \$18.4m. Pacific Basin purchased three Japanese built handysizes **POS LEADER** (31,907 / blt 2006, Japan), **POS KNIGHT** (31,895 / blt 2006, Japan) and **POS JADE** (31,886 / blt 2006, Japan) all for \$16m each on an En bloc basis. Three other handysizes were sold to undisclosed interests **UBC BREMEN** (24,072 / blt 1998, Japan) and **UBC BATON ROUGE** (24,034 / blt 1998, Japan) sold for \$6.9m each and **UBC BOSTON** (23,250 / blt 1997, Japan) for \$6.2m.

TANKER S&P MARKET:

The Tanker S&P market has 5 reported sales. Greek buyers were behind two VLCC purchases this week, **GRAND CHINA** (297,377 / blt 2010, China) and **PEACE CHINA** (297,376 / blt 2011, China) sold for \$109m En bloc. The suezmax **MARE VENETUM** (157,700 / blt 2013, S.Korea) was sold for \$52m to undisclosed buyers. Middle Eastern buyers are reported to have purchased **MORNING GLORY V** (74,024 / blt 1998, Japan) for \$8.5m and **TAPATIO** (46,764 / blt 2003, Croatia) went to Norwegian buyers for \$19.9m.

CHARTERING:

The BDI dropped 17 points to close at 1065 last week. The first longer cape period charter in a while saw Swiss Marine taking **LIN JIE** (177,313 / blt 2003, Japan) dely Yantai 8-10 Aug 30-36 months trading redel worldwide at \$14,100 daily. Panamax markets softened, however more period fixing was reported, several LME types have been covered for short period at 7,500-8,250's level daily basis Far East deliveries. Supramax and Handysize sectors are more or less unchanged, average t/c rate for the Coal via Indonesia to china at 7,000-8,000's level bss delivery South China. In the period market, Greatwin fixed **HUA RONG 2** (56,400 / blt 2013, China) dely CJK 5-10 August about 3-5 months trading redel worldwide

Projects and Sale and Purchase: Wallem Shipbroking (HK) Ltd (As brokers only) projects@wallem.com
(All details and information given in good faith without guarantee.)

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.... PHOTO OF THE DAY



Another photo of the **LAY VESSEL NORTH OCEAN 105** moored stern to at the MBM spool base in Batam
Photo : Capt. Jelle de Vries ©