



**Number 249 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 06-09-2013**

News reports received from readers and Internet News articles copied from various news sites.

<b>stevedoring &amp; warehousing</b>		
<b>SHORECRANES UP TO 208 M / TONS</b>		
<b>rhb</b> ROTTERDAM	<b>PROJECT CARGO</b> HEAVY LIFTS UP TO 1500 TONS INDUSTRIAL BREAKBULK ASSISTING OFFSHORE VESSELS	
e-mail <a href="mailto:office@rhb.nl">office@rhb.nl</a> web <a href="http://www.rhb.nl">www.rhb.nl</a> telephone +31 (0)10 429 94 33 port 2157, Rotterdam		ISPS CERTIFIED



**Boskalis offshore's UNION SOVEREIGN spotted off Zeebrugge enroute Brazil**  
Photo : Hans van der Linden - [www.aerolin.nl](http://www.aerolin.nl) - @Aerolinphoto/BosKalis Offshore ©

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore  
PLEASE SEND ALL PHOTOS / ARTICLES TO :

[newsclippings@gmail.com](mailto:newsclippings@gmail.com)

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

## EVENTS, INCIDENTS & OPERATIONS

# Lyubov Orlova set adrift on purpose, NDP says

### Opposition blasts government over handling of Russian cruise ship

When the **Lyubov Orlova** floated off into international waters last winter and became a ghost ship, it wasn't just an accident or an isolated incident, according to NDP Transport critic Olivia Chow.



Chow said Transport Canada has a history of this sort of thing. "Transport Canada should never have allowed it to be towed out of port in the dead of winter. Even for a city-slicker like me, I can tell you that in winter in the Maritimes, that's the worst time for a ship to be towed," Chow said in an interview with The Telegram. "**Husky Energy** went to tow it away from the oil platform — understandable — but that's where Transport Canada should have a plan to secure the ship. Instead, it's benign neglect."

Documents obtained by The Telegram shed new light on the frantic efforts by Transport Canada to get the **Lyubov Orlova** under tow in late January, when it was drifting dangerously close to the **Hibernia platform** and the **Sea Rose FPSO**.

The **Lyubov Orlova** hasn't been seen in months, and it's unclear whether it's still adrift in the Atlantic, or if it sank.

But Chow pointed to the **Canadian Miner**, a 222-metre vessel that ran aground in Nova Scotia in 2011. She said it's been left to the provincial government to take care of the beached vessel.

More recently, Chow said, the same sort of thing has happened with the Montreal, Maine and Atlantic Railway, after the company filed for bankruptcy in the wake of the deadly explosion in **Lac Megantic**, Que.

"The approval process should be tighter and more insurance should be in place. And thirdly, if something goes wrong, the federal government should take responsibility," Chow said. "There's a pattern. It's not just this one Russian cruise ship drifting."

A January 30 letter from Transport Canada assistant deputy minister Gerrard McDonald to the owner of the **Lyubov Orlova** made it clear that while the government was trying to handle the situation, it was still expecting the vessel's owners to take responsibility.

"As owner of the vessel, you are responsible for it at law," McDonald wrote on Jan. 30 while the boat was adrift, and heading towards offshore oil production facilities. "Be advised that the Government of Canada holds you responsible for any costs and expenses that it must incur to address the current situation and will take whatever steps necessary to recover any cost incurred as a result of this exercise."

Ultimately, the offshore supply vessel **Atlantic Hawk**, working on behalf of Husky Energy and the federal government, managed to get the vessel under tow, but several days later the tow was lost and the **Lyubov Orlova** was adrift again.

Liberal MP Scott Simms said the government needs to come up with a better way to handle these situations.

"Sending it out to international waters, cutting the rope and let it drift? Seriously, that can't be the plan," he said. "We need to call these private companies to account. How do you do that, I don't know." Both Simms and Chow said the government could force companies to carry greater insurance for situations like this. Simms said people who own old ships and don't want them anymore can just walk away.

"How do you deal with people who just abandon these vessels, knowing full well they'll never be called to responsibility?" he said. "Something has to be done, because if you have a ship that's registered in Cooke Islands and you don't want this thing anymore and you know there's no value to it, you just don't care."

Simms also mentioned the **Manolis L**, a ship that sank off Change Islands in 1985, and has recently been leaking fuel into the water.

In the case of the **Lyubov Orlova**, Simms said he doesn't believe the government seriously tried to get the vessel back to harbour. "I understand their concern that it belongs to an outside agent, and here we are saddled with this, but what I find strange is that here's this thing floating around out there which could be a danger not only to Canadian assets, but international assets as well," he said. "Their actions speak louder than words, which is to say, they just brought it out there and let it go." Despite repeated requests for an interview, nobody from Transport Canada responded by The Telegram's deadline. **Source : The Telegram**

## Simplicity in safety

avoid accidents: keep cables and hoses out of harms way during a turnaround. Cablesafe® makes it easy to suspend cables, wires and hoses. By clearing up the workfloor the number of tripping accidents is reduced. **That's safety.**



PATENT: 1023932



CABLESAFE®

MORE INFORMATION: WESTMARK, +31.33.4614844, INFO@CABLESAFE.COM [www.cablesafe.com](http://www.cablesafe.com)

## 'Woest aantrekkelijk programma Wereldhavendagen, ondanks afhaken Russische marine'

Ondanks dat de Russische marine haar bezoek met een marineschip en kapel afzegde, staat het volgens de directeur van de wereldhavendagen 'woest aantrekkelijk programma' als een huis. Sabine Bruijninx "We hebben meer dan 200 verschillende programmaonderdelen in de aanbieding. Een flink deel van de excursies zit al vol en de weersverwachting is optimaal. Dit worden prachtige Wereldhavendagen."

Vanzelfsprekend vindt Bruijninx het jammer dat de Russen op het laatste moment afhaakten. "Zeker, want het zou toch wel een bijzonder bezoek zijn. Een Russisch marineschip zie je niet elke dag in Rotterdam." Naar de reden voor het afzeggen moet de directeur gissen. "Daar hebben we geen opgaaf van reden voor gekregen."

Voor de marinieliefhebbers valt er overigens nog genoeg te genieten op 6, 7 en 8 september. De Britse marine is aanwezig met mijnenjager HMS Brocklesby en de Koninklijke Marine pakt groots uit met Oceangoing Patrol Vessel **Zr.Ms. Friesland**, onderzeeboot **Zr.Ms. Dolfijn** en duikvaartuig **Argus**. Vanzelfsprekend is ook het Korps Mariniers erbij. Zij nemen twee landingsvaartuigen en een paar snelle FRISC onderscheppingsvaartuigen mee. Speciale



eenheden van het Korps tonen hoe zij een gekaapt schip bevrijden van piraten en de nieuwe maritieme **NH-90 helikopter** laat het publiek zien waar zij toe in staat is.

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

Voor meer informatie over de Wereldhavendagen kijkt u op: [www.wereldhavendagen.nl](http://www.wereldhavendagen.nl)



The **OSPREY EXPLORER** arriving in Willemstad (Curacao) -

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

## **RINA performs design appraisal for world's biggest CNG power plant**

International classification and verification company RINA Services has performed the design approval for the world's largest Compressed Natural Gas storage plant in Grati, Indonesia. The CNG will feed the local 300 MW power plant.

The plant, operated by Indonesia's PT PLN (Persero), burns up to 15 million standard cubic feet per day (mmscfd) of gas from the CNG storage, driving three gas turbines. Adding a CNG plant to the existing power station tackles the issue of peak load demand. The CNG storage takes in pipeline gas when the plant is not at full capacity. At peak load, the stored gas reserves boost the plant. Angelo Lo Nigro, General Manager Energy Solutions, RINA Services, says, "RINA is a world leader in CNG technology approval. It is one of the only classification societies with direct experience of the use of CNG in the maritime field and has developed special rules for its future use. That expertise and experience is valued in the power generation field."

Using CNG costs per unit of electricity are cut by two-thirds compared to fuel oil power and emissions for this plant are slashed by 254,000 tonnes of CO<sub>2</sub> per year, 126.5 tonnes of SO<sub>2</sub> per year and 3,500 tonnes of NO<sub>2</sub> per year. The CNG system is owned and operated by PT Enviromate Technology International (ETI).

PLN is now extending the use of CNG for power generation by constructing CNG plants at Gresik, Tambak Lorok and Muara Tawar.

RINA has been appointed to provide project management and owner's engineering services, in addition to the execution of the design review.

"RINA has also been appointed by PT PLN (Persero) for the design of the first marine CNG implementation in the world, to transport gas from Gresik, East Java to Lombok Island in Indonesia. The gas will be utilized to feed a small

power plant in order to cope with peak hour electricity demand. The bidding phase for the EPC contract awards is now ongoing," says Lo Nigro.



The **CMA CGM JULES VERNE** outbound from Rotterdam-Europoort - Photo : Krijn Hamelink ©

## Zim to cancel remaining four orders for 12,500 teu neo-panamax series

**Zim** is expected to cancel all nine of the 12,562 teu ships it ordered in September 2007 at **Samsung Heavy Industries**. The Israeli carrier contracted the newbuildings at the height of the container shipping boom for USD 170 million per ship - about USD 60 to 65 million more than the market price for such vessels today. The financially troubled carrier later deferred the ships to 2015 and 2016, and eventually canceled five of the nine orders. Following further losses at the shipping line, the remaining four hulls are now to be canceled too. Following the cancellation, Zim might nevertheless be looking to place a number of fresh containership orders to take advantage of the current low newbuilding prices. Source : Linervision

# OCEANWIDE SAFETY AT SEA

**OCEANWIDE S.a.S.**  
Safety at Sea

HARBOUR 1357 // BRIELSELAAN 69 // 3081 AA ROTTERDAM  
P.O. BOX 59053 // 3008 PB ROTTERDAM // THE NETHERLANDS  
TEL NR: +31 (0)10 - 215 10 53 // FAX NR: +31 (0)10 - 423 01 36  
INFO@OCEANWIDESAFETY.NL // WWW.OCEANWIDESAFETY.NL

**NORSAFE**  
Norsafe BV

HYPERBARIC LIFEBOATS // LIFEBOATS // RIBS // INSPECTIONS // MAINTENANCE // LIFEBOAT REPAIRS // COMMISSIONING // LOAD TESTING

## RAmparts 2400SX Class Tug from Robert Allan Ltd. Sanmar's new "Boğaçay Series"

In late 2011, **Sanmar A.S.** contracted with **Robert Allan Ltd.**, Naval Architects of Vancouver, B.C., Canada to provide a design for a new tug series to add to Sanmar's expanding product portfolio. The design is called the **RAmparts 2400SX** and is a customized version of Robert Allan Ltd.'s **RAmparts 2500W** design, but updated for

Sanmar's production and marketing objectives, and incorporating as always some of their well thought out ideas about how to build better tug boats. Sanmar has named the **RAmparts 2400SX class** tugs as their Boğaçay series.



So far two Boğaçay series **RAmparts 2400SX** tugs have been delivered. Fittingly, the kickoff of the Boğaçay series with Bogacay I marked the occasion of the 100th tug delivery by Sanmar. The Bogacay I was delivered to new owners Gemport in Turkey and renamed Zeycan Y. The second hull of the series, **Bogacay II** has entered into service in Sanmar's fleet. The hull is essentially the same as the **RAmparts 2500W** hull first introduced for Italian operator **Rimorchiatori Riuniti**. The hull features standard RAmparts class characteristics including good dead rise for improved thruster performance, modest side flare, a half-raised forecastle deck for good sea keeping, gently rounded deck line in plan to ensure that the tug can safely and easily come alongside and remove itself from an attended ship at speed, and most importantly the characteristic conically shaped double chined stern unique to all Robert Allan Ltd. designs which ensures

that the tug can run astern at high speeds and maintain good control and directional stability. The hull is under the 24m rule length for load line and tonnage conventions.

Beyond the hull, the remainder of the tug was customized to suit Sanmar's requirements for flexibility in available options and for production efficiency. And indeed Sanmar had some unique and challenging requirements for the design team on this project:

Ability to install 3 different Z-drive sizes to achieve 50 tonne, 60 tonne, and 70 tonne bollard pull versions of the tug (all while keeping the same shaft line and same diameter drive well)

Ability to fit both CAT 3512C and 3516C engines on the same engine bed and to accommodate the 3 different power levels for the 3 bollard pull tiers

Ability to fit a double drum winch, a split drum winch, or a single drum winch all on same deck foundation

Optional aft winch

Ability to fit both a single aperture staple and a double aperture staple on the same seating to suit the 3 winch options

Ready for optional FIFI 1 system with CP thrusters

Ready for optional FIFI ½ driven by independent auxiliary engine

Ready for optional box cooling

Optional escort winch and escort staple

### Particulars of the RAmparts 2400SX are as follows:

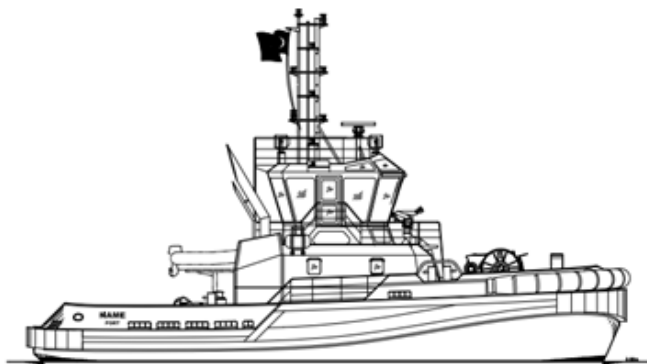
Length overall:	24.40 m
Beam, moulded:	11.25 m
Depth, least moulded:	4.38 m
Maximum draft (overall):	5.10 m

The tug was designed and constructed to ABS Class requirements with the following notation:

ABS ☐A1 TUG, ☐AMS

Tank Capacities at 98% are:

Fuel oil:	87.3 m <sup>3</sup>
Potable Water:	10.6 m <sup>3</sup>





Main engine lube oil:	2.0 m <sup>3</sup>
Used oil:	1.9 m <sup>3</sup>
Sludge:	1.1 m <sup>3</sup>
Oily Water:	1.6 m <sup>3</sup>
Grey Water:	3.0 m <sup>3</sup>
Sewage holding tank:	3.0 m <sup>3</sup>
Water Ballast:	41.8 m <sup>3</sup>

The vessel has been outfitted to high standards for a crew of 6 people. The main deckhouse contains the galley, mess, two officer cabins, and a common WC. The lower deck contains 2 double berth cabin, a laundry, galley stores, and a common WC space. The wheelhouse is designed with frameless bonded windows for minimum window mullion obstruction and a single split control station which provides all round maximum visibility and exceptional visibility to the bow and side fendering. The engine room features a small sound resistant switchboard room.

Ship-handling fenders at the bow comprise an upper row of 800mm diameter cylindrical fender and a lower course of W-fender. Sheer fendering consists of 300mm D- rubber 300 mm "W" block type fendering is fitted at the stern.

Typical of Robert Allan Ltd. tug designs, significant noise and vibration reduction measures have been implemented throughout, including resiliently mounted main engines, resiliently mounted gensets and auxiliary engine, high attenuation engine exhaust silencer systems, ventilation intake air silencers, sound dampening deck treatments, and insulation measures.

As mentioned, the vessel was designed for wide variety of powering and deck equipment options. However, the first two vessels in the series have the following equipment:

2 x Caterpillar 3512C main diesels delivery 1765 bkW @ 1800 RPM

2 x Rolls-Royce model US 205 Fixed pitch Z-drives

2 x CAT C 4.4 diesel gensets, each with a power output of 86 ekW @ 1500 RPM, 50 Hz

DMT Type TW-E 250KN electric double drum hawser winch with a pull of 250KN at 0-9m/min on low speed and 80 KN at 0-28m/min on high speed

A FIFI ½ pumpset driven off the front of the port main engine. The pumpset delivers 1200 m3/hr sea water to one 1200 m3/hr water/foam remote operated monitor.

Data Hidrolik tow hook

Data Hidrolik aft capstan

On trials, the **RAmparts 2400SX** met or exceeded all performance expectations, with the following results:

Bollard Pull, ahead: 60 tonnes

Free running speed, ahead: 12 knots

Plans are currently underway to offer the **RAmparts 2400SX** design up to 75 tonnes bollard pull.

For more information on the **RAmparts 2400SX Class** tugs, or any other high-performance vessel designs developed by **Robert Allan Ltd.**, please contact [design@ral.ca](mailto:design@ral.ca).



**SALVAGE. WRECK REMOVAL.  
EMERGENCY RESPONSE.**

TITAN delivers critical support anywhere in the world, 24/7/365.

**USA** +1-954-545-4143    **Singapore** +65-63187828  
**UK** +44-1273-515555    **Australia** +61-7-4035-4987

[titansalvage.com](http://titansalvage.com)



**TITAN  
SALVAGE**  
A CROWLEY COMPANY

**RESPONSE & RESULTS**

## Derde Minor Oil & Gas in Den Helder van start

Met een nieuwe lichter van in totaal 22 HBO-studenten is in Den Helder de derde **Minor Oil & Gas** van start gegaan. De bijna zes maanden durende cursus wordt georganiseerd door **Maritime Campus Netherlands** (MCN) en **NHL**

**Hogeschool Leeuwarden.** Tal van toonaangevende bedrijven uit de olie- en gasindustrie offshore werkt door middel van het geven van gastcolleges mee aan deze voor ons land unieke opleiding.

De studenten komen uit alle delen van ons land, plus één uit Antwerpen. Zij hebben allemaal bewust voor deze opleiding gekozen om meer inzicht te krijgen in de olie- en gasindustrie offshore. Een aantal van hen wil op dit onderwerp zelfs afstuderen. De studenten volgens de **Minor Oil & Gas** tijdens hun HBO-studie Chemische technologie, Werktuigbouwkunde, Civiele techniek, Mechatronica of Veiligheidskunde. Onder de deelnemers bevinden zich twee vrouwelijke studenten.



De deelnemers aan de derde **Minor Oil & Gas**, met geheel links op de foto **Betty Johannis** en geheel rechts **Jan Deelen**. Foto: **Paul Schaap** ©

Tijdens de introductiedag zijn de deelnemers op het gemeentehuis van Den Helder verwelkomd door onderwijswethouder **Wiltrude Turnhout-van den Bosch**. Zij legde uit dat Den Helder in Nederland het kloppend hart van de offshore-industrie is en dat deze sector hen veel te bieden heeft. MCN-directeur **Marja Doedens** voegde hier op haar beurt aan toe: "Ik weet zeker dat er, na afronding van jullie studie, een mooie carrière in de olie- en gasindustrie of de windenergiesector voor jullie is weggelegd." De jaarlijkse **Minor Oil & Gas** trekt volgens haar steeds meer HBO-studenten aan. "Aan de eerste en tweede editie hebben respectievelijk twaalf en zestien studenten deelgenomen. Dit jaar zijn met 22 deelnemers onze verwachtingen dus ver overtroffen." De studenten worden begeleid door **Betty Johannis** (MCN) en **Jan Deelen** (NHL).

## Newbuilding ordering still rather slow, but second hand vessel market quite buoyant

There were mixed emotions in the newbuilding and second hand vessel markets as the summer drew to an end. On one hand, newbuilding ordering activity still appears to be on holiday, apart from some eye-catching deals, while on the other hand interest in the second hand ships market is still rather vivid, as has been all summer long. Still, according to Clarkson Hellas' latest weekly report, newbuilding activity is expected to pick up again in September, as many ship owners return to the market. According to the shipbroker, "somewhat reflective of this subdued activity is that we have seen no new orders reported in the dry bulk this week, which contrasts directly with the activity witnessed in this sector so far this year. That being said, the market has however witnessed further activity in the medium size tanker sector as well as in the larger sizes of both the gas and particularly containers markets. Starting with wet - we have seen a number of options for medium sized product tankers being declared this week. Firstly, it is understood that Wilmar Holdings have extended their series of 52,000 DWT MRs at Hyundai Vinashin to six vessels having declared a further four options. Although pricing remains undisclosed, delivery of all four vessels is planned for 2015. Clients of Horizon Tankers have re-entered the newbuilding market with an order for two firm plus two option



MRs at Sungdong. Whilst pricing is undisclosed it is understood delivery of the firm vessels will be in the second half of 2015", Clarkson Hellas said.

It added that "in the gas market, clients of Maran Gas are reported to have placed further orders for large LNG carriers, this time with an order at Hyundai Heavy Industries for two firm plus two option 174,000 CBM LNG carriers. This takes the owners total orderbook for this type of vessel to close to 20, with orders already at DSME and Hyundai Samho. Delivery of this latest order is planned for the second half of 2016 with the options in 2017 if declared.

Looking at the box ships and continued ordering in the ultra large sizes. Further to the aforementioned LNG order, HHI are also understood to have taken orders for five firm of each 18,000 TEU and 14,000 TEU size container carriers from UASC, with an additional option for a single 18,000 TEU vessel and upto six of the 14,000 TEU size. Delivery is reported to begin from the end of 2014 with the majority of vessels due to be delivered within 2015. Similarly, Seaspan are reported to have placed an order for five firm 14,000 TEU container vessels at CSBC in Taiwan, although with slightly later delivery in 2016.

Finally, we understand that **Hong Kong Asset Management (HKAM)** have declared their options and ordered a further three 18,000 TEU container vessels at DSME, with all three for charter to MSC following delivery from the end of 2015. These most recent orders bring the total number of contracts for container carriers above 13,000 TEU to around 35 vessels so far this year alone, with the total orderbook for 18,000 TEU carriers now to over 30 firm vessels", **Clarkson Hellas** concluded. Meanwhile, in a separate report, **Lion Shipbroker** noted that despite predictions of the opposite, "the second hand and newbuilding activity remained at healthy levels throughout this summer. Greek players continued their dominance, having acquired 15 ships the past two weeks alone. In the dry sector, many players believe that the cape market will turn soon and are taking positions as we notice seven capes changing hands. Clients of Vista of Ukraine have purchased capesize **TAI FU STAR** (177K BLT 2004 DAEWOO/S. KOREA) for \$16.5 mill while scrapping their older caper **MAXI BRAZIL** (259K BLT 1985 HYUNDAI/S. KOREA) keeping their fleet tally stable. In the wet segment, we notice numerous en-bloc deals, most notable being the sale of the two years old VLCC sisters **COSGLAD LAKE** & **COSGOLD LAKE** (297K BLT 2011 DALIAN/CHINA) for \$110 mill.



The **COSGOLD LAKE** moored in Singapore last Sunday - **Photo : Piet Sinke ©**

Finally, in the demolition market, Lion noted that "subcontinent rates continue to soften mainly due to currency issues (Indian rupee has been depreciated by approximately 20% during the past few weeks) keeping the transactions volume in low levels. As a result, we picked up that some Alang breakers went bust while most breakers are very reluctant to buy any ships until current situation improves. China rates have improved dramatically (competing Subcontinent levels) due to increased local steel demand for multi-billion infrastructure projects. Turkish market is stable with positive short term forecast, however most yards are reluctant to buy ships below 4,000 ldt and if they do, they are offering significantly lower prices", the shipbroker concluded.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

 <p><b>Admarel</b> advanced marine electronics contact <a href="mailto:sales@admarel.nl">sales@admarel.nl</a> <a href="http://www.admarel.nl">www.admarel.nl</a></p>	<p>APPROVED SERVICE DEALER FOR</p> <p><b>Raytheon</b> <b>Anschütz</b></p>	<p><b>STD22 GYRO</b> annual overhaul Dutch port &amp; Antwerpen</p> <p><b>€350,-</b> <small>ex VAT</small></p> <p>Conditions apply. Exchange this voucher before sept. 31<sup>st</sup> 2013</p>
---	---	---



The **Damen 2810** tugs **SIVER** and **BULAT** departed this morning from **Damen** Schiedam. Destination according to AIS is Vysotsk, which most probably will be there operation area, As the funnel marking show PORT VYSOTSKIY in Cyrillic lettering. both tugs were flying the Russian flag **Photo : Henk Ros**

## Further reports of terrorist attempts on ships at Suez Canal

Two Egyptian news websites have further reports of so-called terrorist attempts on ships transiting the Suez Canal. Misr Al Youm and Veto report army forces in Kantara East region in Ismailia Governorate were able to arrest four "terrorist elements" who had hand made grenades which were set to be used on passing ships. Local authorities stressed that all possible forces were being deployed to keep the canal safe and open. The latest news follows last weekend's targeting of the Cosco Asia by 'terrorists' on the Sinai side of the canal. Three people were apprehended for the attack. US tanker analysts Mcquilling have issued a report on the repercussions of the canal being shut. "If there were any disruptions to transit through the Suez Canal, an additional 35 VLCCs would be required, under the assumption of a roundtrip voyage at 13 knots and five port days to these regions. Any such disruptions would not be limited to crude oil movements, and would impact a range of trades and vessel classes and tighten global tonnage availability. At present, Egypt is providing some 80,000 troops to ensure that security remains tight around the Suez Canal", said Mcquilling in its report. **Source : Gulfshipnews**

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?**  
**PLEASE VISIT THE WEBSITE :**  
**[WWW.MAASMONDMARITIME.COM](http://WWW.MAASMONDMARITIME.COM)**  
**AND REGISTER FOR FREE !**



Smit's **FALCON** passing Maassluis enroute Rotterdam

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

## Idle containership numbers level off at 2.3pc of fleet as peak dawns

THE number of idle containerships was almost unchanged in the last two weeks to reach 395,000 TEU on August 26 with a 7,500 TEU tonnage increase in the previous two weeks, reports Alphaliner.

Although there was very little change in the overall idle capacity which remained at 2.3 per cent of the total fleet, there were still plenty of vessel movements, said the Paris-based maritime consultancy.

Non-operating owners' (NOO) idle capacity increased to 77 per cent from 283,000 to 305,000 TEU in the last two weeks of August, the highest level since last October. This has been augmented by flexible charter periods, which allowed carriers to return ships to NOOs when demand slowed. **Source : Asian Shipper**



04-09-2013 : The **CORREGIDORA** entering Palumbo Malta shipyards Photo : Mario Schembri ©





**Leemberg**  
**PIJPLEIDINGEN EN APPARATENBOUW B.V.**  
 More than 40 years experience and your partner for all pipeline systems  
**Wij zoeken per direct :**

- Project manager scheepvaart repair & maintenance (informatie [www.leemberg.nl](http://www.leemberg.nl))
- Tekenaar | Constructeur Piping , met ervaring solid edge 3D pakket (informatie [www.leemberg.nl](http://www.leemberg.nl))
- Voorlieden Scheepvaart (informatie [www.leemberg.nl](http://www.leemberg.nl))

Industrieweg 9 - 2995 BE Heerjansdam – phone +31 78 677 1166  
 E- mail : [info@leemberg.nl](mailto:info@leemberg.nl) - [www.leemberg.nl](http://www.leemberg.nl)




## Deadlock continues over Shipping Corp tanker detained in Iran

For Sukvinder Singh Cheema, the voyage on board MT **DESH SHANTI** from Basrah in Iraq to Visakhapatnam was to be his last as the captain of a ship owned by state-run Shipping Corp. of India Ltd . Sixty-year-old Cheema, a former naval officer, retired from India's biggest ship-owning company in 2012 after more than 20 years of sailing, but was given a six-month contract that was to end by the time the voyage to Visakhapatnam ended.

"Cheema's contract is getting over and he was to be relieved at Vizag at the end of the voyage," said B.B. Sinha, Shipping Corp.'s director of personnel and administration. "His reliever is waiting to join."

But the ship Cheema was commanding has become the focus of a wrangle between India and Iran—decades-old friends—over allegations of pollution against the 2004-built double hull tanker that was carrying crude oil for state-run refiner Hindustan Petroleum Corp. Ltd.

On 12 August, when the vessel was 45 nautical miles from the southern coast of Iran, well beyond the nation's territorial waters, it was intercepted by the Iranian navy and diverted towards Nowruz oilfields. It was later forced to anchor at Bandar Abbas port, where it is under detention, subjected to inspections almost daily.

There are 32 crew members on board—virtual captives for over three weeks now. The detention of the ship—coinciding with Iraq overtaking Iran as the biggest supplier of crude to India—has perplexed India and its maritime industry.

India is the world's fourth largest oil importer and was, until June 2012, the second biggest customer of Iran, the world's fifth biggest oil producer. In the face of western sanctions, Tehran has been struggling to sell its crude.

The external affairs ministry has summoned Iran's ambassador to India, Gholamreza Ansari, twice so far, to tell him of New Delhi's displeasure and to demand an immediate and unconditional release of the ship and its crew.

India has rejected an Iranian demand for \$1 million (around Rs.6.5 crore today) as guarantee to free the ship. The ship's insurers are also not in a position to pay the guarantee because of sanctions imposed by the US and the European Union over Iran's nuclear programme, which Tehran claims is for peaceful purposes.

"India has reduced oil imports from Iran due to sanctions. This (the detention of the ship) could be a way of putting pressure on India," said Abdulgani Y. Serang, general secretary of the National Union of Seafarers of India (NUSI).

India has punched holes in Iran's claim that the ship had caused pollution.

"Holding up a trading vessel for charges of pollution with no evidence is an act that is not only highly prejudicial to the legitimate interests of the vessel and its crew, but an affront to the sovereignty of its flag state," Ajith Kumar Sukumaran, deputy director general at India's directorate general of shipping, wrote in a 28 August appeal to Iranian shipping authorities.

Mohammad Reza Ghaderi, director general of Iran's Safety and Marine Protection Department, to whom the appeal is addressed, could not be reached immediately for comment.

Based on satellite pictures of the alleged oil slick—corroborated by the vessel's position report, and the ship's track record based on the Ship Security Alert System (SSAS) and its course recorder data—MT Desh Shanti's position at 9.45pm on 30 July was 85 nautical miles away and on 29 July at 10.26am was over 400 nautical miles away from the alleged pollution site. The ship was on its way to Basrah on 29 and 30 July to load crude oil when the pollution incident is alleged to have occurred. Iran claims the tanker discharged its oily ballast water 30 miles from Iran's Lavan Island in the Persian Gulf and that this "caused a 10-mile-long oil stain on the sea". Ballast water, which provides

stability and manoeuvrability to a ship, is usually pumped into the ship's ballast tanks when it has delivered cargo and is departing with lighter or no cargo.

Sukumaran's appeal was the first made by India's maritime administration after the ship's detention. Mint has reviewed a copy.

In addition, Tehran's case has been shot down by Meteorological and oceanographic services provider Fugro GEOS Ltd. After technical analysis of satellite images provided by the Regional Organization for the Protection of the Marine Environment (ROPME) from Terra MODIS satellite, Fugro GEOS ruled that the "light brownish coloured streaks visible over the area of interest is only atmospheric dust carried by the prevailing winds and not an oil slick".

All of which gives this apparently political detention a human face.

"Hum bahut pareshan hain (we are very worried)," K.P. Rawani, father of the ship's second engineer Ashok Kumar, said over phone from Dhanbad district in Jharkhand. "Pata nahin kya ho raha hai (we don't know what's happening)."

Cheema, the ship's captain, did not respond to an email sent on 27 August.

"India has taken up the issue at the political and diplomatic level with Iran. However, the stalemate is continuing and seafarers are facing the brunt of this," NUSI's Serang said. "Seafarers should not be used as a pretext for a political war." Serang warned that the seafarers body will launch an agitation on all ships of the Shipping Corp. if the vessel was not freed immediately. A Mumbai-based maritime lawyer said Shipping Corp. should get the vessel released by giving a corporate guarantee and then file a case against Iran for "illegal detention". He did not want to be named.

The delay in getting the ship released was hurting its earning potential, according to B.K. Mandal, finance director at Shipping Corp. "If the ship had completed her voyage to Visakhapatnam on time, she would have gone on another trip by now. There is loss of earnings," he said, adding that the firm has to continue paying the crew and for fuel.

Source: Livemint

## Expert weighs Panama vs Suez for Asian cargo, and impact of mega ships

DREDGING stands to be the key factor driving long-term US container port call strategies on both Suez and Panama all-water services, but it's doubtful the US has what it takes to do the job, according to Asaf Ashar, research professor with the US National Ports & Waterways Initiative (NPWI). The US Army Corps, the federal agency governing dredging, failed to see ships larger than 8,000 TEU coming to the US east coast ports, a decision making these ports inaccessible to increasingly common 13,000 - 18,000-TEUs now in Asia Europe service, said Dr Ashar, also an independent consultant.

"The corps also dismissed the possibility that in the longer term, ships bigger than NPX, such as the 18,000 TEU Maersk Triple-Es recently deployed on the Asia-Europe trade, could be used on all water Suez services; and that in the even longer future ship size may reach the **28,000 TEU Malacca-Max (MLX)**," said an synopsis of his views by Newark's Journal of Commerce. What Dr Ashar sees is great, if not insurmountable, political and legal obstacles, not to mention the enormous expense, of dredging to a depth needed by much ships more than twice the size of those anticipated.

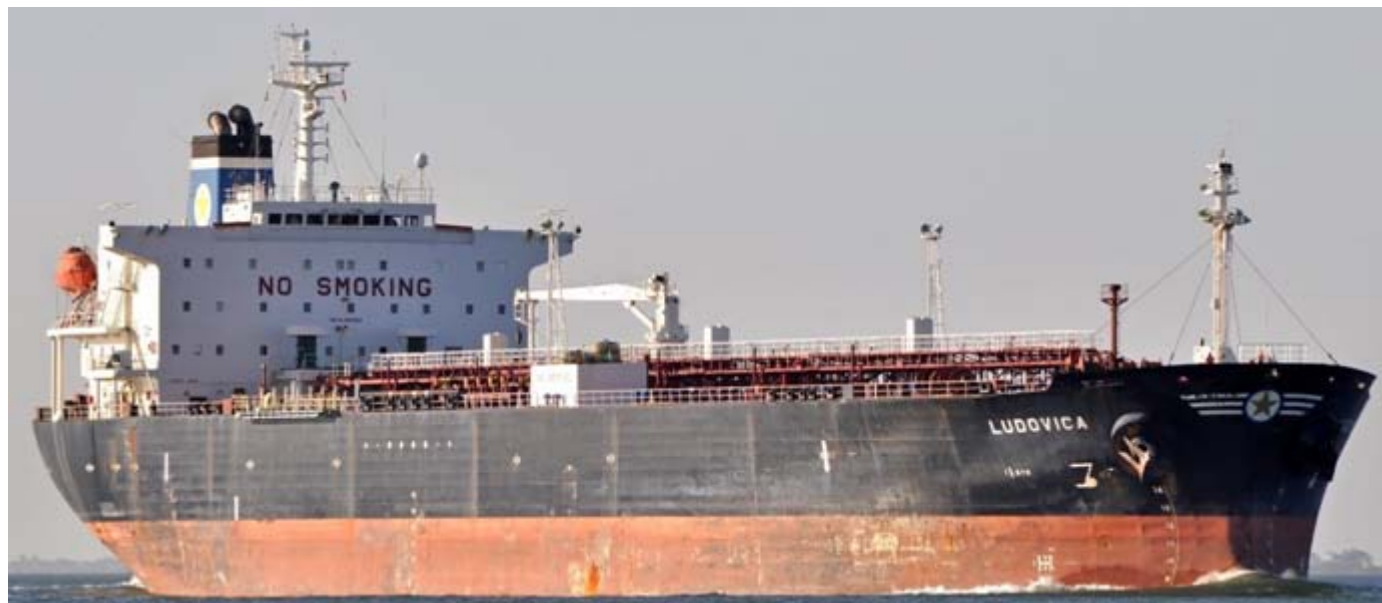
Should that become a non-starter, he says, then the natural deepwater ports of the Caribbean and eastern Canada ports, may well develop into super hubs offering feeder services to the smaller US east coast harbours.

"In this case, USEC ports would find themselves served by feeder services based on foreign hubs in the Caribbean region for all-water Panama and Canada for all water Suez. This change in service pattern could be avoided by further deepening of USEC ports' channels. However, considering the arduous process of the recent deepening projects, the prospects for this happening look pretty dim," he said.

"A recent review of all-water Suez rotations on the US east coast indicates that they are still based on the assumption of direct calls even at relatively small ports like Boston - handling 190,000 TEU a year - and at ports with relatively shallow channels like Savannah with 12 metres alongside," said the report. "How the Panama Canal expansion will impact shipping and port networks across the Americas has been a topic of intense debate for years now and while there is some agreement, the jury is still out on other questions," said Dr Ashar, who will chair a debate on Panama vs Suez and prospects for direct call vs transshipment at the TOC convention on Tuesday, October 1 in Miami. "There is general agreement that despite the considerable increase in ship size and the respective reduction in shipping costs, the Panama route is likely to see only a modest increase in market share relative to its main rivals, Suez and US west coast landbridge," said the JOC report.

"Where opinions diverge is on the impact of canal expansion on carriers' North American service patterns and, especially, whether the present approach based mainly on direct port calls will be replaced, at least in part, by a hub

and spoke system," said the report. "But the locks of the expanded Panama Canal are designed for New-Panamax (NPX) ships, which are forecast to initially have capacity of 13,500 TEU and eventually 15,000 TEU. Following worldwide trends, it is quite likely that NPX will be deployed on Panama as well as Suez services within five years of the expansion," Dr Ashar said. "It is not unfeasible that that introduction of ships too large for USEC ports' newly-dredged channels will trigger a change in the service pattern of both all water Panama and all water Suez to hub and spoke. "If the all water transforms into hub and spoke, it is reasonable to assume that the feeders will call at smaller ports previously bypassed. Additional calls may have a limited impact at ports with captive hinterlands, such as New York, but it may have a critical impact on ports like Miami, which has invested heavily in water, road and rail accesses hoping to be a first-in and last-out for all water Panama services," he said. **Source : Asian Shipper**



The **LUDOVICA** in Rio Grande – **Photo : Marcelo Vieira ©**



## Baltic Dry Index grows to 1,165 points

On September 3, 2013, the **Baltic Dry Index** jumped 29 points (2.55%) from the previous level (as of Sept 2) to settle at 1,165 pts. 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 time-charter basis, the index covers Handysize, Supramax, Panamax, and Capesize dry bulk cargo ships, 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 hit its record high since its introduction in 1985, reaching 11,793 points. On 3 February 2012, the index plunged to its record low of 647 points, since 1986. **Source : PortNews**





The YM BUSAN outbound from Melbourne – Photo : Dale E. Crisp ©

**THE ENDENBURG ELEMENTS**  
POWER | SAFETY | TRUST

We know what it means to be a trusted partner

**Technology** / Leveraging experience and expertise with the latest advancements in fibers, coatings and manufacturing processes. **Service** / Dedicated professionals making a difference from inception to completion. **Team** / Where people and technology make the difference. **Unparalleled** / Extensive family of existing products or custom engineered solutions to meet unique specifications. **Reliability** / Exceptional track record of replacing wire rope in the offshore industry. Trust Samson with your next synthetic rope project.

**endenburg**  
supplier of hoisting, mooring,  
lifting gear & towing equipment

T +31 (0) 182 51 55 44  
The Netherlands  
E [info@endenburg.com](mailto:info@endenburg.com)  
I [www.endenburg.com](http://www.endenburg.com)

**samson**

Visit address : Nijverheidstraat 4-6 2802 AL GOUDA The Netherlands  
Mail address : P.O. Box 252 2800 AG GOUDA The Netherlands

T +31 [0]182 51 55 44 F +31 [0]182 51 79 00  
E [info@endenburg.com](mailto:info@endenburg.com) I [www.endenburg.com](http://www.endenburg.com)

## FLEX LNG updates on dispute with Samsung Heavy Industries

**FLEX LNG** would like to provide shareholders with a brief update regarding the ongoing dispute with **Samsung Heavy Industries** ("SHI"). Commercial settlement discussions have resumed with SHI. It is too early to say whether these negotiations will result in an acceptable outcome for the company and its shareholders and FLEX LNG will update the market if these discussions develop further. In parallel, and as previously announced, FLEX LNG has commenced arbitral proceedings against SHI to secure the repayment of funds, after giving credit for cost properly and reasonably incurred by SHI on FLEX LNG's behalf. These proceedings are moving forward as expected. **Source: FLEX LNG Ltd.**

## Navigational Audits contribute to reducing near-misses and accidents

In spite of the fact that the techniques for safe navigation are well known, the safe navigation of a vessel still remains a challenge. It has been reported that more than 80% of shipping accidents have a non-technical cause; they are rather related to human error. The last Concentrated Inspection Campaign (CIC) on "Safety of Navigation" conducted by the Paris MoU in 2009 recorded that during 6331 inspections 1872 (30%) deficiencies were identified. In order to reduce navigational risks charterers recommend undertaking navigational audits.

Any accident or serious incident can have disastrous repercussions on a company's reputation. According to the Swedish P&I club, over the past six years four major cases have produced abnormally high claims. These cases represented nearly 2 billion USD in P&I costs. Clearly, it is time for shipping to become much more risk-adverse. Research has shown that the top 25% of ships, ranked according to safety, are involved in only 7% of all accidents. This clearly demonstrates the significant potential for reducing the number of shipping accidents.

Navigation is an area under close review by risk assessment teams. Navigational audits are already a requirement of the Tanker Management and Self Assessment (TMSA) guide and becoming more common in other trades, for example bulk carriers. Even if not a mandatory requirement, it is an element which speaks to a company's operational quality as well as a tool to improve performance, not only in the tanker business but also in order to satisfy charterers' requirements. Navigational audits assess how the ship is handled by the crew, what kind of support is provided shoreside and can reveal important navigational and bridge management errors, which could potentially lead to a collision or grounding. Improvements to existing Safety Management Systems can also be identified through the auditing process. What are the advantages of navigational audits?

- Comply with charterers requirements (especially: Vetting, TMSA)
- Learn from your and other people's mistakes
- Recognise that the human element plays a major role in the causation of accidents
- Enable a safe and professional navigational culture
- Use effective navigational audits to reduce overall risk
- Take advantage of navigational audits to improve company procedures
- Take advantage of navigational audits to improve training demands based on a gap analysis of crew skills and competences

### **Reduce risks and improve the company procedures**

Charterers nowadays have stricter requirements (Vetting, TMSA) regarding the safe navigation of a vessel. The crew plays a vital role in fulfilling these demands. Continuing professional development to maintain the competence of the crew is crucial for ensuring the safety of the crew, ship and cargo. The new GL Academy course "Navigational Audits" focuses on the challenges of safe navigation today. It covers the technical background regarding navigation and places special emphasis on current developments and charterers' requirements.

Participants will be made aware of gaps in crew knowledge that could lead to unsafe procedures, and will come to realise the huge importance of the human element in the navigational process.

The seminar will enable the participants to prepare, conduct and review navigational audits onboard or in the company. Special attention is given to navigational procedures and crew competencies, in particular as relates to future demands.

This one day seminar covers the following topics:

- Crew development
- Human element
- Critical bridge equipment
- Bridge procedures
- Developing navigational audits

Source: GL Academy

## MS The World docks at Novorossiysk port

Bahamas-flagged cruise ship MS [The World](#) moored at the passenger terminal of the Port of Novorossiysk, the city administration press office said.

The World is the only private residential community-at-sea where its Residents may travel the globe without ever leaving home. Since it first set sail in 2002, The World has visited over 800 ports in approximately 140 countries. The

ship is in ownership of residents of [The World](#) – 130 families from 19 countries – North America (49%), various European countries (36%), Asia, Australia, South America and South Africa (15%). The liner operator is Miramar, Florida-headquartered ResidenSea.

General characteristics: GT - 43,524 tons; Length: 196.35 m; Beam: 29.8 m; Draft: 6.7 m; Decks: 12; Speed (max): 18.5 knots. Average occupancy is 150-200 residents and guests. Crew – 260 from 40 countries.

Class: 1A1 ICE-1C Passenger Ship COMF-V (1) NAUT-AW CLEAN TMON. Builders: Bruce Shipyard (Sweden) and Fosen Mekaniske Verksteder Riesz (Norway). The ship was launched in 2001 and entered service in 2002. **Source :** PortNews



## NAVY NEWS

# US Navy to Commission 10th Virginia-class Submarine

The Navy is scheduled to commission its 10th Virginia-class attack submarine Sept. 7, during a pierside ceremony at Naval Station Norfolk in Norfolk, Va.

During a formal ceremony to be attended by several hundred dignitaries, families and crew members, Pre-Commissioning Unit [Minnesota \(SSN 783\)](#) will officially become [USS Minnesota](#) and join the Navy's active fleet. Minnesota began construction in February 2008 and was built in Newport News, Va., under a teaming arrangement between General Dynamics Electric Boat and Newport News Shipbuilding, a division of Huntington Ingalls Industries. The building team delivered the ship 11 months ahead of schedule in June. It achieved the highest readiness score of any Virginia-class submarine to date during an inspection by the Navy's Board of Inspection and Survey.

The leaders and Sailors already assigned to [Minnesota](#) have excelled, said Rear Adm. Ken Perry, commander, Submarine Group 2.

"[Minnesota](#) has done a superb job of readying the ship for service in the fleet as a commissioned warship," said Perry. "[Commanding Officer] Capt. John Fancher and his team have literally from stem to stern worked the combat systems, nuclear propulsion plant, logistics, and culinary service." Perry is currently responsible for 25 Los Angeles-class and Virginia-class attack submarines in commission. [Minnesota](#) will be the 26th.

"Administratively and operationally, the Minnesota is ready to join the fleet," Perry said.

During Saturday's ceremony, the ship's sponsor Ellen Roughead, wife of former Chief of Naval Operations retired Adm. Gary Roughead, will take part in a time-honored tradition when crew is called upon to "man the ship." With the order, Minnesota's crew will run aboard the vessel and formally place the submarine in commission.

"I think it will be one of those defining moments in our careers," said Senior Chief Machinist's Mate (SS/DV) Jody Reynolds who reported to Minnesota in 2011. "I remember when I showed up and the boat was an empty shell in a large building with pieces everywhere. I think there will be a lot of reflection on everything we've been through to get the boat to this point." The Virginia class is an improvement in capability for attack submarines. The fly-by-wire ship



control system improves ship handling in shallow water. It also features a larger lock-in/lock-out chamber and a reconfigurable torpedo room that can better support Special Operations Forces and their equipment.

"There's a very high demand signal on the attack submarine force from the combatant commanders. They require the key attributes of the attack submarines," said Perry. "They need that speed, they need the agility, they need the stealth, they need the endurance, and when necessary they need the firepower."

Minnesota is 377 feet in length and has a beam of 34 feet. It displaces 7,800 tons and can operate at more than 25 knots submerged.

Its reactor plant is designed to last the entire planned 33-year life of the ship, which helps reduce lifecycle cost while increasing the time the ship is available to perform missions.

The new submarine will be the Navy's third ship to bear the state of Minnesota's name. The first **USS Minnesota**, a sailing steam frigate, was commissioned in 1857 and served during the Civil War, remaining in service until her decommissioning in 1898.

The second **Minnesota** was commissioned in 1907. On Dec. 16, 1907 she departed Hampton Roads as one of the 16 battleships of the Great White Fleet sent by then-President Theodore Roosevelt on a voyage around the world. She continued her service through World War I and was decommissioned in 1921.

Saturday's commissioning ceremony is scheduled to begin at 10 a.m. and will be viewable via live web stream at <http://navylive.dodlive.mil> . Source : **Military.com**



The **LPD 17 SAN ANTONIO** arrived in Haifa - Photo : **Peter Szamosi** ©

## **South Korea Strives To Be A Contender**

South Korea recently launched the first of a second batch of six Type 214 submarines. This one was built by **Daewoo Shipbuilding & Marine Engineering**. The first three were built (from German components) by **Hyundai Heavy Industries**. Much to the chagrin of the South Koreans, who are trying to develop their own submarine building capability, the first three Type 214s had quality problems. Mostly it was defective components and poor construction techniques that left the three boats noisy and easier to detect.

The first three Type 214 subs were out of action for most of 2010 because of these problems. This was very embarrassing, as these subs were built in South Korea and that was a big deal in South Korea. Building submarines is a very specialized and exacting type of manufacturing, and South Korea has only been doing it for less than a decade. The first subs built in South Korea were these three German Type 214s, and the first of those entered service five years ago. The boats were built using licensed technology from the German developer (HDW) and many of the components were manufactured in South Korea as well. But then metal bolts in the Type 214s began coming loose or breaking seven years ago. The problem was traced to the South Korean supplier of the bolts which were not, it turned out, manufactured to the German specification. Eventually, German specialists were called in, and by 2011 the problem had been fixed.

South Korea went ahead with plans to build six additional Type 214 subs over the next 12 years. South Korea already had nine 1,100 ton Type 209 subs, designed and built in Germany. The Type 214 boats use fuel cells, enabling them to stay underwater for up to two weeks. The Type 214 is a 1,700 ton, 65 meter (202 foot) long boat, with a crew of 27. It has four torpedo tubes and a top submerged speed of 35 kilometers an hour. Maximum diving depth is over 400 meters (1,220 feet).

AIP boats go for up to a billion dollars each. The second batch of South Korean 214s will have an improved AIP system, which is apparently more reliable and provides a small increase in time underwater. South Korea will probably become a supplier of AIP systems as well because they now have the industrial expertise for this sort of high tech. The

latest Type 214 boat is important because if it proves to be flawless it will make South Korea a contender in the international submarine market. Source : Strategy Page

## SHIPYARD NEWS



### Ship Delivery

TOS is an international service provider in crewing solutions, global ship delivery and ship management.

**TOS**  
Energy & Maritime Solutions

in f t

Contact us: +31 10 436 62 93 • [www.tos.nl](http://www.tos.nl) • [info@tos.nl](mailto:info@tos.nl)



The **HALLIN DERWENT** fitting out at **DDW-Pax ocean** in Batam (Indonesia) – Photo : Lodi Boedels ©

## Keppel FELS Delivers Third Super B Jackup to Transocean

Keppel FELS has delivered to Transocean their third consecutive **KFELS Super B Class jackup rig** on time, on budget and with zero lost-time incidents. The rig was named **Transocean Ao Thai** on August 31, 2013 at Keppel FELS and has been chartered to Chevron for work in offshore Thailand. Two similar rigs – **Transocean Siam Driller** and **Transocean Andaman** – that Keppel delivered in March this year have been very successful in their drilling programs, the company reported.

Ihab Toma, Executive Vice President and Chief of Staff, Transocean, said, "Last Monday, the **Ao Thai** was handed over to Transocean from **Keppel FELS**. This transfer represents the fulfillment of the last of three of the finest rigs of their kind; built by **Keppel FELS** for Transocean for Chevron Thailand operations. But by no means should this be considered as an end. It is rather another milestone in the long relationship between these three companies and Thailand." Designed with larger spud cans, the **KFELS Super B Class** is able to operate in more places, especially areas where soft soil is predominant. A key feature is the rig's ability to build stands offline in its drilling system

package, which allows for simultaneous drilling and the preparation of drill pipes to take place. It also has 1.5 million pound drilling system and maximum combined cantilever load of 3,200 kips to help drive drilling operations.

"Keppel FELS is on track to deliver a record 20 rigs this year, and so far we have delivered 15. Most of these units are built to our winning proprietary designs. Building to our designs enables us to increase the efficiency of our building process while also providing for customised solutions." Source : MarineLink

## Hyundai Mipo Dockyard announces order for three container ships from European owner

Hyundai Mipo Dockyard of South Korea, the Hyundai group's specialist shipyard for small and mid-sized vessels, has announced that it received orders for three container vessels from an undisclosed European owner. In a regulatory filing to the Korean Stock Exchange, the company said that the orders would be worth the equivalent of USD 102.30 million in total. The price tag of USD 34.1 million per vessel suggests that the ships will be in the size class of about 2,500 teu. Delivery dates (expected to be mid-2015) and the identity of the owner are expected to be revealed soon.

Source : Linervision

## Eimskip first box ship launched at Weihai shipyard in China

The first of two new container vessels of Eimskip was launched in Weihai in China last Sunday. The launching went well and it's expected that the vessel will be delivered in the beginning of January 2014, and that she will call her home port in Iceland the second quarter 2014, the Company said in a press release.

The second vessel is expected to be delivered in second quarter 2014.

The vessels are sister-ships, designed and built based upon a German design and adjusted to meet Eimskip's requirements. Each vessel's size is 875 TEU, thereof containing 230 reefer plugs. Deadweight of the vessels are approximately 12 thousand tons. They are 140.7 meters long and 23.2 meters wide and equipped with two container cranes and therefore well suited for transport in Eimskip's market area in the North Atlantic. The vessels are each powered by 9,000 kW machine and with both bow and stern thrusters.

Eimskipafélag Íslands (The Icelandic Steamship Company) was founded on January 17th 1914, making it the oldest shipping company in Iceland. Eimskip has from the beginning emphasized on shipping transport to and from Iceland, today offering total transport solutions around the world. Eimskip has offices in 18 countries worldwide as well as agents in other strategic locations. Eimskip's goal is to provide its customers with all round transport services built on our dependable and efficient transport system in the North-Atlantic and transport forwarding around the world – forming an unbreakable transport chain from the shipper to the receiver. Source : PortNews

## ROUTE, PORTS & SERVICES

**TENWOLDE** MARINE EQUIPMENT & SERVICES

**MARINE AND TRANSPORT SERVICES**

- Ocean, river and estuary barge transportation
- Submerged tube tunnel element installation
- Pontoon ballasting while loading and transporting offshore structures
- Roll air transport
- Pipeline pulling
- Heavy Lifting projects
- Onshore transport of heavy structural parts
- Skidding and jacking of heavy machinery
- Machinery movements with hover plateaus
- Assembly of prefab constructions
- Port installation services for fenders and gangways
- Salvage

P.O. Box 5023 - 3274 ZJ Heinenoord - the Netherlands - Tel: +31(0)186-603333 - Fax: +31(0)186-603619 - info@tenwolde.com  
Visiting address: Boonsweg 19 - 3274 LH Heinenoord - the Netherlands - www.tenwolde.com



## Zim drops Colombo from 'AME' and adds Ningbo

Israel's ocean carrier Zim will change the rotation of its 'AME' (#828) Far East to Mediterranean service. A new weekly call at Ningbo will be added from 22 September and the present call at Colombo will be removed from 27 October. Further to this, the service's Med call order will be reshuffled, with Alexandria to be called first.

The revised rotation looks as follows: Xiamen, Ningbo, Shanghai, Dachan Bay (Shenzhen), Port Kelang, Cochin, Nhava Sheva, Mundra, Suez Canal (way point), Alexandria, Haifa, Ashdod, Mersin, Haifa, Suez Canal (way point), Xiamen.

The weekly 'AME' turns in 56 days and it deploys a fleet of eight 3,480 teu panamax-beam sister vessels of the German-built 'Zim Atlantic' series.

Originally, the 'AME' used to be an Asia to Europe loop with way calls in the Med. In February however, Zim decided to drop the service's Felixstowe, Antwerp and Hamburg leg in favour of a cooperation with MSC on the Swiss-Italian carrier's Israel Express Med-Europe service (#1767). Source : Linervision



The **ROCKWATER 2** arriving in Batam – Photo : Capt. Jelle de Vries ©

## "K" Line to invest in next generation car carriers

**Kawasaki Kisen Kaisha, Ltd.** ("K" Line) and shipbuilding companies have reached agreements to build four next generation car carrier vessels. Participating shipbuilders are Shin Kurushima Dockyard Co. Ltd and Japan Marine United Corporation, each company to build two vessels, respectively, the shipping company said Tuesday in a press release.

"We have spent considerable length of time studying and investigating the most suitable next generation car carrier with shipyards. We have appointed two shipyards and are adopting state of the art design in terms of top notch fuel efficiency and flexibility on cargo handling that will be far better than our existing fleet", says Yoshiyuki Aoki, Executive Managing Officer, Car Carrier Sector. "These vessels will be the widest beam ever built, around 37-38 meters with 7,500-unit capacity. Length of the vessel is kept at 200 meters, considering ability to call at any port."

"37-38 meter beam has come as a result of a series of simulation tests, exploring both better stability of the vessel and better fuel efficiency at the same time. Thanks to full support from the Shipyard, we are confident that we will have success in optimizing those two factors. These new vessels will be equipped with "CAUL" to mitigate wind pressure for optimum fuel consumption. Another technical point being addressed with these new ships is cargo loading equipment

inside of the cargo hold and loading ramp as well in order to be best suited for not only passenger cars but also other RORO cargoes."

"These four ships will replace existing aged tonnage. It is our estimation that the car transport market and RORO cargo market will steadily grow, so we will continue to develop our fleet to deliver value added efficiency and capability of handling an even wider variety of cargo mix to assure our services successfully meet the needs of our valued customers," Aoki added. Delivery of this quartet of new ships will take place in 2015 and the first quarter of 2016.

## Holland America Cruise Ship Skips Israeli Ports of Call

Holland America Line's **NOORDAM** did not call on Haifa as originally scheduled and will not call on Jerusalem at the same cruise, due to worries of a retaliatory Syrian assault on Israel should the United States attack Syria for its use of chemical weapons. "As a result of the uncertainties of possible military action against Syria and the potential of resulting Syrian attacks on Israel, we have canceled the scheduled calls of ms Noordam to Israel," a company spokesman told Cruise Critic. In place of the two ports, Holland America added three new ports: Bodrum and Antalya, Turkey and Nafplion, Greece.

Passengers on the affected sailing received a future cruise credit equal to 15 percent of their cruise fare paid. Shore excursions purchased through the line will be refunded and governmental fees and taxes will be adjusted accordingly.

**Holland America** did not say whether future cruises would avoid Israel. No **Holland America** ship is scheduled to visit an Israeli port until October 25, when **Noordam** is set to call on Haifa. Other cruise lines scheduled to visit Israel this week include Costa and MSC. Cruise Critic has reached out to both lines to find out if any changes are anticipated.

Source : Cruise Critic

## FESCO expands its fleet with M/V Malachite

**FESCO Transportation Group** has commissioned into service the **M/V MALACHITE**, the shipping company said in a press release. The ship will operate on short sea lines with the same class vessels **M/V FESCO PEVEK** and **M/V FESCO POSIET** on the Magadan-Korsakov-Petropavlovsk-Kamchatsky service. The **M/V MALACHITE** will be engaged in transportation of general, bulk and containerized cargo. The vessel has ice class to operate in freezing ports. The onboard electro-hydraulic cranes of lifting capacity of 50 tonnes each will enable the vessel to offload cargo unto the beach. Flag - Russian Federation, home port - Vladivostok.

Vessel specifications:

Year Built – 1989, Japan

Length - 113.12 m,

Breadth - 18.9 m,

DWT - 9,682 tonnes,

Speed, maximum - 15 knots.

Source : Portnews

**PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER**  
**If this happens to you please send me a mail at [newsclippings@gmail.com](mailto:newsclippings@gmail.com) to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.**

A red and white ship delivery vessel is shown at sea, moving from left to right. The ship has a white superstructure and a red hull. The text "ANY SHIP OR DESTINATION... WE DELIVER" is overlaid in white on the blue sky. Below it, the website "www.redwise.com" is listed. The Redwise logo, featuring a stylized red and blue wave, is in the bottom right corner of the ad, with the tagline "GLOBAL SHIP DELIVERY & CREWING" below it.

**Ship delivery**  
**Crew management**  
**Maritime recruitment**

Check our website!

Follow us!



The **ADRIANA** moored in Yalta Ukraine. - Photo : Neil Denholm - Seabourn Odyssey ©

## De maritieme divisie van Voith Turbo B.V. te Twello stelt nieuwe Sales Engineer aan

Per 1 september heeft **Voith Turbo B.V.** haar team versterkt met een nieuwe Sales Engineer in de persoon van **André Beijer**. Hij zal de werkzaamheden voortzetten van Daan de Jong welke zijn carrière sedert mei vervolgt buiten de Voith organisatie. André Beijer was voorheen werkzaam bij onder meer verschillende divisies van Van Voorden, IHC / Metalix en Yachting Consult / Mastership, Hij is derhalve goed bekend met de markt waarin **Voith Turbo B.V.** acteert. Zijn kennis en ervaring in de maritieme wereld maken hem voor Voith een gedegen medewerker om binnen de gelederen te hebben en het Nederlandse scheepvaartteam te versterken. Beijer kijkt uit naar deze nieuwe uitdaging in zijn maritieme carrière. Voith Turbo, de specialist op het gebied van hydrodynamische aandrijvings-, koppelings- en remsystemen voor toepassing op de weg, op het spoor, in de industrie en in de scheepvaart, is een onderdeel van de Voith GmbH. Voith stelt standaarden in de energie-, olie- & gas-, papier-, ruwe materialen en vervoers- en mobiliteitsmarkt. Opgericht in 1867 is Voith, met meer dan 42.000 medewerkers, een omzet van 5,7 miljard euro en vestigingen in meer dan 50 landen wereldwijd, een van de grootste familiebedrijven van Europa.

## Global maritime industry gears up for St Petersburg

The impact of the massive and continuing transformation of Russia's maritime industries will be on show to the world when the all-encompassing **NEVA 2013 exhibition** and conference programme takes place in St Petersburg from 24 to 27 September. Some 1,000 exhibiting companies and over 17,000 professional visitors are due to gather in the port city's major Lenexpo exhibition complex where for the first time in NEVA's 22-year history, exhibition space occupied by representatives from 50 countries will exceed 12,000 square More than 60% of this space has been earmarked for



Russia's leading companies with the likes of the United Shipbuilding Corporation (representing 60 shipyards across the Russian Federation) and The Russian Register of Shipping, celebrating 100 years of contribution to maritime development and Transas Marine all taking centre stage.

Sovcomflot recently signed an agreement with Gazprom to develop a fleet of gas tankers of 170,000 cubic metres capacity, with each vessel valued at more than \$200 million and, with a number of other initiatives under discussion the stakes could not be higher for Russian or foreign companies. Russian President Vladimir Putin referred recently to estimates putting domestic demand for shipbuilding at more than 510 ships with a total value in excess of \$195 billion over the course of the next 15 years.

Speaking in Vladivostok, President Putin said: "In addition to specialist vessels for the offshore oil and gas fields, including drilling platforms, exploration vessels, supply ships and [vessels for] the Northern Sea Route, Russian yards should move into new ship types, and above all container ships and gas carriers."

Foreign participation at NEVA 2013 will be headed by representation from the International Maritime Organization. National pavilions will be organised by countries including China, Germany, South Korea, Denmark, The Netherlands, France, Finland and the United Kingdom. The list of leading global attendees will include executives from Norwegian classification society Det Norske Veritas, Italian shipbuilder Fincantieri Navale, German companies Nordic Shipyards and Briese Schifffahrts, and AMEC Kromav, the Brazilian specialist company for shipbuilding, shipyard and offshore facilities. In the exhibition and conference programme, plenary and eight technical sessions will focus on all aspects of commercial maritime activity, with presentations on shipbuilding, ship technology, Arctic shipping, high speed vessels, LNG, ship repair, safety, hydrography and offshore activities.

Among the list of prominent speakers from Russia will be representatives from The Ministry of Industry and Trade, the Ministry for Transport and ZVEZDA OAO, engaged in the development, manufacture, sale, marketing and repair of diesel engines. NEVA 2013 will also be marked by a number of significant bi-lateral and specialist seminars including a special plenary conference and round table discussion devoted to the official Year of Holland and Russia addressing sea and river transport, a presentation and reception by the Federal State Mecklenburg-West Pomerania attended by the minister for economics, Harry Glawe, and Finland/Russia business to business meetings organised by the Finnish Marine Industries Association.

## MARITIME ARTIST CORNER



The **NEDLLOYD DEJIMA** (2900 TEU) was in her time (1973) the largest and fastest container vessel. Original her powersource was a steamturbine but due to the oil shortage (1973-74) her engine room was rebuild completely in 1981 with 2 Sulzer engines. That caused a major modification of her max speed from 30 to 21 knots. She became operational with the new powersource in 1982. Her life ended in 1998, at the demolition yard of Alang in India.

[www.hansbreeman.nl](http://www.hansbreeman.nl)

## .... PHOTO OF THE DAY ....



The 1989 built NOR flag semi-submersible heavy lift vessel **OSPREY** loaded with the 1976 built accommodation platform **ETESCO MILLENNIUM** bound to Tuzla, Turkey from Cadiz, Spain 45 miles off Licata, Sicily on Monday 2nd September, 2013. Photo : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

### UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>