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The TI EUROPE approaching Rotterdam – Europoort – Photo : John van den Bergh (c)

IN MEMORIAM

Na een liefdevolle verzorging in nieuw Toutenburg is toch nog plotseling overleden

FEIKE MELEIN

Leeuwarden 02-12-1938

Noardburgum 02-08-2013

Sinds 16 oktober 2007 weduwnaar van
Corrie Melein – Sybranda

Boostman Feike, die rode fries, zeevader voor vele jonge zeelieden in het verleden is niet meer, velen hebben van hem het zeevarende vak aan dek geleerd, Hollands Glorie sterft langzaam uit. Wat blijft zijn de herinneringen

Er kan afscheid worden genomen van Feike op donderdag 8 augustus (vandaag) om 11.00 uur in de PKN-kerk, Tsjerkepaed 26 te Lekkum waarna de begrafenis zal plaatsvinden op het kerkhof naast de kerk.

Gelegenheid tot condoleren in dorpshuis De Weerne , Werne 18 te Lekkum, na afloop van de begrafenis

*** * * * *** FEIKE RUST ZACHT *** * * * ***

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The **MSC BERYL** enroute Antwerp – Photo : Henk Claeyls (c)

Dry bulk shipping blast: Shipping rates

Although we must analyze demand in order to project future dry bulk shipping rates, imports data aren't widely available on a weekly basis. But shipping rates, which reflect the difference in demand and supply, are collected on a daily basis at the London-based Baltic Exchange and published as the Baltic Dry Indexes (BDI). These indexes reflect the daily shipping rates to transport key dry bulk raw materials in the spot market. When demand outpaces supply growth, shipping rates tend to rise. But when an increase in supply doesn't meet with demand, shipping rates fall.

Shipment growth and lower capacity supporting higher rates

Last week, the Baltic Dry Index fell from 1,082 on July 26 to 1,065 on August 2, dragged down by declines in Panamax and Supramax vessels. But current levels still stand higher than what they were for the most part of 2013. Shipping rates in the spot market have risen lately due to the lower capacity growth, higher oil prices that shipping companies are passing on to customers, and increased iron ore import from China.

Higher imports have been driven by continuous growth in China's steel output, a record-low inventory figure of ~57 million tons in March (a number unseen for three years) and a decline of ~\$40 per metric tonne (28%) since the government began tightening the property market in February that has made imported iron ore more attractive. Capesize vessels, which primarily haul major bulk materials such as iron ore and coal, have benefited most.

Prospects for the rest of 2013 Although iron ore prices have risen to a recent high of \$131.5 per metric tonne (potentially a short-term negative for imports), iron ore prices are expected to fall as Australia and Brazil boost capacity by the end of this year, which would be positive for dry bulk shippers. Low inventories and continuous steel production China—despite what markets have been fearing—should help absorb the increase in supply. In addition, as U.S. rain improves prospects for a record corn output this year, grain shipments are expected to grow by 8% on an annual basis, likely to support Panamax rates.

If the capacity trend continues, we'll likely end up seeing higher shipping rates during the second half of 2013, compared to the first half—a positive for companies such as Diana Shipping Inc., Navios Maritime Partners LP, Eagle Bulk Shipping Inc., Knightsbridge Tankers Ltd., and Safe Bulkers Inc.. **Source: Market Realist**



05-08-2013 : The **BRAVE SAILOR** outbound in Vancouver harbour bound for ROBERTS BANK coal terminal

Photo : Robert Etchell ©

Baltic Dry Index down to 1,058 points

August 5, 2013, the Baltic Dry Index fell to 1,058 points, down 7 points (0.56%) against the level of August 2. BDI is a number issued daily by the London-based Baltic Exchange. Not restricted to Baltic Sea countries, the index provides "an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a timecharter basis, the index covers Handysize, Supramax, Panamax, and Capesize dry bulk carriers carrying a range of commodities including coal, iron ore and grain. Because dry bulk primarily consists of materials that function as raw material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production. On 20 May 2008, the index reached its record high level since its introduction in 1985, reaching 11,793 points. On 3 February 2012, the index had dropped 647 points, the lowest since 1986. **Source: portnews**

Life sentence for Somali pirates who killed Marina del Rey couple

Three Somali pirates were sentenced to life in prison Friday for the shooting deaths of four Americans, including a Marina del Rey couple, in a 2011 hijacking off the coast of East Africa. A federal jury in Norfolk, Va., decided not to impose the death penalty on Ahmed Muse Salad, Abukar Osman Beyle and Shani Nurani Shiekh Abrar after they each were convicted last month on 26 counts including piracy and murder.

The piracy convictions carry a mandatory life sentence.

Jurors began deliberations Thursday and quickly reached a decision in the first murder involving pirates in the United States in nearly two centuries. Scott and Jean Adam, retirees from Marina del Rey, were in the middle of an around-the-world voyage aboard their 58-foot sloop, the **Quest**, with two friends, Robert Riggie and Phyllis Macay of Seattle, when Somalis armed with automatic rifles and grenade launchers captured the boat in February 2011.

Prosecutors argued the Somalis wanted to hold the Americans for ransom, part of a rash of pirate attacks in those years in the waters off of East Africa.

Four U.S. warships patrolling the waters soon encircled the **Quest** and Navy negotiators attempted to gain the release of the hostages. But with talks breaking down, prosecutors said, the pirates panicked and unleashed a barrage of gunfire, killing the Americans.

Defense attorneys had pleaded with jurors for leniency, describing the Somalis as impoverished men raised in a war-ravaged country who turned to piracy to eke out a living. Somalia has been without a functioning central government since 1991, which allowed criminal gangs and pirate networks to operate freely from its remote northern stretches for years. But since 2011, a crackdown by the United States and international navies has dramatically reduced attacks in the Indian Ocean and jailed some 1,150 suspected pirates.

Twelve men previously had been convicted of piracy or pleaded guilty to piracy in the **Quest** incident. All were sentenced to life terms. Prosecutors sought the death penalty for Salad, Beyle and Abrar, arguing the men fired the fatal shots.

Scott Adam, 70, an assistant director on films and TV shows such as "The Dukes of Hazzard" and "The Love Boat," had sailed around the world multiple times. He and Jean Adam, 66, a former dentist, had the **Quest** custom-built in New Zealand and were fond of distributing Bibles when they docked in far-off ports. They had never before sailed from Mumbai, India, to Salalah, Oman, as they were attempting to do in February 2011, with their friends, Riggie, 67, and Macay, 59, as crew members.

For part of the journey they sailed with a convoy for safety, but for unknown reasons had become separated from the group. The **Quest** was about 200 miles off the coast of Oman when it was captured. **Source : LATimes**



The **EMPRESS** moored in St Petersburg - **Photo : Ernst Lohmann / Huib Lievense (c)**

Tanker market on recovery mode; or so it seems

The crude tanker market, one which didn't enjoy the same amount of boom years, like the dry bulk one, until the bust of 2008, could very well be on a recovery path, if not for all, at least for most ship classes. According to a recent report from shipbroker Intermodal, for the greater part of the year the crude market distanced itself from any positive momentum with owners spending most of their days trying to sail through dismal earnings and mounting operating expenses.

But, as Intermodal's Research Analyst, Eva Tzima, pointed out, "these past few week had to offer a much needed rate reversal for the crude oil carriers, freights for which reached highs for the year so far, and even though the positive effect seems to have eased off considerably in the case of VLCCs, it is still very much present amongst the rest of the market drawing a lot of interest on its sustainability", she noted. She went on to mention that "as of 2008, the US

crude oil stockpiles have kept increasing as a result of domestic production accelerating rapidly. As the biggest importer of crude started slowing down its dependence to source the commodity from offshore, the US erased any positive upside created by increased Far East demand and consequently "denied" crude carriers a healthier market. Since the beginning of the summer there has been a lot of buzz around the price of oil and more specifically the WTI – Brent spread. For more than two years, the price of WTI (the pricing benchmark of US light crude oil) has lagged behind Brent (the benchmark grade in Europe).

From spring onwards though, the prices of WTI and Brent started getting closer and even briefly touched parity in July. With the return of the arbitrage, it made sense for the US to increase its crude imports once again and to consequently breathe life into freight rates. The revived interest of US charterers in North Sea and WAF crude cargoes has not only boosted the spot market for these routes but has also urged charterers back in Europe to rush into securing tonnage in the possibility of further tightness in ballasting lists, which further added to the freight upside. All in all this looked as a "perfect storm" for rates to surge. But calm follows the end of every storm and this could well be the case here as well", Tzima said.



BAI LU ZHOU entering Western Port 6 August bound for the Long Island Point oil terminal

Photo : Bill Barber ©

She added that "in recent years the accelerated output from both Canada and the US carried to the hub in Cushing, Oklahoma which is the delivery point for WTI, has created a bottleneck in the absence of an economically efficient way to carry the crude from Cushing to the Coast. Consequently, the increased stockpiles weighed down on the price of WTI. Since the end of the spring season, the hub in Cushing has been witnessing a steady decrease in oil stocks due to increased demand in the US but even more importantly due to the fact that additional pipeline infrastructure ex-Cushing has started becoming operational. As important as these factors are, they both are of short term nature rather than long term one. For one, the increased demand was mainly caused by the driving season in the US, which always boosts consumption, and as far as pipeline infrastructure clearing up the bottleneck the reality is that US production will keep close pace with such projects coming on line in the medium term. The US market, where crude exports are largely limited by Congress, will most probably continue to operate on the fundamental of large crude inventories and even though there had been reports in the beginning of the summer for a shift in Washington's policy, the reality is that the subject of increasing oil exports is a political hot potato for whoever decides to touch it. So occasional volatility in imports like the one recently witnessed could very well repeat in the future but the idea of a fundamentally glutted US oil market where price competition weighs on WTI is still very much alive", Tzima stated.

The researcher concluded its analysis by noting that "the correlations affecting the trade of oil are complicated and could always change, and it could well be that the sweet crude might be bringing in some sweet earnings for shipowners in the short term but in my opinion this is probably less of a sustainable price convergence and more a case of "plus ça change, plus c'est la même chose" as the French say, which loosely translated means "the more things change, the more they stay the same", Tzima concluded. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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The **GRANDE COLONIA** passing the Oostgat off Vlissingen outbound at the Westerschelde –
Photo : Huib Lieverse ©

Capital Product Partners L.P. Announces Offering and Intention to Acquire Three 5,023 TEU Container Vessels

Capital Product Partners L.P. announced that it plans to offer 11,900,000 common units representing limited partnership interests in a public offering. The Partnership expects to grant the underwriters a 30-day option to purchase an additional 1,785,000 common units to cover overallotments, if any.

The Partnership intends to use the net proceeds from the public offering towards acquiring three 5,023 TEU container vessels, namely the M/V **CCNI Angol** (ex **Hyundai Prestige**), the M/V **Hyundai Privilege** and the M/V **Hyundai Platinum**, (the "Vessels") from its sponsor **Capital Maritime & Trading Corp.** ("Capital Maritime") for an aggregate purchase price of \$195,000,000. Each of the three container vessels was built in 2013 at Hyundai Heavy Industries. Co. Ltd. and each vessel is employed under a 12 year time charter employment (+/- 60 days) to Hyundai Merchant Marine Co. Ltd. ("HMM") at a gross rate of \$29,350 per day, which commenced shortly after the delivery during the first half of 2013. The Partnership's common units trade on the Nasdaq Global Market under the symbol "CPLP."

The joint book-running managers for this offering are UBS Investment Bank, BofA Merrill Lynch and Wells Fargo Securities. The senior co-managers are Barclays, Deutsche Bank Securities, Raymond James and RBC Capital Markets, and the co-manager is Evercore Partners. Capital Product Partners L.P., a Marshall Islands master limited partnership, is an international diversified shipping company. The Partnership currently owns 27 vessels, including four Suezmax crude oil tankers, 18 modern MR (Medium Range) product tankers, four post panamax container vessels and one Capesize bulk carrier. All of its vessels are under period charters to large charterers such as BP Shipping Limited,

subsidiaries of [Overseas Shipholding Group Inc.](#), [Petrobras](#), [A.P. Moller-Maersk A.S](#), [HMM](#), [Arrendadora Ocean Mexicana, S.A. de C.V.](#), [Subtec S.A. de C.V.](#), [Cosco Bulk Carrier Co. Ltd.](#) and [Capital Maritime & Trading Corp.](#) Source: Capital Product Partners L.P.

Main engines Volvox Atalanta pass 100.000 running hours.

After 14 years of dredging, the suction hopper dredger **VOLVOX ATALANTA** owned by [Van Oord](#) pass the 100.000 running hours on both main engines this week. Off course this milestone was celebrated with a nice cake for the crew.

At present the vessel is working in Dubai waters.



The **ATALANTA** was launched in the beginning of 1999 and is equipped with 2 [Deutz SBV 9M628](#) main engines of respective 1920kW and 1685kW. Both PS and SB main engine deliver 1685kW to the propellers. With an average of more

then 7000 running hours a year, an efficiency of more then 80% is achieved. On the picture the proud engine room crew is posing next to PS main engine. With seen from left to the right: [Sander](#), [Simon](#), [Remco](#), [Eric](#), [Tommy](#) and [Mike](#)



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CYMEPA MOVES TOWARDS SIGNING A MOU WITH RIGHTSHIP

The Cyprus Marine Environment Protection Association (CYMEPA) announced that it has met RightShip's current acceptance criteria for inclusion within the environmental rating system.

RightShip is a ship vetting specialist promoting safety and efficiency in the global maritime industry. It offers a Ship Vetting Information System that is the most comprehensive, holistic, online risk management system in the world.

Following an evaluation of the CYMEPA fleet, a Memorandum of Understanding will be signed by the two parties. CYMEPA Members will gain the 5 points under Section 5: Environmental Ratings Adjustments, item "Vessel is affiliated to industry environmental group".

The Chairman of CYMEPA George Tsavlis stated that « this is an important development as our Members will improve their overall rate and receive the same recognition enjoyed by AUSMEPA and HELMEPA Members. Our Association is committed to live up to our motto 'To Save the Seas' and this is a significant step in the right direction. This amounts to recognition of the hard and enduring work carried out by the Board and the Secretariat as well as the individual Members in raising environmental awareness».



The **LEWEK RUBY** anchored off Singapore – Photo : Capt S.Hardy - Master of MV. Salvern ©

Yachtsman taken to hospital with head injury

A yachtsman was rushed ashore by Cowes RNLI lifeboat last Sunday afternoon after suffering a head injury from a spinnaker boom. The lifeboat crew was preparing for a safety patrol among the yachts competing in the day's Cowes Week regatta, before Solent Coastguard alerted them to the incident.

As the lifeboat approached the area of East Lepe Buoy, the yacht identified itself by setting off a flare.

Crew member Dr Will King went aboard to carry out a preliminary examination of the man, who was still conscious.

He was eventually taken by the lifeboat to Trinity Landing, where an ambulance had been summoned to take the yachtsman to St Mary's Hospital.

Minutes later the crew were on hand to help in the transfer of another yachtsman who had received a head injury and also needed a hospital check-up. He had been landed by Gosport lifeboat.

Cowes lifeboat was later tasked to go to a 50ft yacht, **SAGA**, which had gone aground just west of the entrance to Beaulieu River. However, it was decided the best course was to let the yacht float on its own accord by the rising tide.

Source : Isle of Wight Radio



Another photo of the **SALVANGUARD** in her new livery anchored off Singapore
Photo : Capt. Jim Stone ©

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SANDF may widen naval antipiracy patrols to Tanzania

THE South African National Defence Force (SANDF) is considering the expansion of antipiracy patrols in the Mozambican Channel to include Tanzania, despite the barrage of criticism of the government over the force's inadequate funding.

The antipiracy patrols, which are conducted in conjunction with the Mozambican navy, were approved by the Cabinet in 2010 after a request by the Southern African Development Community (Sadc) for South Africa to help thwart piracy from escalating in the region's areas in the Indian Ocean and damaging trade. Brig Gen Xolani Mabanga said on Sunday that the South African Navy offshore patrol vessels were rotated on a monthly basis. One had been relieved last week and another frigate would be replaced at the end of this month. He said while one was in operation in the Mozambican Channel, another conducted combat and mission readiness exercises out of Simon's Town.

Gen Mabanga said no arrests had been made by the Sadc force during the past six months, but the SANDF took pride in the deterrent effects of its presence in the Mozambican Channel. Piracy activities peaked in 2011 when 147 attacks and 22 pirated vessels were reported in the region.

"The African Union efforts ashore in Somalia and the combined international naval effort and presence at sea have reduced piracy activity to the current state of only two attacks with no successful vessel hijacking conducted in the past few weeks. "We believe that the presence of Sadc naval force in the area contributed greatly to this reduction in piracy activities on the eastern African seaboard," he said. But the defence force has seen a number of the South African Air Force's R2bn fleet of Agusta 109 helicopters join the Gripen fighter jets in cold storage due to a lack of funds to fly them, while VIP helicopter flights continue to fuel public outrage. Defence analyst Helmoed Römer Heitman last month bemoaned the fact that the army was overstretched and some of its equipment obsolete, saying

the navy could patrol South African waters or the Mozambique Channel but not both, let alone important West African shipping routes; and that the air force had no maritime patrol aircraft and inadequate airlift capabilities.

Brig Gen Mabanga claimed the antipiracy success was due to the introduction of Integrated Maritime Domain Awareness centres in Kenya, Tanzania, Mozambique and South Africa. The maritime forces were now able to create an operational picture of which vessels were operating in the region, where they were and for what purpose. He admitted the SANDF was now concerned about "a dramatic increase in piracy activities in the Gulf of Guinea" off the west coast of Africa. "The situation is being closely monitored by neighbouring Sadc countries." **Source : BDlive**



The **OOCL CHONQING** outbound from Rotterdam-Europoort – **Photo : Kees Torn ©**

'KUNST OF KITSCH' IN BAGGERMUSEUM ?

Niet de originele versie van dit bekende tv programma komt naar het Nationaal Baggermuseum, maar wel het gerenommeerd Veilinghuis A. Mak BV uit Dordrecht. Deze kunst- en antiekveiling (sinds 1839) wordt geleid door



P.C.(Pieter) Jorissen en zijn echtgenote M.E.(Mariëtte) Jorissen-De Raadt. Op woensdag 28 augustus 2013 zal van 19:00 tot 20:30 uur een zestig tal objecten getaxeerd gaan worden. Mogelijk heeft u altijd al willen weten wat de herkomst en waarde is van dat bijzondere schilderij, beeld, vaas, uurwerk of sieraad. U heeft nu de kans dit aan de weet te komen. In totaal kunnen 60 voorwerpen getaxeerd worden. Vanaf heden kunt u een taxatienummer komen afhalen in het Nationaal Baggermuseum, waarvoor het museum een bedrag van vijf euro rekent. Per gezin kan maximaal één nummer/object getaxeerd worden. Omdat er niet meer dan zestig nummers beschikbaar zijn dient u er wel snel bij te zijn. In Sliedrecht en omgeving zijn heel wat mensen die in de baggerindustrie werken of gewerkt hebben. Doorgaans bracht men uit vaak verre oorden de meest bijzondere

objecten mee naar huis. Het Nationaal Baggermuseum is geopend van dinsdag tot en met vrijdag van 14:00 tot 17:00 uur en op zaterdag van 11:00 tot 17:00 uur. De zestig deelnemers die een nummer hebben gekocht zijn vanzelfsprekend aanwezig bij de taxatie. Dit keer is het niet het Nationaal Baggermuseum dat het onderste boven water haalt, maar wordt dit gedaan door het echtpaar Jorissen van het bekende Veilinghuis A. Mak BV uit Dordrecht.



The **CMA CGM MARCO POLO** outbound from Rotterdam-Europoort - **Photo : Kees Torn ©**

Fewer cruise ships will still pay way

Fewer cruise-ship passengers are expected to visit New Zealand in coming months following a record cruise season last summer. In the 2012-2013 cruise season, passenger numbers grew more than 21 per cent as New Zealand hosted 37 ships with 211,430 passengers on board.

The estimated value-add from the recently ended cruising season was \$310 million. Only 33 ships with 200,000 passengers are expected this year but the value-add is forecast to be similar, about \$311m. Australian passengers, often travelling on affordable or discounted trips from ports across the Tasman, make up more than half New Zealand's cruise passengers.



The **CELEBRITY SOLSTICE** moored in Otago harbor – Photo : Ross Walker ©

Last year, however, the United States market grew by 17 per cent. Travellers coming from the US typically have bigger budgets, often visiting New Zealand as a once-in-a-lifetime holiday.

Most cruise ship passengers who started or ended their trip in New Zealand last season - referred to in the industry as exchange passengers - were American. Of the value-add total last season, Auckland - where passengers typically board or depart cruises that begin or end in New Zealand - earned more than \$116m. Wellington received \$39.5m last season and is expected to get just over \$36m this summer. Source : Stuff.co.nz



The **HAPPY DELTA** in Rio Grande earlier this year – Photo : Marcelo Vieira ©



Liberia launches online MLC complaints resolution form for seafarers

THE Liberian Registry has launched an online Maritime Labour Complaint Resolution Form for seafarers, ahead of the entry into force of the Maritime Labour Convention 2006 on 20 August, 2013.

Liberia is committed to ensuring that seafarers who serve on Liberian-flag ships have decent working and living conditions, a safe and secure workplace and fair employment. Seafarers are encouraged to use the ship's onboard complaint procedures to resolve complaints at the earliest possible opportunity in accordance with MLC 2006. However, in the event that a complaint is unable to be resolved on board, Liberia has provided the online Maritime Labour Complaint Resolution Form to help seafarers resolve all genuine and valid complaints.

Seafarers can utilise the online form to lodge a general complaint affecting specific working or living conditions on board the ship, or a complaint relating to a single seafarer. The Liberian Administration will take all necessary steps to investigate complaints and ensure that appropriate measures are taken to rectify any deficiencies. All information provided to the Administration will be treated as strictly confidential.

Scott Bergeron, CEO of the Liberian International Ship & Corporate Registry (LISCR), the US-based manager of the Liberian Registry, says, "Liberia was the first country to ratify MLC 2006, and intends to do everything in its power to ensure that it is properly enforced. This is not just a tick-box exercise. If effectively implemented, MLC 2006 will improve and standardize working conditions for seafarers and shipowners alike.

"Liberia's online Maritime Labour Complaints Resolution Form is a way of ensuring that seafarers on Liberian-flag ships have all possible resources available to them for reporting any genuine grievances to those who have the authority to resolve such matters in accordance with the letter and spirit of MLC 2006." The Liberian Registry's Maritime Labour Complaint Resolution Form can be accessed from the homepage of its website, www.liscr.com

Carriage of Coal Cargoes from Kalimantan, Indonesia

Carriage of Coal Cargoes from Kalimantan, Indonesia – Self Heating and Requirement to Survey (re-issued)

Background

The Club has recently been advised by consulting scientists and engineers Dr J H Burgoyne and Partners (International) Limited that the number of incidents involving the self-heating of coal cargoes loaded in Kalimantan (Indonesian Borneo) is increasing. In the past two years Burgoyne's have dealt with twenty-three such cases, ten of which have taken place in the last three months.

Low rank (geologically immature) coal, such as loaded off Kalimantan, is particularly susceptible to self-heating and may spontaneously combust if loaded at a temperature in excess of 55°C. Shippers and local suppliers have sometimes delivered coal to vessels off Kalimantan at a temperature close to this figure. Coal awaiting shipment is often stored in barges close to the anchorage areas where it may be exposed to strong winds and rain. Such conditions may promote self-heating, and barges containing coal with a temperature exceeding 55°C have sometimes been encountered.

However, not all operators appear to be aware of the risks and some vessels have only identified the problems after the cargo has been loaded. Once on board it is not easy to remove the coal due to the lack of discharging facilities in the region. Mandatory notification and survey requirements

Notification

In accordance with the Club's bye-laws, Members are required to notify the Managers before agreeing to carry a cargo of Kalimantan coal to ensure that they are fully acquainted with the risks beforehand and so that any concerns regarding the contractual terms of carriage may be addressed.

In particular Members should consider incorporating an express right in all such contracts to inspect the cargo ashore and in barges prior to shipment, to reject cargo which is too hot or otherwise unsafe and to have heating or unsafe cargo removed from the vessel. Members may also seek to preserve rights of indemnity against other parties in case they incur liability or loss as a result of shipping a self-heating coal cargo.

Survey

Members are also required to appoint a surveyor at the load port to provide assistance to the Master. The surveyor should be instructed to check that no significant self-heating problems are evident, confirm that the coal is suitable for loading, verify that all arrangements aboard the vessel are satisfactory and ensure that the measures for testing cargo space gas concentrations and cargo temperatures are in order and meet the applicable provisions of the International Maritime Solid Bulk Cargoes (IMSBC) Code. The instructions should also require the surveyor to assess the apparent condition of the cargo and make suitable recommendations to the Master as to whether the mate's receipts and bills of lading should be claused.

Failure to fulfil either of these requirements may prejudice cover.

IMSBC Code

The [International Maritime Solid Bulk Cargoes Code](#) contains a comprehensive entry regarding the carriage of coal. Although some of the requirements are summarised below, Members should refer to the IMSBC Code itself for full details and ensure that the provisions are strictly followed.

Cargo Declaration

Although there are many good shippers and mining operations in Kalimantan, it is reported that not all are providing adequate cargo declarations. Some of the declarations have been found to misrepresent the cargo by either stating that the cargo is Category A (a reference to the 1990 version of the Code of Safe Practice for Solid Bulk Cargoes meaning it does not self-heat or emit methane) whilst others provide no details on the self-heating or methane emitting properties of the coal.

SOLAS Chapter VI and the IMSBC Code state that the shipper should provide the master or his representative with appropriate information sufficiently in advance on the properties of the cargo and recommendations regarding its safe handling, stowage and carriage so that the necessary precautions can be taken. In particular, the IMSBC Code requires the shipper to provide, in writing, the moisture content, sulphur content and particle size of the cargo, and information on whether it is liable to self-heat or emit methane, or both. A "Form for Cargo Information for Solid Bulk Cargoes" may be used for this purpose, an example of which can be found in Section 4 of the IMSBC Code. The master should insist that the shipper provides a cargo declaration that is consistent with the requirements of the IMSBC Code and should not load the cargo without it.

Loading and Carriage Requirements

In order to avoid problems of self-heating during the voyage and possibly while loading, the temperature of the cargo should be checked beforehand. Although not required by the IMSBC Code, an infra-red thermometer is an ideal tool for this task. Infra-red thermometers are relatively inexpensive and easily obtainable, and their use is recommended. The instrument may be used to "scan" the surface of the cargo prior to and during loading, allowing the master to be

alerted if the temperature readings are found to be high. Vessels should also reject cargo exhibiting clear signs of self-heating such as barges containing smouldering coal.

During loading the holds should be sealed if a delay of more than an hour is anticipated. On completion of loading the cargo should be trimmed reasonably level to the boundaries of the cargo hold to prevent the development of fissures. Fissures increase the surface area of the cargo exposed to the air and thereby the risk of self-heating. Each hold should be closed immediately on completion, and hatch sealing tape may be applied to the hatch covers as an additional precaution. Only natural surface ventilation is permitted, limited to the absolute minimum time necessary to remove any methane which may have accumulated. Any vents that lead below the level of the cargo should be sealed as the introduction of air into the body of the cargo may promote self-heating.

The IMSBC Code states that personnel should not enter the cargo holds during the voyage due to the presence of methane and the possible hazards of toxic carbon monoxide gas and the depletion of oxygen if the cargo starts to self-heat. If it is essential to enter a hold, self-contained breathing apparatus must be worn and enclosed space entry procedures followed.

For bulk cargoes such as coal which are liable to emit toxic or flammable gas or lead to the depletion of oxygen, the IMSBC Code and SOLAS Chapter VI require the ship to carry an Administration approved gas detector. The gas detector must be capable of measuring levels of methane, oxygen and carbon monoxide inside the holds without having to enter them. Gas detectors must be regularly serviced and calibrated in line with manufacturers' recommendations, and ships' personnel should be trained in their use. The IMSBC Code also requires vessels carrying coal to be provided with a means of measuring the pH values of cargo bilge samples.

Since coal emits carbon monoxide gas if it begins to self-heat, monitoring the amount of carbon monoxide inside a cargo hold is the most effective method of detection. Sampling points should be fitted to both sides of each cargo hold, either to the coaming or to the hatch covers, to ensure flexibility in the event of heavy weather. As far as practicable the same sampling points should be used when testing the atmosphere inside the cargo holds to ensure consistency.

The IMSBC Code also recommends that the ship monitors the temperature of the cargo in the holds from external locations during loading and while on passage, although the development of a hot spot in the coal may not be detected unless a temperature probe is located nearby. All gas detector and temperature readings should be recorded while loading and during the voyage.

Under normal conditions each cargo hold should be sampled daily and surface ventilation should be stopped at least four hours prior to sampling. If the carbon monoxide level is found to exceed 30 ppm, samples should be taken twice daily. If the readings exhibit a steady rise over three consecutive days or reach 50 ppm, a self-heating condition may exist. In such an event the cargo hold including the ventilation arrangements should be completely sealed.

The IMSBC Code further advises that the master should contact the company immediately if it appears that the cargo has started to self-heat. In addition the shipper should be notified and the Club should be informed as it may be necessary to appoint an expert to assess the situation and provide additional advice.

Such information should include:

- Identity of the cargo spaces involved; monitoring results covering carbon monoxide, methane and oxygen concentrations
- If available, temperature of the cargo, location and method used to obtain results
- Time gas sample taken (monitoring routine)
- Time ventilators opened/closed
- Quantity of coal in hold(s) involved
- Type of coal as per cargo information, and any special precautions indicated on information
- Date loaded, and ETA at intended discharge port (which shall be specified)
- Comments or observations from the ship's master

In the event of a fire, boundary cooling of the affected holds should commence immediately and the master should consider heading towards the nearest port. Again, the Club should be notified without delay as the attendance of an expert may be necessary. In the event of any queries, please contact the Claims or Loss Prevention department.

The Club is grateful to Burgoynes for the provision of information leaflets on **"Self-heating of coal cargoes – Kalimantan, Indonesia"** and **"Gas Detectors"** which form the basis of this Notice to Members. Copies of both leaflets are available on the Club's website. This Notice replaces Notice to Members No.12 2010/2011 which has been cancelled. **Source: WoE.**

NAVY NEWS



The Dutch OPV **P 840 HOLLAND** at anchor seen from Saba part of the Dutch Caribbean

Photo : W. Ter Horst. ©

Warship-grade steel, made by SAIL

Defence scientists, the Indian Navy and the Steel Authority of India have claimed that they have developed a special grade of steel that will replace imports worth billions of dollars that were so far being used to make dozens of warships. The special steel is military-grade, far harder and lasting and capable of being used in temperatures as low as — 40°C — and of absorbing great ballistic impact — than the metal that went into the making of the Titanic or that goes into the making of ordinary kitchen utensils found in every Indian home.

"The steel that we have developed is both hard and tough — the hardness will not allow it to break but the toughness will allow it to be bent," said technologist P.K. Dutta of Bhilai's research and development unit who worked on the project with DRDO's distinguished scientist G. Malkondaiah and the directorate of naval design. The breakthrough is the outcome of a technology denial regime and forex crunch as well as a spin-off from the ambitious project to make India's single largest military platform — a 42,000-tonne Indigenous Aircraft Carrier. "Necessity is the mother of invention," is the proverb quoted repeatedly by officials at the facilities where the steel is being produced and in the navy.



SAIL has so far delivered about 28,000 tonnes of the warship-grade steel for the Indigenous Aircraft Carrier-1, called Project 71 (P-71), which is scheduled to take to the water on August 12 (next Monday) in Kochi. Taking to the water means that the ship will float but it is still at least five years from being commissioned into the fleet.

Public sector SAIL has set up exclusive facilities at a Special Plates Plant (SPP) in Rourkela that was shown to a small group of journalists for the first time during a conducted tour last weekend.

(Till now unknown outside a charmed circle, the visit to the SPP also gave a glimpse into production lines for armoured plates for Russian-origin T-72 and T-90 tanks, the indigenous main battle tank Arjun and for mine-protected vehicles used in counter-insurgency operations. The SPP is being expanded from a capacity to produce 2,000 tonnes to make 12,000 tonnes of special steel.)

A team of scientists of the Defence Metallurgical Research Laboratory (DMRL) worked with technologists to develop and set up a production line of the steel, called DMR249A at the Bhilai plant over the last seven years.

Another variant of the steel, called DMR249B, was made at the Alloy Steel Plant (ASP) in Durgapur. This grade is also being used to repair the Indian Navy's Russian-origin Kilo-class submarines and is slated for use in another line of submarines. This grade of steel has also been used to build anti-submarine warfare corvette, the INS Kamorta, at Calcutta's Garden Reach Shipbuilders and Engineers, a defence public sector unit.

The process for the special steel was established in Bhilai after successive "melts" in three plants. While the chemistry of the military-grade steel is a state secret, its peculiar characteristics are said to be a composition of elements chromium, nickel, niobium, vanadium and molybdenum (among others) added to iron ore, coke and coal that go into the making of ordinary steel.

SAIL officials claim that while the special steel is twice the price of other grades of the industrial-purpose metal, it is half the cost of the imported variety that is used in warships. The steel, says Commodore Saibal Sen, project director of P-71, "was a technological imperative". In any case, countries that produce the steel were either unwilling or unable to continue selling it to India.

The special steel will be used to make all Indian warships — and to repair its vessels — from now on, said Commodore A.K. Dutta, principal director in the directorate of naval architecture. The navy now has 46 warships on order.

"We are setting up expanded facilities (in Rourkela) and I hope that the navy will continue to patronise us," said SAIL chairperson C.S. Verma.

Inquiries revealed the process has taken about 10 years. In 1999, the navy procured the formula for a grade of the metal called ABA steel from Russia. The navy was using the metal for its warships — many of which were and are on order in Russia. The navy then handed it over to the DMRL.

"That gave us the chemistry but it did not tell us how we can produce it," says Malkondaiah.

Recalls P.K. Dutta of Bhilai: "One day Commodore (now retired) Sekoria (of the naval design directorate) told me we have to develop the process or the indigenous warship project will have to be abandoned altogether."

The first experiments were undertaken by the National Metallurgical Research Laboratory (NMRL) and involved Heavy Engineering Corporation, Ranchi. But the experiments were a failure. Then the DRDO tasked the DMRL and SAIL till technologists at the Bhilai Steel Plant and the Alloy Steel Plant, Durgapur, discovered through trial and error that the properties of the ABA grade steel could be achieved through a "controlled rolling and continuous casting" process.

Subsequently, they also developed the quenching and tempering process to harden and toughen the steel in Rourkela. This involves dunking the plates cut and rolled from slabs of steel into large vessels of oil and water and re-heating them. "Our research project worth about Rs 12 crore has now led to the supply of steel worth about Rs 600 crore," claims Malkondaiah.

The technologists have further toughened the steel to produce another grade called DMR249z25. The "z25" is being used for the machine and engine chambers of the indigenous aircraft carrier.

Engineers say this steel can be "compressed" — meaning it can absorb so much impact — to 25 per cent of its thickness, giving it a shock-absorbing quality — such as that from a torpedo-hit. The team is now testing a more refined variety in Rourkela in a strategic project called the DMR292A exclusively for "underwater projects", an euphemism for nuclear submarines. India's indigenous nuclear submarine, the **INS Arihant**, being built with Russian expertise, is due for "sea trials" off Visakhapatnam after its reactor goes "critical" — is able to power it fully — within the next fortnight. Two more similar submarines are also in the production line at Visakhapatnam's Ship Building Centre. **Source : The Telegraph**

Japan navy to unveil biggest warship since WWII

Japan is set to unveil its biggest warship since World War II on Tuesday amid tensions with China following maritime skirmishes between the two nations over disputed islands. Tokyo's military is holding a ceremony the port city of Yokohama to show off its new 248-metre (810-feet) helicopter carrier, which will be a centrepiece of its naval power.

The vessel was announced several years ago but the ceremony comes as the conservative government mulls boosting military capabilities with debate swirling over a possible overhaul of Tokyo's pacifist constitution. The Japanese-built carrier can accommodate nine helicopters and is expected to play a major role in disaster and rescue missions, as well

as defending sea lanes and Japanese territory, according to the defence ministry. It is unclear when it will go into service.

The navy's biggest vessels currently are a pair of smaller helicopter carriers. Less than two weeks ago, the Chinese coastguard entered waters disputed with Japan for the first time, upping the ante in a festering row over ownership of the Senkakus, which Beijing also claims and calls the Diaoyus. The rocky islands are located in rich fishing grounds in the East China Sea and are believed to harbour vast natural resources below their seabed. The incursion came as Japan's defence ministry recommended establishing amphibious units and acquiring surveillance drones, similar to the US Marines, to protect its claim on outlying islands. Tokyo is also locked in a separate territorial dispute with Seoul.



Japan's well-funded and well-equipped military is referred to as the Self-Defense Forces, and barred from taking aggressive action. Prime Minister Shinzo Abe has been mulling a beefed-up military, which would require changing the constitution imposed on Japan by the US and its allies following WWII.

A possible overhaul of the constitution has stirred strong emotions among Japan's neighbours, which have long maintained that Tokyo has never come to terms with its militaristic past,

including the brutal 1910-1945 occupation of the Korean peninsula. Last year, China commissioned its first aircraft carrier as part of a military build-up that has alarmed its regional neighbours as Washington ramps up its focus on Asia. The country's first aircraft carrier, the [Liaoning](#), went into service in September in a symbolic milestone for China's increasingly muscular military. However, the vessel still requires a carrier group including destroyers, frigates and submarines while fighter jets need more training to be operational, according to navy officials. China has also generated concern with double-digit rises in its annual defence budget - set at 10.7 percent for 2013 - with experts saying their actual military spending is substantially higher than the publicised totals. **Source : The New Zealand herald**

Newest missile ship Grad Sviyazhsk of RF Navy starts Caspian trials



The newest small-size missile ship [Grad Sviyazhsk](#) of RF Navy has commenced the sea trials in the Caspian Sea, says press center of the Southern Military District. The trials will last for a week without calling on the homeport. The trial crew in conjunction with the ship crew will test all weapons, check ship performance and characteristics, operation of the main propulsion plant as well as interaction of all systems, devices and mechanisms of the ship.

Besides, the ship crew training will continue during the trials.

Upon completion of the sea trials the ship will undergo the state trials. All trials are to be held in the Caspian Sea. [Grad Sviyazhsk](#) is to join the Caspian Flotilla in October-November 2013. That is a 'river-sea' class multipurpose corvette. Ships of Project 21631 are equipped with the latest radioelectronics and gun/missile/counter-terror/anti-aircraft weapons. The corvette is intended for protection of the state's economic zone. The ships are designed under stealth technology (inclined flat surfaces of top-hamper, bulwarks, doors and hatches hidden in deck erection, etc). Two ships of [Project 21631 Buyan-M](#) are to join Caspian Flotilla this year. **Source : PortNews**



The Greek landing ship **HS Samos (L174)** arrived in Haifa - Photo : Peter Szamosi ©

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Drydocks World signs partnership deal with Tasneef

Emirates Classification (Tasneef) will start providing classification services to merchant vessels using the country's ports under a landmark partnership agreement signed with the **Dubai Drydocks**, said in the company's press release. The new service will allow ship owners to obtain national classification which in turn will enable them to fly the UAE flag and increase authorized freight. The agreement, which also provides for exchange of expertise, was signed during an Iftar meal at Jumeirah Ittihad Towers Hotel and attended by UAE navy commander Rear Admiral Ibrahim Salim Mohammed Al Musharrakh, Tasneef's CEO Rashid Mohammed Al Habsi, Dubai Drydocks director general Khamis Abu Ameen and other officials and shipping executives. Rear Admiral Musharrakh said the armed forces had created Tasneef for the need of classification of ships, adding that the UAE naval forces are committed to the development of local industries, including vessels.

"After we were only customer for international firms, we now have local companies which we support and encourage...now that we have a national classification authority, we can fully utilize vessels ..this is a turning point in this industry and we hope to see national engineers in the shipping industry soon," he said.

Abu Ameen described the agreement with Tasneef as "significant" on the grounds it would boost national shipping services and support firms in this sector. He said **Dubai Drydocks** produces a large number of shipping projects but most of them are for clients outside the region, including the US, the UK, Germany and Russia.

He said that among the biggest projects carried out by the Drydocks included the conversion of two large US vessels, the first of its kind, as well as the construction of the world's largest offshore platform in Germany, the building of the world's largest underwater oil storage tank in Scotland and the construction of one of the biggest gas control tower for Shell Gas in Australia.

"We always seek a respected quality of classification and deal with veteran firms worldwide...Tasneef can become one of the most important classification establishments in a short period of time," he added.

Commenting on the agreement, Al Habsi said it is intended to upgrade Tasneef's capability and services, adding that the company aims to be a member of the International Association of Classification Societies in 2013.

He said Tasneef has already been recognized by the International Maritime Organization (IMO) through the UAE's National Transport Authority, which represents the UAE in that institution. "This recognition represents a major step for Tasneef to provide services to the maritime sector, issue compulsory certificates for ship registration, and provide technical and engineering services as well as training," he said.

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Making her way down the Clyde this week to go on trials was the new CalMac ferry **HALLAIG**. Built at **Fergusons Shipyard** in Port Glasgow she is reported as the worlds first Diesel Electric Hybrid Ferry and will run between Skye and Raasay on the North West coast of Scotland **Photo : Tommy Bryceland, SCOTLAND ©**

Sri Lanka opens first phase of Chinese-funded port expansion

Sri Lanka opened on Monday the first phase of a US\$500 million (S\$634 million) container terminal, part of a Chinese-funded expansion of the country's main port which is intended to double its capacity by 2020 and make shipping a key driver of economic growth.



The new terminal, one of three planned for Colombo Port, can handle 800,000 TUEs, or 20-foot equivalent units, a year, equivalent to around 18 per cent of the total capacity.

China Merchants Holdings (International) Co. Ltd. built the terminal and will operate it under a 35-year build-operate-transfer agreement with the state-run Sri Lanka Ports Authority.

Chinese funds account for about 85 per cent of the total US\$2.5 billion being spent on the port expansion project.

Source : Straitstimes

RCL charters out six redundant ships to offload surplus capacity

UNABLE to find employment for ships within its own container shipping network, Regional Container Lines (RCL) has chartered out six vessels to soak up surplus capacity. Two 2,378-TEU sister ships, the **Xutra Bhum** and the **Wana Bhum**, have been chartered to MSC for deployment on the intra-Asia tradelane, reports Alphaliner.

The two ships have been fixed for eight to 10 month periods at US\$6,500 per day. RCL had operated the vessels on its South East Asia-Australia service but they were put out of service following the launch of a new service, dubbed the Australia-South East Asia Loop, in April that deploys larger 4,200 TEU ships. At the end of June the **Xutra Bhum** entered MSC's weekly Singapore-South China service that uses three other vessels of 2,100 TEU.

The **Wana Bhum** has joined in the last week of July MSC's Indo Express 2 service that serves ports in Singapore and Indonesia, replacing the 2,811 TEU **MSC Gianna**.

In addition, it has chartered out four other vessels, the 2,732-TEU **Racha Bhum** and **Sattha Bhum** and the 2,588-TEU **Uru Bhum** and **Vira Bhum**. Source : Linervision



Costamare and York Capital firm up two 9,000 teu units at Hanjin Subic Bay

The New York Stock Exchange-registered **Costamare Incorporated** and its investment partner **York Capital** have placed firm orders for two 9,000 teu vessels at **Hanjin Subic Bay**. The companies therewith converted the first two out of a total of ten letters of intend and options which Costamare and York had placed in June.

The vessels are believed to be compact wide-beam ships of 300.00m x 42.80m, scheduled for delivery in September and October of 2015. It is not known if **Costamare** and **York Capital** were able to secure initial long-term charters for the ships or whether the vessels have been ordered speculatively. Source : Linervision



The **WAVECAT EXPRESS** during trials off IJmuiden – Photo : Simon Wolf ©

Singapore Adopts UN's New Rules on Seafarer Fitness for Sea Service

THE **Maritime and Port Authority of Singapore (MPA)** will enforce the latest United Nations rules on seafarer fitness for duty from August 24 while allowing one to two years grace when the old International Convention on **Standards of Training, Certification and Watchkeeping of Seafarers (STCW)** will still apply.

UN's IMO, together with the UN's International Labour Organisation (ILO), has developed the new rules on medical examinations and certification of seafarers and Singapore government has accepted them as law. "To facilitate a smooth transition to the new medical certificates to be issued to seafarers, MPA will continue to accept medical certificates issued to seafarers under the 1995 amendments to the STCW Convention until August 19, 2015, or August 19, 2014 for seafarers under the age of 18 years at the point of issue, said the MPA circular. "Ship managers and masters should ensure that seafarers are only deployed to perform duties for which they are medically fit. For example, only seafarers who are fit for the deck department, ie, comply with requirements for eye-sight, colour vision and hearing, should be permitted to do bridge watchkeeping or lookout duties, said the MPA.

Under the new rules, there will be three categories of medical certificates: a) for those able to perform all duties worldwide within designated department, b) for those able to perform some, but not all routine and emergency duties or to work in limited area, such as working within 30 miles from a port and c) those who fitness is incompatible with the reliable performance of routine and emergency duties safely and who have been rendered temporarily or permanently unfit for sea service. "Seafarers who has been refused a medical certificate or has a limitation imposed in his certificate, can appeal to Director of Marine for a review by another independent medical practitioner," said the MPA statement.

"This circular should be brought to the attention of all seafarers, medical practitioners conducting medical examination and issuing seafarers' medical certificates and owners, managers and anyone who engages the services of seafarers onboard Singapore ships," the MPA said. **Source: MPA.**

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New Distributor Alpatron Marine B.V. in Vietnam

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Alpatron Marine B.V. of Rotterdam, The Netherlands, is pleased to announce the appointment of a distributor for their **AlphaLine** and other **Alpatron** products in Vietnam being **Maritech Co., LTD.** Due to the expansion of **Alpatron**



Marine in the Far East, the company has been looking for a renowned partner in the area for the distribution of the successful product lines.

Maritech Co., LTD. is based at three sites in Vietnam, with their headquarters in HoChiMinh City, a second branch in Da Nang City and a third office in Hai Phong City. This means **Maritech** has a perfect capacity to travel all of Vietnam in order to technically support our product lines and equipment, such as magnetic-, gyro- and fibre optic compasses, instrument lines and modular bridge console systems.

The contract was signed by both parties in the **Alpatron Singapore** office, where Director **Maurice Rutten** will be Maritech's Point of Contact. The **Maritech** delegation was formed by Mr. Le Cong Hung, Director, **Mr. Le Nguyen Dung**, Deputy Director and Mrs. **Dinh Kim Phung** of the Sales Department. **Mr. Luuk Vroombout**, CEO of **Alpatron Marine** and **Mr. Rogier van Roon**, Division Manager **Alpatron Marine International** were present for the signing of the paperwork.

The cooperation is considered to be very promising, as **Maritech** will not only be acting as a sales distributor, but will also take care of installation and service of the **Alpatron** products. The trained engineers will be in close contact with our Singapore office which is convenient also in communication since there is no time difference to clear.

Alpatron Marine welcomes **Maritech Co., LTD** and we look forward to a fruitful cooperation.

Van Oord involved in Gemini offshore wind park

Van Oord announced its intention to acquire an equity stake of 10% in the Gemini offshore wind park. Yesterday, Northland Power Inc. (NPI), the Canadian producer of sustainable energy, announced that together with **Siemens Project Ventures GmbH (Siemens)**, **HVC N.V.**, **Typhoon Offshore B.V.** and **Van Oord Dredging and Marine Contractors B.V.**, it will be developing, constructing and operating the Gemini offshore wind park. The share distribution is as follows: NPI 55%, Siemens 20%, Van Oord 10%, HVC N.V. 10% en Typhoon Offshore B.V. 5%. The total equity capital contributed by the parties amounts close to EUR 500 million. The further required capital will be financed by banks. As majority shareholder NPI is taking a leading role during the phases of further development, construction and operations, said in the company's press release. The Gemini wind park will be built 60 kilometres from the coast of Dutch Schiermonnikoog island, an area with excellent wind conditions. The construction of the

Gemini wind park will start early 2015. Construction will take place in the period 2015 – 2016, after which the project will be fully operational in 2017. The 600 MW wind park consists of 150 wind turbines, each with a capacity of 4 MW. Following construction, the wind park will supply electricity to more than 785,000 households.

Van Oord will be involved in the Gemini project in two ways: as a project shareholder and as an EPC contractor (engineering, procurement and construction) during the building of the wind park. The EPC contract, with a total value of approximately EUR 1.3 billion, involves supplying and installing the foundations, the entire electrical infrastructure, including the off and onshore high-voltage stations, the cables and installing the Siemens wind turbines. Van Oord will deploy the dedicated developed offshore wind turbine transport and installation vessel Aeolus for the construction of this wind park. The total Gemini project construction costs amount to EUR 2.8 billion.

The above shareholders are taking steps to come to financial close to the project, which will involve the financing by the banks. The project is expected to reach a financial close in 2014.

CEO Pieter van Oord: 'Gemini demonstrates the added value of the Dutch offshore industry and illustrates Van Oord's leading position in the market for offshore wind parks. The team of the shareholder are highly qualified and form a solid consortium that will advance the development of sustainable energy in the Netherlands. The project also is also an important step forward in meeting the climate objectives of the Dutch government.' **Source : PortNews**



MPSV LEWEK FALCON (EMAS AMC, Singapore) – installed **FSO PALANCA** ,anchored by 6 mooring chains in 44 m water depth ob Block 03 Offshore Angola. **Photo : Vitaliy Nosychenko - MPSV Lewek Falcon ©**

‘SAECS’ loop tipped to move UK call to London Gateway

DP World's new container terminal in the Thames estuary is said to have won its first weekly liner service. While the move has not been officially confirmed yet, the joint 'SAECS' Northern Europe to South Africa loop (#236) of Maersk Line, Safmarine, MOL and Deutsche Africa Linien, is said to shift its UK port of call from Tilbury to London Gateway as of November.

The service's revised rotation will be: Rotterdam, London Gateway, Bremerhaven, Las Palmas, Cape Town, Port Elizabeth, Durban, Port Elizabeth, Cape Town, Rotterdam.

The weekly 'SAECS' is maintained with eight ships on a 56-day round trip, with each of the four operators contributing two vessels. The fleet consists of small overpanamax ships and panamax units. All ships are high-reefer designs for this fruit-heavy trade.

London Gateway's launch is bound to ring in a round of changes as far as UK port calls are concerned. As competition between ports is heating up, smaller UK players such as Tilbury and Thamesport are expected to face a difficult time, while the big three - Felixstowe, Southampton and in the future London Gateway - aggressively try to maintain or gain market share. **Source : Linervision**



Fairstars **FINESSE** outbound from Rotterdam-Europoort – Photo : John van den Bergh ©

Removal of Heavy Reduction Valve

The chief engineer disregarded established procedures for lifting

Two engine crew, the chief engineer and an assistant, were working on a deck air compressor. Work entailed the removal of a reduction valve which weighed approximately 20kg and is situated in a base approximately one metre from the deck and with limited access. The chief engineer lifted the valve from the base and then took it up a flight of stairs to the workshop. Soon after this task he experienced pain and discomfort in the lower abdomen. He was given bed rest and treatment as per medical advice for a suspected hernia and repatriated at the next port.

The company investigation the following:

1. Although access to the reduction valve was limited, the use of mechanical means such as lifting strops or chain block was not considered for lifting the valve.
2. No trolley was used to transport the valve, nor was the load shared between two crew with strops.

3. The chief engineer disregarded established procedures for lifting and carriage of heavy objects with a view to quickly completing the job. The position of the valve was already identified as a hazard. **Source: Mars.**

Thenamaris takes delivery of SEASMILE (5,000 teu)

The Greek non-operating owner Thenamaris has taken delivery of the 5,000 teu baby-overpanamax vessel **SEASMILE**: The new ship is the first of two sisters that Thenamaris ordered in June 2011 at Hyundai Samho Heavy Industries of South Korea.

The 255.40m long and 37.40m (15 rows) wide ship has a commercial speed of 21.5 knots and it is powered by a MAN B&W 6G80ME-C9.2 main engine, rated at about 27.000 kW.

Thenamaris' **SEASMILE** is soon to join her charterer Maersk Line, for whom she will trade between the Far East and West Africa. The vessel will phase into the joint 'FEW3' or 'AFEX' service (#419) of the APM-Maersk (Maersk Line and Safmarine) and CMA CGM (CMA CGM and Delmas) groups.

At 5,000 teu, the **SEASMILE** will be the largest vessel employed on this loop by a margin of more than 500 teu. She will also be one of only a handful gearless ships on the loop which otherwise deploys CMA CGM ships in the size range of 3,500 to 4,000 teu, as well as Maersk and Safmarine ships of the 4,496 teu 'Wafmax' type. The teu advantage results mainly from the fact that the vessel is gearless. In terms of exterior dimensions, the SEASMILE is only marginally bigger than her 'Wafmax' type running mates. With electricity supply for 775 containers, the Thenamaris ships also offer 175 more plugs for temperature controlled boxes than the 'Wafmaxes' which are equipped with 600 outlets. The second Thenamaris ship of the type is scheduled for delivery in October. It is not known yet, whether the Greek owners already secured a charter for the second unit or not. **Source : linervision**

OLDIE – FROM THE SHOEBOX



GALICIA built in Bilbao in 1923 for the Cia. Trasatlantica Espanola as **HABANA** for their service from Spain to Cuba and New York carrying 1400 passengers. After a serious fire she was rebuilt as a cargo vessel with 12 passengers. Altered again in 1947 to accommodate 100 persons. Finally she was converted to a fish factory and named **GALICIA**.

Photo: Robert Pabst ©

.... PHOTO OF THE DAY



The **POSH VIRTUE** working with the **ATWOOD MAKO** in the NW part of the Gulf of Thailand

Photo : Richard Qualm ©

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