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Kotug's SD REBEL assisting the arriving BBC AMETHYST in Rotterdam
Photo : Jan Simons ©

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RESPONSE & RESULTS



The **BBC AMETHYST** loaded with the **Damen Vietnam** built tugs **SIVER** and **BULAT** enroute Rotterdam-Waalhaven last Tuesday morning - Photo : Jan Oosterboer ©

China Shipping Development to restructure tanker business

China Shipping Development announced that the board of the company has approved the proposal to restructure the oil transport business of the company, and will set up a wholly-owned subsidiary, China Shipping Oil Tanker Transport Co., Ltd within this year. With the new company established, China Shipping Development will inject its oil-related assets and equity into it, including the company's tanker fleet, related companies involved in oil transport and other assets, while both the oil transport business-related debts and employees will also be transferred. As part of the restructure, the company will transfer a 50% equity in Huahai Petroleum Transportation and Sale Co., Ltd. to the new company. Source: Sino Ship News

SAR DEMONSTRATION WITH LLANDUDNO LIFEBOAT



Last weekend was the Llandudno Lifeboat and Emergency Services Day during which the lifeboat and the Air Sea Rescue helicopter did an air-sea rescue demonstration.



All photo's : Dennis Oliver ©



13-08-2013 : The **STENA PERROS** in Port of Sillamae, Estonia Photo : Ian Greenwood ©

MOL COMFORT Casualty Investigation Update

Under the leadership of ClassNK Executive Vice President Toshitomo Matsui, the ClassNK Casualty Investigation Team is carrying out a rigorous and exhaustive investigation of the causes of the **MOL Comfort** casualty. This analysis work is proceeding rapidly, and ClassNK expects to consolidate its preliminary findings by early September 2013. Based on the current findings of the ongoing investigation and analysis, the ClassNK Casualty Investigation Team has determined that the damage leading to the loss of the **MOL Comfort** did not originate from the vessel's upper deck area or hatch side coaming. As a preventative safety measure, **Mitsubishi Heavy Industries** and **Mitsui O.S.K. Lines** have developed plans to further increase the hull strength of the **MOL Comfort's** sister vessels. These plans have been approved by ClassNK. Further updates will be provided as necessary via the ClassNK website www.classnk.or.jp

Tanker market's outlook in the Caribbean not so rosy, as Mexico's oil production wanes

Tanker owners active in the Caribbean basin have had this on the back of their minds for quite some time, but nowadays, the fact that Mexico's crude oil production is on a steady decline course, seems to be emerging as the new reality in the region, negatively affecting the tanker market's health. According to the latest analysis from Poten & Partners, "Mexican crude oil exports have fallen by a striking 1 million barrels per day (mbpd) since 2004 with total production rates now hovering around 2.5 million barrels per day. Now however, with support from President Enrique Pena Nieto, private investors may have the opportunity to reverse the country's crude oil fate", Poten said. It noted that "while Mexican exports have primarily supported the Aframax trade in the Gulf of Mexico and the Caribbean,

increasing relationships between China and Mexico should shift tonnage demand from Aframaxes to larger tankers over time. Since 1938, Mexico's oil industry has been run by a single company, Petroleos Mexicanos, or Pemex. Under this monopoly, Mexico has slipped among the ranks of top global oil producers from number four in 2002 to number ten this year. At the end of July, the National Action Party, or PAN, proposed a bill to congress that would breakdown the monopoly and permit for private, foreign businesses to enter the market and partner on upstream projects. The intrigue for foreign investors stems primarily from opportunities in the offshore crude oil production. One caveat, however, is that three articles in the constitution must be amended in order for this to happen", the analyst said.



The **MAVERICK I** (ex. ATAGUN) outbound from Willemstad (Curacao)

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

It added that "striking the balance between public and private investment can be challenging for oil producing nations. Market forces suggest stimulating competition between private investors is a logical way to reach a markets full potential. Mexico's own crude oil production outlook increasingly targets offshore fields, a sector in which Pemex has limited expertise. Foreign companies could potentially provide much needed deep water crude production experience. Historically, Mexico has relied heavily on the U.S. to import its crude oil. The U.S. consumes roughly 80 percent of the total exports. Now, strongly increased U.S. domestic production poses significant risks to Mexican crude oil marketing efforts. In April, Pemex CEO Emilio Lozoya began working on increasing exports to others by approving a two-year agreement that will send an additional 30,000 barrels per day to China. In 2012, of the average export of 1.256 million barrels per day, 85,000 barrels per day went to Asia", Poten said, observing the declining trend of Aframax fixtures from Mexico to U.S. destinations. Overall, total reported spot fixtures have declined 14% in 2013. Poten concluded that "for now, the lost ton-miles are hurting the Aframax sector, but trade agreements with China could see this tanker segment be employed in much longer hauls. In fact, the completion of the expansion of the Panama Canal next summer could further facilitate new trades to the East, as fully laden Aframaxs will be able to transit this canal. As production and exports continue to wane, President Enrique Pena Nieto is faced with the controversial decision to allow foreign actors to enter the oil market. Opening the commercial landscape is certainly not without risk, yet the alternatives seem to be even more bleak. While the Caribbean Aframax markets would likely experience support from any increase in Mexican production, voyages to Asia would affect ton-mile demand in multiples, so long as freight is competitive with VLCCs". Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide





The **SMALL AGT II** moored in Lelystad with on the right seen the Modern Art built 26 meter high 60 ton in weight "sitting Man" which was constructed by Anthony Gormley from used power cable masts parts, *it is not maritime related, sorry for that*, but interesting to now that the construction consist out of 5468 beams hold together with 14.284 bolts/nuts, total cost for the city of Lelystad for the now nick named " *the shitting mar*" were approx 1 million euro for the statute

Photo's : Ton Kompier ©



STM Marine wins Nova Scotia bid

Norman Leader to operate between southwestern Nova Scotia and Maine.

The Nova Scotia government has approved a bidder to bring back the ferry service between southwestern Nova Scotia and Maine. This is the ferry that will transport passengers between Yarmouth and Maine beginning in 2014. The ship is currently in Singapore.(CBC) Economic Development Minister Graham Steele and Keith Condon, chairman of the Nova Scotia International Ferry Partnership, announced on Tuesday that they had selected **STM Quest Inc.** as the successful company.

"I have personally read the entire STM Quest business plan and I can tell you that these are people with deep roots in both Maine and Nova Scotia. For me, what really made their plan stand out was their passion for this particular route. Their passion is infectious, especially when combined with their deep research and careful planning said Steele.

They will now enter negotiations with the company, a joint venture between ST Marine Ltd. and Quest Navigation.

We look forward to launching the cruise-ferry service beginning in 2014 and we are committed to providing a world-class cruise-ferry service for generations to come said Steve Durrell, chief operating officer for Quest Navigation. The government and the partnership evaluated business proposals from three companies interested in running the ferry service next year. The bids were judged on financial stability, management structure, tourism and marketing experience, as well as management history.

Yarmouth businessman Gary Dixon said he is thrilled with the news. Well, hopefully this means that the town of Yarmouth and all the surrounding areas in southwest Nova Scotia [and] including all of Nova Scotia can get back on track, get some tourism and get some customers back in here he said. The government rejected two bids earlier this year, saying neither met the criteria for a sustainable operation.



The **NORMAN LEADER** with name removed moored at **ST Marine** in Singapore – **Photo : Piet Sinke ©** Bay Ferries Ltd. used to operate the CAT service between Yarmouth and Bar Harbour and still runs the crossings between Digby and Saint John and the ferries between Nova Scotia and P.E.I. It announced in December 2009 that it would cancel the money-losing CAT service after the Nova Scotia government said it could no longer provide an annual \$6-million subsidy. The provincial government faced sharp criticism for killing the ferry subsidies and is now offering \$21 million over seven years to restart the service, hopefully next year. **Source: CBC**



Dubai hosting counter piracy gathering

The UAE Ministry of Foreign Affairs, global ports operator DP World and **Abu Dhabi Ports Company (ADPC)** announce they are co-convening the third international counter-piracy conference in Dubai on 11-12 September. More than 500 participants comprising foreign ministers, senior government officials, executives of global maritime-sector companies, and leading experts will convene for the two-day event entitled: Countering Maritime Piracy: Continued Efforts for Regional Capacity Building.

Building capacity in the region includes addressing piracy in the short term through effective security initiatives, including co-ordination between international navies and merchant vessels, and longer term initiatives that support the development of local economies. The humanitarian impact of piracy on seafarers and their families continues to be a focus, and a highlight of this year's conference will be a discussion with Captain Juwaid Saleem, a former captive of pirates in Somalia, and his family, who will share their experiences. Captain Juwaid and his crew were held for more than two years and his two daughters featured in a documentary premiered at last year's conference highlighting the humanitarian cost of piracy, when he was still a prisoner. He and seven of his crew were released six weeks after the 2012 conference; the remaining 15 crew members are still missing in Somalia.

Sheikh Abdullah bin Zayed Al Nahyan, UAE Minister of Foreign Affairs, said: "While the international community has made great strides in fighting piracy off the coast of Somalia, the UAE believes that maritime piracy, notably in the Gulf of Aden and the western Indian Ocean, remains of serious global concern. We are convinced that successfully countering piracy can only be achieved if the international community enhances its efforts to build capacity in the region. With that in mind, we have chosen 'Countering Maritime Piracy: Continued Efforts for Regional Capacity Building' as the theme for this year's conference." Dr Sultan Ahmad Al Jaber, chairman of ADPC, added: "Counter piracy remains a top priority for the emirate as maritime security is an important factor in the economic growth of the GCC region." **Source: Gulf Ship News**



HAL's **PRINSENDAM** at Cobh Cruise Terminal, after being diverted from Waterford due to stress of weather

Photo : Brian Daly ©

Maritime industry perfect for a terrorist attack

A maritime attack from Al-Qaeda or other affiliate terrorist groups is now increasingly likely maritime security firm Gulf of Aden Group Transits (GoAGT) has warned. "The resurgence of Al-Qaeda and affiliate organisations is occurring alongside some of the worlds' most strategically vulnerable and crowded waterways. The largely unforeseen consequence of the Arab Spring is that it has given terrorists groups a new lease of life and the means to do real harm to maritime activity in the Mediterranean, the Suez Canal and at other key strategic choke points," said Gerry Northwood OBE, COO of GoAGT. "The growth of sea traffic has made the maritime industry a target rich environment and it isn't just the obvious targets like oil platforms and large cargo ships which are at risk, but the cruise liner industry provides Al-Qaeda with another opportunity to hit targets where the casualty numbers could be in the thousands," he warned.

"A terrorist attack targeting any of these key assets could have a high impact both physically and mentally in a traditionally terrorism free environment, but would be seen by Al-Qaeda as a headline attack that would promote their cause."

He added: "An attack of this nature could lead to significant influence on global energy security and international trade. For Al-Qaeda a maritime attack could be highly attractive, we have already seen the affect that piracy has had on the global economy and the shipping community."

The company is basing its comment not only on the Foreign Office warning to ships transiting through the Gulf of Aden but on a number of threats coming from Yemen, Egypt and Somalia. The situation in Yemen has escalated as a result of Al-Qaeda's talks about a major series of attacks in the Middle East, including warnings issued by the UK Government and the Department of Transport raising the International Ship and Port Facility Security threat to level 3. More recently, Yemeni authorities claimed to have disrupted a major Al-Qaeda plot that involved attacks on a number of ports and oil pipelines in the east of the country, including the plan to sabotage a gas tanker as it left the port of Mukalla.

The latest developments in Egypt have seen a threat against the Suez Canal that resulted in bridge closures and vehicles searches for those crossing the canal via ferry. Recent arrests of insurgents indicate that they had plans and the capability to carry out attacks on Suez Canal traffic. In Somalia, links between pirates and Al-Shabaab militant group appear to have seen a growth with pirates being hired to transfer weapons and people from Yemen to the country. This includes proven links between pirate chiefs and Al-Shabaab leaders.

Source: GoAGT Ltd. (Gulf of Aden Group Transits Ltd.)



Seaspan to charter five more 14,000 teu ships to Yang Ming

Seaspan on Tuesday announced that the five 14,000 teu container ships which the company ordered in late July at **Hyundai Heavy Industries**, will be chartered out to **Yang Ming**.

The Vancouver and Hong Kong based non operating owner said it recently signed long-term, fixed-rate time charter contracts with the Taiwanese carrier for all five ships. **Seaspan** ordered the vessels for a unit price of USD 107 to 110 million, which translates into a per teu slot price of USD 7,643 to USD 7,857. The newbuildings are slated for delivery in the second half of 2015.

The five ships add to five similar vessels that **Seaspan** ordered in January, also for long-term charters to **Yang Ming**. **Seaspan** paid a total of USD 600 million for these ships: USD 120 million per unit or USD 8,571 per teu slot. Compared to the initial five ships, **Seaspan** was thus able to obtain a notable discount from **Hyundai**.

Seaspan also announced that it entered negotiations with Taiwan's **CSBC Shipyard** to order another five ships of 14,000 teu. Scheduled for delivery in 2016, these ships are also earmarked for **Yang Ming**. Source : Linervision

Philippine Transmarine Carriers: Officer crunch risk

The supply and demand imbalance for officers remains a major concern for the shipping industry, says the president of InterManager, the association of leading international shipmanagers. Gerardo Borromeo, who is the ceo of Philippine Transmarine Carriers, tells Maritime CEO, "The inherent disparity between an almost 14-year timeline needed for the development of global maritime professionals - from first year college cadetship to the attainment of a Master's license, as against the 12 to 15-month time frame to build vessels today, will continue to provide the biggest challenge to managing the supply and demand gap."

As a result, while wage inflation has been tame over the past few years, a rapid return to normalcy in the shipping industry could easily cause a repeat of the wage situation of a few years ago, the Filipino national maintains.

"There is a critical need to continue to invest in the long-term development of future officers in order to try and mitigate such unfavorable circumstances," he stresses. Philippine Transmarine Carriers (PTC), founded 34 years ago, is responsible for an annual deployment of 36,000 Filipinos on 700 vessels globally. Now PTC is starting to expand across Asia, taking its crew management formula to Indonesia as well as embarking on technical management, ship agency and allied maritime services in Singapore. **Source : Maritime CEO**

FAST ACTION FOR WINDSURFER



Monday 02-08-2013 : 16.45
Aberdeen Coastguard received a call from a member of the public stating a Windsurfer was in difficulties off Pettycur Harbour on the Firth of Forth. Aberdeen Coastguard contacted the [RNLI Lifeboat Station](#) at Kinghorn who immediately launched their inshore Lifeboat "[Tommy Niven B836](#)". Within minutes

the Lifeboat had located the Windsurfer and recovered him and his kite to the Lifeboat.



A quick search was made to locate and recover the surfboard. The casualty was then landed ashore at Pettycur beach where two local mobile Coastguard were waiting. The Windsurfer, Kite and board were landed safely and the lifeboat returned to station 17.45.



Photo's + Text : Iain Forsyth ©



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KOTUG's **SD SEAL** in action in Rotterdam-Europoort – Photo : Marijn van Hoorn ©

Paris MOU Gears Up for Labor Convention Inspections

Port state control agencies in Paris MOU countries are getting set to include the requirements of the Maritime Labor Convention, 2006 (MLC) in their inspection criteria. A Paris MoU committee has adopted the amendments to the Paris Memorandum needed to make the MLC requirements officially subject to port state control, including the possibility for more detailed inspections, expanded inspections and the possibility of detention in serious cases of non-compliance or where hazardous conditions exist.

The MLC applies to all ships engaged in commercial activities. International certification is required for all ships of 500 GT and over making international voyages. The requirements of the MLC have to be implemented on board at the entry into force date. The ILO (International Labor Organization) has adopted a resolution requesting port states to allow ships to continue to operate without the Maritime Labor Certificate (and Declaration of Maritime Labor Compliance) required by the convention during a period of one year after August 20, 2013. ILO invited the member States to take a pragmatic approach in this respect during the first year.

The Paris MOU has agreed new guidelines for port state control officers to implement the practical issues of the new convention in the inspection regime. Only members of the Paris MoU who have ratified the MLC on or before August 20, 2012 are entitled to conduct PSC inspections from August 20, 2013. As a result the following twelve member States will start enforce the MLC: Bulgaria, Canada, Croatia, Cyprus, Denmark, Latvia, the Netherlands, Norway, Poland, the Russian Federation, Spain and Sweden. Members of the Paris MoU who have ratified the MLC after August 20, 2012 will first be entitled to conduct PSC inspections 12 months after the date of their ratification. For these members enforcement of the Merchant Shipping Convention (ILO 147) and the protocol of 1996 to the Merchant Shipping Convention (ILO P147) will initially prevail.

Ships from non-ratifying States should not receive any more favourable treatment than ships from States that have ratified the Convention. Under these circumstances, the ship will receive a more detailed inspection to ensure compliance with the MLC. **Source: Paris MOU.**

Seizure of Satellite Phones By Indian Ministry of Defence

On 3rd April 2013, the Indian Coast Guard received information on alleged use of a Thuraya satellite phone on board Merchant Shipping Vessel **Yusufi**. The vessel was seized and handed over to Yellow Gate police station, Mumbai.

Government has accorded top priority to strengthening the mechanism ensuring overall coastal and maritime security of the country through increased coastal surveillance by deployment of the assets of both Navy and Coast Guard. The inputs received by intelligence agencies are being shared on daily basis through the Multi agency Mechanism. Further this intelligence mechanism has been streamlined through the creation of Joint Operation Centres. In order to improve preparedness and seamless integration of various security agencies against such threats, Joint Operational exercises are taking place on regular basis among the Navy, the Coast Guard, the Coastal State Police, Customs and others.

This information was given by Defence Minister Shri AK Antony in a written reply to Kumari Saroj Pandeyin Lok Sabha today. **Source: Press Information Bureau, Government of India.**

Iran detains tanker carrying Iraqi crude to India

By Nidhi Verma

An Indian ship carrying Iraqi crude has been detained by Iran in its territorial waters due to pollution concerns, the head of the refiner buying the oil and India's shipping directorate said on Thursday.

The Desh Shanti was carrying 140,000 tonnes of Basrah crude from Iraq to India, a separate source at buyer Hindustan Petroleum Corp Ltd (HPCL) said. Iraq was India's biggest supplier of crude in June, pipping Saudi Arabia for the top slot with exports of 606,000 barrels per day (bpd). Exports from Iran, which used to be India's second-biggest supplier, have dwindled because of western sanctions.

"It was a Shipping Corp of India (SCI) vessel carrying Iraqi crude for us ... it was detained by Iran authorities to check pollution," HPCL Chairman S. Roy Choudhury told Reuters. The ship was stopped on Tuesday.

"SCI has informed us that it will be getting cleared today," he added.

The head of India's directorate general of shipping, Gautam Chatterjee, confirmed that the Iranian coast guard authorities had detained the ship, adding: "I have no information it has been released." The HPCL source said the Iranian coast guard suspected the vessel had spilled some oil and inspected it. "They did not find anything. Now they have asked them to take the vessel to Bandar Abbas. After this we have been told there could be another inspection," he added.

STILL IN GULF

Two sources at SCI said clarity on the vessel's status would emerge on Friday. "The vessel is still in the Persian Gulf. We will get to know if things are clear to us only when it reaches Fujairah," one of the SCI sources said.

Any pollution damage claims would be handled by the tanker's insurer, the Steamship Mutual protection and indemnity club.

Michael Hird, head of claims at Steamship Insurance Management Services in London, said: "We are certainly involved in the matter. We are not in a position to comment further. Hopefully it is straightforward." The HPCL source said SCI would arrange another ship if there were problems with this vessel for their consignment.

India, Asia's third-largest economy, relies on imports for 80 percent of its crude consumption, and over 60 percent of its supplies come from Gulf countries. Tensions between Iran and Iraq have always been high, spilling into outright war during the 1980s, but they are now focused on the battle for market share as Iran struggles with the impact of western sanctions on its sales.

The United States and European Union have made it increasingly difficult for Iran to sell oil by imposing sanctions on finance and insurance as they target funding for Tehran's controversial nuclear programme. Iran's top clients - India, China, Japan and South Korea - have cut purchases to win exemptions from the sanctions. India's imports from Iran dropped to 140,800 bpd in June, the last month for which data is available. HPCL and Mangalore Refinery and Petrochemicals halted Iranian oil purchases in April amid difficulties securing insurance for refineries processing the

crude. That leaves private refiner Essar as Iran's only Indian client. MRPL may resume imports from Iran soon if New Delhi comes forward with funds to back domestic insurers for cover of refineries. (additional reporting by [Keith Wallis](#) in SINGAPORE) Source : Reuters

NAVY NEWS

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Helicopter landing on Bengbu warship successfully



As a helicopter landed firmly on the flight deck of the warship on August 6, China's new-type guided missile frigate "**BENGBU**" completed its helicopter landing training successfully.

Helicopter landing training needs to overcome the complex weather effects. The vessels must work with helicopters with precision, which poses higher demands for the commander. Field command Captain Huang Xuxian said that all the officers and soldiers onboard the warship had conducted special studies to develop more than 10 kinds of helicopters ship-surface security plans and contingency plans for handling the landing situation, and they soon mastered the helicopter landing training's procedures and points.

Guided by the tower and deck commanders' guidance, the helicopter landed on the flight deck. Furthermore, the ship organized many training subjects, including refueling, helicopters traction, rescue coordination of ships and planes and missile attacks under the guidance of helicopters. Source : [Peopledaily.com](#)

Navy launches 4th 1,800-ton attack submarine

South Korea's Navy launched its fourth 1,800-ton **Type 214** submarine in a ceremony last Tuesday as part of efforts to boost its underwater warfare capabilities against North Korean submarines.

The ship, named after Korea's famous independence fighter **Kim Jwa-jin** (1889-1930), is the fourth of its kind in operation since 2010. Kim is Korea's first general of independence fighters who led the Cheongsan-ri battle to defeat 3,300 Japanese soldiers in China's northeastern region in 1920.

President Park Geun-hye, Defense Minister Kim Kwan-jin and senior military officials attended the ribbon-cutting ceremony held at **Daewoo Shipbuilding & Marine Engineering's** shipyard in Geoje Island, close to the southern port city of Busan. The late general's daughter Kim Eul-dong, an incumbent lawmaker of the ruling Saenuri Party, and actor Song Il-kook, his grandson, also attended the ceremony. The ship can hit 300 targets simultaneously, and is equipped with ship-to-land missiles and torpedoes as well as an advanced sonar system for anti-submarine warfare, surveillance and reconnaissance missions. The diesel-powered submarine is operated by Air Independent Propulsion

(AIP), which extends the ship's submerged endurance compared to conventional submarines. The AIP system enables the crew to carry out underwater missions for several weeks without the need to access atmospheric oxygen. The Navy will take delivery of the attack submarine in late 2014 and deploy it in 2015 for naval operations, officials said.



The first Korean **Type 214** submarine **072 SON WON IL**

South Korea currently operates over 10 submarines, including 1,200-ton Type 209 subs and 1,800-ton Type 214 subs. The Navy plans to acquire nine 3,000-ton level heavy-attack submarines after 2020 with significant improvements in their radar and armament systems compared to their predecessors. North Korea is known to have about 70 submarines, one of which is suspected of having torpedoed a South Korean corvette in the tensely guarded western sea in March 2010. A total of 46 sailors were killed in the incident. **Source : Yonhap**

Submarine Completes First Deployment

A Navy attack submarine is returning to Groton after completing its first deployment.

USS New Mexico arrived back at Naval Submarine Base New London last Monday. The submarine traveled more than 34,000 miles over six months and stopped at ports in Norway, Scotland and Spain. It marked the first deployment for more than 70 percent of the crew. The submarine was commissioned in March 2010 and is the second Navy vessel to be named for **New Mexico**. **Source : CBS Connecticut**

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SHIPYARD NEWS



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Jaya reports full year Net Profit of US\$46.1 million

proposes final dividend 3.5 Singapore cents per share

Jaya Holdings Limited (the “Company”, and together with its subsidiaries, the “Group”) reported consolidated revenue of US\$201.8 million and net profit of US\$46.1 million for the financial year ended 30 June 2013. The Group's total revenue for the financial year under review was US\$201.8 million, 145% higher than the previous financial year. The increase in the Group's revenue was due to increased vessel sales and improved charter utilization.

The Offshore Support Services (“OSS”) Division's higher revenue for the financial year under review was due to improved utilization of 80% compared to 70% a year ago. Also, higher day rates have flowed from the expansion of our geographical presence beyond Asia to West Africa, India and the Middle East and Jaya's vessels taking on more complex works in these markets. Offshore Engineering Services (“OES”) Division's revenue has also increased as the OES Division delivered and sold three vessels, including a state of the art ice class 16,000 bhp Anchor Handling Tug and Supply vessel, compared to one vessel sold in FY2012.

The Group's Net Profit for the financial year under review was US\$46.1 million, compared to US\$43.8 million in the previous financial year. The increase in net profit was mainly attributable to improved charter utilization as well as higher average daily charter revenue of US\$13,624/day vs. US\$10,485/day in the previous financial year. As at 30 June 2013, the equity attributable to equity holders was US\$540.4 million compared to US\$498.2 million as at 30 June 2012. The Group is in a net cash position with cash and cash equivalents of US\$173.3 million and gross debt of US\$114.4 million.

Mr. Venkatraman Sheshashayee, Chief Executive Officer and Executive Director of Jaya said: “Fourth quarter utilization rebounded strongly to a record 91%, Jaya's highest ever. We are pleased that our redoubled efforts to put our vessels to work on term charters have paid off, with many of the new charters on higher rates.

Industry fundamentals remain solid, with demand for energy, and thus for oil and gas, continuing to rise, especially in emerging markets. Buoyant demand and stable oil prices are conducive to rising levels of exploration and production activity, which drive demand for offshore vessels. In June 2013, the Group announced it had secured charter contracts of more than US\$60 million for three of its new Platform Supply Vessels. The charters of two of these vessels mark Jaya's entrance into the booming Latin American market and are in line with the Group's market growth and geographical diversification strategies. In the same month, the Group also announced it had signed an agreement to sell a new state-of-the-art Anchor Handling Tug Supply Vessel, **Jaya Sovereign**, to Canadian buyers, Atlantic Towing Limited. The vessel's delivery is expected by the end of 2013. The Group has also secured a charter contract for a period of up to three years for its Multi-Purpose Maintenance & Accommodation Vessel, **Jaya Privilege**, which is under construction. The Group has a strong charter order book of US\$255 million (up from US\$195 million a year ago) which provides it with a recurring stream of revenue. Commenting on the results, Mr. Sheshashayee said: “Jaya is continuing to drive the new strategic roadmap that the Group put in place in 2012. We are continuing to invest in our people and processes and in strengthening our internal efficiencies. Our planned expansion into new markets, with Jaya's first state-of-the-art deep-water PSV **Jaya Valour** commencing a long term charter immediately on delivery, and MPMV **Jaya Privilege** being awarded a long term charter in Latin America, are clearly bearing fruit. We are listening to and working with the market; as a result, we are modifying and enhancing our new builds and moving them further ahead the technology curve. This is exciting substantial interest from the market. We believe Jaya is well positioned to continue our expansion into new segments and new markets with more sophisticated vessels serving the increasingly complex demands of our customers. We are confident that by continuing to focus on our service delivery and fulfilling our customers' needs, we will go from strength to strength.” The Group is pleased to propose a final dividend of 3.5 Singapore cents per share. Together with the interim dividend of 0.5 Singapore cent per share, the total dividend for FY2013 will be 4.0 Singapore cents per share. **Source : Jaya**

NEXEN GOLDEN EAGLE JACKETS DELIVERED BY HEEREMA VLISSINGEN

A Parallel fabrication project of two large jackets in only 18 months!

Heerema Fabrication Group's Vlissingen fabrication yard has completed the fabrication of two jackets for the **Golden Eagle Development project** of **Nexen Petroleum UK Ltd.**

With the departure of Nexen's 6,400 tons PUQ (Production Utilities Quarters) jacket from the **Heerema Vlissingen** facility at the end of July, **Heerema Fabrication Group** has completed the fabrication project of the two jackets for the Golden Eagle Development project. The Wellhead jacket, 6,500 tons in weight, has sailed from Heerema Vlissingen to its offshore destination on 24 May. On 10 June it was installed at the Golden Eagle Field location in the UK sector of the North Sea, approximately 43 miles (70 kilometers) northeast of Aberdeen.



Photo Hans van der Linden - www.aerolin.nl - @AerolinPhoto BV

Heerema Fabrication Group won the contract for parallel fabrication of two jackets and piles for the Golden Eagle Development project in October 2011. Fabrication of the jackets, both with a length of 130 meter and a footprint of 45 x 45 meter, started in February 2012. It is for the first time that Heerema Vlissingen fabricated two large jackets at the same time in only 18 months.

"Building two jackets simultaneously of this size is a logistic challenge to get everything prepared and on schedule. Jacket construction requires a lot of hoisting and building in parallel results in increasingly lifting activities on our Vlissingen yard. Thanks to our dedicated and experienced people we have successfully completed the construction timely and without any Lost Time Incidents over a total of 400,000 man hours. An achievement for a challenging project of this complexity and fabricated in a very short period", says Wim Matthijssen, Chief Operating Officer of **Heerema Fabrication Group**.

The Golden Eagle development, a £2 billion (C\$3.3 billion) investment (£750 million or C\$ 1.2 billion net to Nexen), is expected to produce an estimated 140 million barrels of oil equivalent (gross) of proved and probable reserves over an 18-year period. First oil production is forecast for late 2014 and the development is expected to have an initial gross production rate of up to 70,000 barrels of oil equivalent per day (boe/d) about 26,000 boe/d net to Nexen).

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The 1989 built NLD flag heavy lift vessel **DANIELLA** anchored at Bunkering Area 4, Malta having bunkers with **SALINA BAY** before proceeding to France on Tuesday 13th August, 2013. Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

Seaspan signs 'commitment' to order five 14,000 teu ships at CSBC

The Vancouver and Hong Kong based non operating owner Seaspan, which this week firmed up long-term charter deals for five Hyundai-built 14,000 teu ships with Yang Ming (News 10196), said it planned to order another five vessels of similar design at CSBC Taiwan - also for Yang Ming.

Seaspan on Tuesday confirmed that it had entered into 'commitments' with CSBC Corporation Taiwan to have constructed and to acquire the five containerships for an aggregate purchase price of approximately USD 550 million.

Concurrently with this newbuilding commitment, Seaspan signed a binding letter of intent with Yang Ming to enter into long-term, fixed-rate time charter contracts for these ships. The company disclosed that it expected to complete definitive time charter contracts with Yang Ming and definitive shipbuilding contracts with CSBC shortly. The vessels are to be built at CSBC's Kaohsiung shipyard and they are scheduled for delivery in 2016.

Over the course of 2015 and 2016, Yang Ming is thus to receive no fewer than 15 container ships of 14,000 teu from Seaspan. Yang Ming's orderbook furthermore includes two 6,250 teu ships from Japan. Built at Imabari's Koyo Shipyard and chartered from the Imabari Group's Shoei Kisen, these ships are sisters of the recently delivered **YM MOVEMENT**. Source : Linervision

Goa to replace old tug boat

The operation of salvaging vessels held up off Goa shore will now get a boost with the State government deciding to replace its ailing three-decade-old tug boat. Captain of Ports Department has requisitioned Rs 5.5-crore-worth tug boat '**Pehalwan-1**' that will replace the existing '**Pehalwan**' which has long outlived its life expectancy.

The tug will be stationed near Panaji, so that it can quickly respond to the calls of distress. The new boat will be commissioned in mid-September, a senior CoP official said . In addition to the tug which can pull heavy ships, the department is also adding a high-speed patrol vessel to its fleet for surveillance and interception of suspicious vessels.

'**Pehalwan**' tug which has served the State for almost three decades will be scrapped and auctioned in October 2012, once the new ship takes charge. Officials explained that tug is usually used to tow the vessels which are struck mid-sea due to technical snags or total failure of the engine. The new tug will have a bigger capacity. The current one can

tow only four tonnes but the new one will be able to tow 12 tonnes. Officials said the new tug would be equipped with fire-fighting and oil spill dispersion equipment. **Source : The Hindu Business Line**



The beautifully kept **STENA SUPREME** whilst approaching to moor at the SBM off the Port of Durban

Photo : Capt. Mike Skinner – Master Smit Siyanda ©

HHLA's half-year box throughput rises 6.8%

In the first half of 2013, Hamburger Hafen und Logistik AG (HHLA) increased its container throughput by 6.8 % to 3.8 million TEUs. The volume handled by HHLA's transport companies in the newly aligned Intermodal segment also rose significantly by 21.8 % to 581,000 TEUs, the Company reports.

The operating result (EBIT) – adjusted for one-off gains – increased slightly, but failed to match this volume growth due to continuing costs relating to modernisation and restructuring as well as the expenses associated with the flooding in the area of key hinterland connections. Group revenue increased by 1.6 % to € 575.2 million. Despite unfavourable conditions – only moderate global economic growth, delays in dredging the river Elbe and the Kiel canal's temporary operational restrictions – HHLA's container terminals in Hamburg and Odessa significantly increased their cargo volumes. With a slight overall decline in container throughput at the Northern European ports, the throughput volume at HHLA's container terminals increased to 3.8 million TEUs. HHLA was therefore able to further extend its market share. This success is primarily attributable to strong growth in European feeder traffic to the Baltic Sea (up by 12.6 %) and to a substantial recovery of Far East traffic. In the first half of 2013, this increased by 8.5 %.

The HHLA Container Terminal Odessa also succeeded in increasing its throughput significantly. Earnings growth lagged slightly behind the development in revenue. The operating result (EBIT) in the Container segment increased year-on-year by 3.0 % to € 68.8 million. This reflects general cost increases, the modernisation expenses at the Container Terminal Burchardkai, the increased ratio of lower-margin feeder traffic and the additional operating costs resulting from the continuing delays in dredging the river Elbe. **Source : PortNews**



SAL's **WILMA** spotted last Sunday at Singapore Eastern anchorage – **Photo : Piet Sinke ©**

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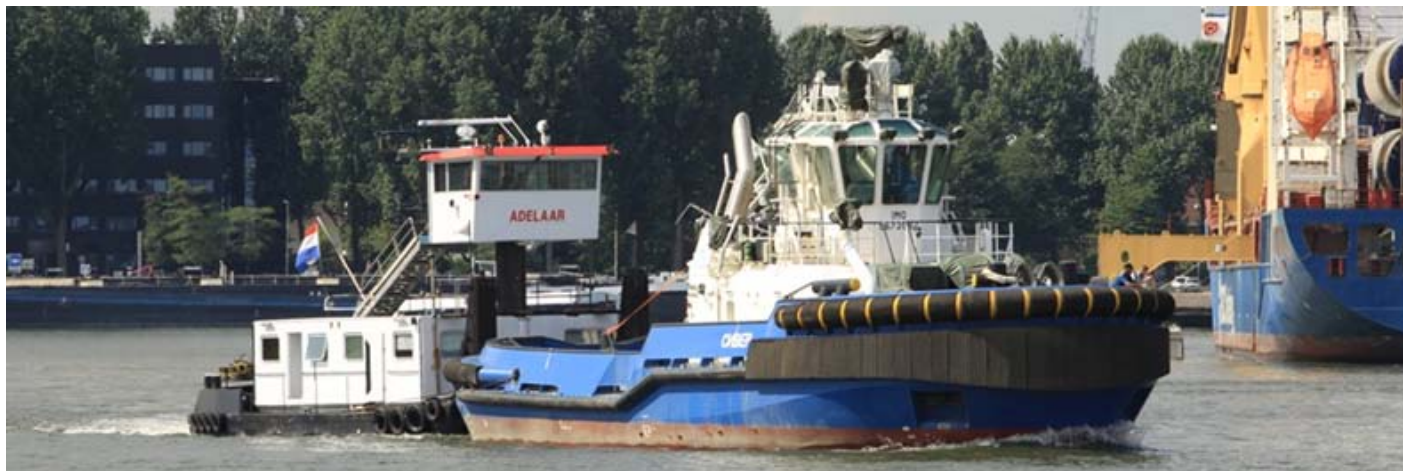
The Dutch flagged, Urk homeported General Cargo vessel **PACIFIC DAWN** taking bunkers at Singapore Eastern Anchorage – Photo : Piet Sinke ©

Navios Maritime Acquisition Corporation announces acquisition and delivery of a VLCC

Navios Maritime Acquisition Corporation ("Navios Acquisition"), an owner and operator of tanker vessels, announced the acquisition and delivery of the **Nave Celeste**, a 298,717 dwt VLCC, built in 2003 in South Korea, for a purchase price of \$35.4 million. The acquisition price was funded from cash on the balance sheet, said in the company's press release. The **Nave Celeste** will be assuming the existing charter of the **Shinyo Navigator** with a remaining period of 3.3 years and a charter rate of \$42,705 (net) per day. Navios Acquisition is assessing market opportunities for the **Shinyo Navigator**, a 1996-built VLCC with a current value of about \$22.0 million.

As a result of this transaction, the **Shinyo Navigator** will be substituted by the **Nave Celeste** as collateral under the bonds due in 2017, with the net result that additional collateral, estimated at \$13.0 million, will be added to the existing collateral package. Angeliki Frangou, Chairman and Chief Executive Officer of the Navios Acquisition, stated,

"We were able to replace an aging vessel with a much younger vessel, having 7 more years of useful life with only nominal additional cost, considering the need for dry docking and the consequential off hire." Angeliki Frangou continued, "By this transaction, we also added an estimated \$13.0 million of additional collateral to the security for our bonds to the benefit of our bondholders." Navios Acquisition currently owns 41 vessels: 29 product tankers, 4 chemical tankers and 8 VLCC. Navios Acquisition has contracted 92.1% and 60.4% of its available days on a charter-out basis for 2013 and 2014, respectively. The average charter-out period of Navios Acquisition's fleet is 2.4 years. **Source :** PortNews



The **BBC AMETHYST** discharged with her own gears the **Damen** built tug **SIVER** in Rotterdam- Waalhaven which was pushed by the pusher tug **ADELAAR** to **Damen Shiprepair** in Schiedam - **Photo : Henk Ros ©**

Scanjet Group receives large orders

Scanjet is has secured substantial orders for its Tank Management and Tank Cleaning products. **Scanjet** has received orders from **Hudong Shipyard** in China to equip 5+3 38,000dwt chemical tankers being built for Stolt-Nielsen with the **SCANJET "Surveyor" Tank Management System**.

The system will cover monitoring and alarm functions including radar level gauging for all tanks onboard, high-level alarms and pressure plus temperature measurement, all of which are integrated in the "Surveyor" system.

In addition, **Scanjet** is supplying its critical Tank Cleaning system for the vessels, which has been designed to the highest standard to take account of the variety of cargoes that the vessels are being built to transport. The value of the order exceeds USD6 million and **Scanjet** has expressed pride that Hudong and Stolt-Nielsen have selected its complete product range for cargo operations onboard these high specification vessels. "We take deep satisfaction from securing this project and from the confidence **Messrs Stolt-Nielsen** continues to place in **SCANJET** by installing our "best of the class" overall tank management and tank cleaning systems," says Scanjet MD Niklas Falkmer. "Stolt-Nielsen is one of the most demanding ship-owners in the world and this order follows on from installations of Scanjet equipment onboard previous vessels operated by the company."



The **SEA PARTNER** passing the Bosphorus – **Photo : Capt Jan de Bokx www.compass-marine-services.nl ©**

Singapore's second quarter trade shrinks 2pc to US\$196 billion

SINGAPORE has announced its trade performance for the second quarter, experiencing a two per cent year-on-year decline to SG\$247 billion (US\$195.8 billion), following a nine per cent drop the previous quarter, according to a statement released by the International Enterprise (IE) Singapore. For the April-June period, total exports dipped 0.1 per cent and total imports fell four per cent.

But quarter-to-quarter, on a seasonally adjusted basis, Singapore's total external trade increased four per cent in the second quarter against a one per cent contraction in the previous quarter. "Total trade's year-on-year contraction in second quarter of 2013 can be attributed to the decline in oil trade which outweighed the increase in non-oil trade," said the IE statement. Oil trade dropped 10.8 per cent year on year in second quarter, following the 16.1 per cent decrease in the first quarter. However, non-oil trade rose 1.8 per cent in the second quarter, after the 5.8 per cent decline in previous quarter.

Singapore's non-oil domestic exports (NODX) contracted 4.9 per cent on-year in the second quarter, after a 12.5 per cent contraction in the first quarter, attributing to lower shipments of both electronic and non-electronic NODX.

Said the IE statement: "The first half of 2013 saw continued year-on-year declines of both total trade and NODX. Total trade declined year-on-year by 5.5 per cent while NODX contracted by 8.8 per cent in the same period. NODX, however, posted an expansion of 5.5 per cent in the first half of 2013, boosted by a strong showing in the second quarter of 2013.

"NODX has yet to show signs of rebound though the year-on-year decline in NODX has moderated in the second quarter of 2013. Despite this, Singapore's trade and NODX are still expected to pick up modestly in tandem with the projected gradual recovery in global demand."

Looking ahead, IE Singapore has downgraded the 2013 total trade projection to between two and three per cent and narrowed the full-year NODX forecast to between zero per cent and one per cent. **Source : Asian Shipper**



The **MAERSK DANANG** moored in Colombo (Sri Lanka) – **Photo : Bernard - AITKEN SPENCE SHIPPING LTD. ©**

ISS advises of new schedule of dock services & charges at Kinder Morgan Galena Park & Pasadena terminals

Inchcape Shipping Services (ISS), the world's leading maritime services provider, is advising of a new schedule of dock services and charges at the **Kinder Morgan Galena Park** and **Pasadena terminals**, Houston, USA, from September 1 2013. The new schedule includes a Maritime Safety and Security Fee of \$2,500 per ship, per call, for all ships berthing at the terminals from this date.

Primarily used by tanker operators and ship owners, **Kinder Morgan** has given notice to all agents and ship owner representatives using the Galena Park and Pasadena terminals that it has assumed all of the costs associated with the Maritime Security System (MARSEC) regulations to ensure secure facilities for a number of years, but costs have continued to increase and it will now assess the ship owner a portion of the expenses directly related to providing a safe and secure dockside through the Maritime Safety and Security Fee.

Operators, ship owners and agents can obtain the complete new Schedule of Dock Services and Charges documentation which includes further information on Marpol services, wharfage rates, lay berth, alongside services and vessel delays from the ISS website at www.iss-shipping.com/NewsDetails.aspx?newsid=7945 or from Kinder Morgan directly at www.kindermorgan.com. Kinder Morgan, Galena Park and Pasadena do not charge a dockage fee for vessels.



The **APL ATLANTA** anchored at Singapore Jurong anchorage ready to go into the drydock

Photo : **Capt. Neil Johnston - Master Salviscount**

West African Oil Trade Affected by Piracy

Pirates keep targeting oil tankers as naval presence remains low in Gulf of Guinea

Pirates will continue to prey on the lucrative West African oil trade, with more piracy and hijacking incidents expected in the Gulf of Guinea, as long as the political complexities surrounding naval presence in territorial waters continue, says an analyst with research and consulting firm GlobalData. According to Jeffrey Kerr, GlobalData's managing analyst covering Downstream Oil & Gas, most of the pirates in the West African region are believed to be part of its countries' thriving black market for crude oil and refined products.

"The Gulf of Guinea accounts for about 10 percent of the world's crude oil exports, as well as many other products such as cocoa and metals, which are highly sought by the generally armed pirates on West African waters," Kerr says.

"Furthermore, many of the ships in West Africa are too large to move into port and must be moored offshore, making them easy targets for armed pirates, while the region's shipping rules, which state that crews cannot be armed, deems defense even more difficult," he adds.

A recent published study found that in the first half of 2013, there were 31 reported piracy incidents and one hijacking in West Africa, compared to nine incidents and two hijackings offshore Somalia, the former world hotspot for such activities.

Another reason for the decline in piracy in Eastern Africa, according to Kerr, is because of an international naval presence that has armed crews on the ships offshore Somalia. Other measures, such as trying and convicting pirates in U.S. courts, have also forced them to seek other locations.

In order to counter the problem of piracy on the west coast of Africa, the African Union member countries agreed to set up a regional center in Cameroon to study the issue and adopt a code of conduct. However, significant hurdles remain regarding naval presence on West African waters.

"Those countries won't allow each other's navies into their territorial waters. The pirates are well aware of this and are able to exploit it," adds Kerr. **Source : Energy Digital**



14-08-2013 : Smit's **SOFALA** arriving in Beira Mozambique - Photo : Paul Stift ©

Jan De Nul Group orders new multipurpose vessel

Last week, **Jan De Nul Group** ordered a new vessel at the **Uljanik Shipyard** in Pula, Croatia, said in the company's press release. The vessel with a deadweight of 10,500 tonnes and a total length of 138 m will be a multipurpose vessel. It will be a trenching and offshore support vessel, a subsea rock installation vessel and a cable laying vessel.

In the cable laying mode, the vessel will be able to install up to 10,000 tonnes of cable and will thereto be equipped with a 5,500 tonnes capacity turntable above deck and a 4,500 tonnes capacity turntable below deck along with tensioners as required by the project, chute and auxiliary equipment.

In the subsea rock installation mode, the vessel will be able to install up to 10,000 tonnes of rock in a single load by using the aft stone hopper with a capacity of 3,000 tonnes and the midship hopper with a capacity of 7,000 tonnes along with the two excavators and the fall pipe for accurate rock installation at up to 200m water depth. In the combination mode any combination of the above will be possible up to the carrying capacity of the vessel. The vessel will be delivered in 2015 and will be the 76th vessel in the fleet of Jan De Nul Group.



The **SCHIPPERSGRACHT** arriving in Southampton from Gibraltar loaded with several yachts
Photo : Peter Hollands ©

.... PHOTO OF THE DAY



13-08-2013 : Sheerlegs **TAKLIFT 1** doing lifting job at KEPPEL FAR-EAST YARD, SINGAPORE

Photo : Capt Jim Stone ©

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