



Number 251 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 08-09-2013**

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

Make sure you do not miss us at Offshore Energy (booth 11.095) and Europort (booth 6608)

 KOTUG	 OFFSHORE ENERGY 13 15-16 OCTOBER 2013 AMSTERDAM	EUROPORT connecting the maritime world 5-8 NOVEMBER 2013 ROTTERDAM
---	--	--

OFFSHORE FOR SURE



**The SD SALVOR with Taucher Wulf 5 with Barge KMR-103 seen passing the Kiel-Canal
04.09.2013 near Brunsbüttel. Destination: St. Petersburg (RUS)**

Photo : Tony Zech / www.zech-photo.de

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

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

CAREERS AT HMC:

- MARITIME AUTOMATION ENGINEER (OFFSHORE)
- RJ-LAY WORKSTATION COORDINATOR (OFFSHORE)
- TECHNICAL SUPERINTENDENTS (OFFICE)
- WWW.CAREERSATHMC.COM



The image shows a large offshore oil rig with a prominent red crane and various structural elements. In the top right corner, there is a logo for HMC Marine Contractors, consisting of a red square with a white 'H' and the text 'MARINE CONTRACTORS' below it.



The **SPRING SWEETBRIER** is getting a push out of Dampier, Western Australia (5 sept) –

Photo : Max Brunet de Rochebrune ©

Dry bulk market reaches new year-highs on the back of increased Capesize demand

The dry bulk market has been on the rise once again, but this time around any new increase of freight rates translates into new year-highs, thus bringing more cheers among dry bulk ship owners, who are actively looking ahead, wondering whether this latest rally is a sign of things to come, as 2014 is believed to be the first year of a substantial recovery in freight rates. Yesterday, the Baltic Dry Index (BDI) reached 1,279 points, up by 64 points on the day. As expected, this latest rise was backed by strong Capesize demand as evidenced by the Baltic Capesize Index's increase of a whopping 215 points, to 2,660. Panamaxs were also higher by 28 points, to 961 (BPI), while, a more modest rise of nine points to a total of 952 was also evident in the Supramax market.

According to Fearnleys latest weekly report, on the Capesize market, "Spot and period reaching levels not seen for quite some time, as iron ore volumes from both West Australia, South Africa and Brazil show very positive

developments. Despite very limited transatlantic activity and consequent poor earnings for that particular niche, overall average daily spot earnings are up 14% w-o-w to come in at usd 18000 - and continuing up. Support is given from market faith in Q4/2103, with corresponding FFA's presently at an impressive usd 25k. Period levels AND FFA values for CAL14 follow suit, with resultant fixtures including 2012-built 179000-tonner delivering S.Korea mid sept done for 6-9 months at usd 19800, 180000 dwt/built 2011 delivering China prompt for 12-16 months at usd 18300 and 180000 dwt/built 2013 fixing ex Imabari Yard mid sept for 30-36 months at usd 20k with options for 4th and 5th year at usd 24k and usd 26k respectively", Fearnleys said.

In a note this week, Grindrod, a major sea transportation conglomerate, said that "commodity demand remains strong and world seaborne trade continues to grow.

Demand is recovering in the products market which, when allied to minimal deliveries of newbuilding vessels, is resulting in sharply improved tanker rates. The outlook for the dry cargo market remains weak due to the number, albeit reduced from 2012 levels, of new ships delivering into an already oversupplied market. On the positive side, scrapping of older drybulk tonnage continues at high levels and the newbuilding order book going forward is limited. This is leading to a rebalancing of the supply/demand equation, in particular on the smaller size ships. The owned and long-term chartered fleet has a reasonable level of cover for the remainder of 2013, combined with solid ship operating forecast earnings. Forward contracts on 36% (weighted by revenue) of vessels in the second half of 2013 will lock in US\$1,6 million of operating profit, with 22% (weighted by revenue) of vessels already under contract for 2014, resulting in contracted operating profits of US\$8,5 million", Grindrod said.



4 Bulk carriers being loaded in Dampier, Western Australia (5 Sep) In the front the [Hanjin Soju](#), behind her the [Ocean Queen](#). On the other side of the pier the [RTM Columbus](#) and behind her the [Spring Hydrangea](#).

Photo : Max Brunet de Rochebrune ©

Meanwhile, in the Panamax market, Fearnleys said that "we see more activity in the both hemispheres this week. More coal and iron ore cargoes are entering the market and owners willing to haul are in for a good 15k for same bss Cont delivery. TA's are being paid 8 and even up to 10k. With the Chinese restocking their iron ore piles and Cape rates at descent levels, we see more stems being quoted as panamax stems. In the Pacific it is a steady flow of coal cargoes entering the market and rounds are being paid around Usd 8k. The imposed tax on low grade coal from the Chinese has not yet transferred into the shipping market. The latter we believe will add more tonne miles into the trade and we will see less of the Indonesian rounds that we see today. Period market has regained activity with supporting FFA values making it more attractive for takers. LME's are now fetching close to Usd 9,500 for one year and high 9's for 2 years", the shipbroker said.

Finally, in the Handy market, Fearnleys noted that "nickel ore was pushing the Feast market, several ships were fixed from low teens to \$14k. Indo/India was still supported by bauxite, while there were not many coal orders. Vessels ballast from N.China asked \$9k+260 gbb bss ap E.Kalimantan for trips to India. WCI-PG was rather quiet, trips via S.Africa to Feast paying 8+200k levels. For Nopac rounds vessels were trading at 8k +. It seems there was an increasing interest in spot period, 55k dwt spot N.China fixed 3/5 months redelivery WW at mid 9k, others open in SE.Asia got 11/13 months biz at high 9k", it concluded. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Navios Maritime Acquisition Corporation Announces Delivery of One Chemical Tanker With Employment

[Navios Maritime Acquisition Corporation](#), an owner and operator of tanker vessels, announced that the [Nave Constellation](#), a new building chemical tanker of 45,281 dwt, was delivered from a South Korean shipyard.

The **Nave Constellation** has been chartered out to a quality counterparty for two years at a rate of \$14,869 net per day, plus 50% profit sharing based on a formula. The charterer has been granted an option for an additional year at a rate of \$16,088 net per day, plus 50% profit sharing.

The **Nave Constellation** is expected to generate approximately \$3.0 million of annual base EBITDA (\$6.0 million of aggregate base EBITDA for the charter period) assuming operating expense approximating current operating costs and 360 revenue days per year.

Fleet Update

Following the delivery of the **Nave Constellation**, Navios Acquisition has 31 vessels in the water. Navios Acquisition has contracted 93.6% and 62.8% 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: Navios Maritime Acquisition Corporation**

AFFORDABLE & SECURE LAY-UP



Harbour G950 • Griendweg 14, 's-Gravendeel • T: +31 (0)85 - 877 91 14 • F: +31 (0)85 - 877 91 15

info@dutchharbour.nl www.dutchharbour.nl



The **POLARCUS NADIA** exchanging materials in Den Helder Agent: **Den Helder Support Service**

Photo : Tom van Oossanen – www.tomvano.com ©

Carnival Agrees To Spend \$180 Million To Reduce Ship Pollution

Carnival Corp., the world's largest cruise operator, agreed to spend \$180 million to cut sulfur emissions from 32 ships, bowing to demands by the Environmental Protection Agency to clean up pollution it causes near ports.

Under the agreement with the EPA, announced by Carnival and the agency, the company will install scrubbers and diesel particulate filters on its ships to cut pollutants that can exacerbate smog or discharge microscopic particles dangerous to humans' lungs. "We have developed a breakthrough solution for cleaner air that will set a new course in environmental protection for years to come," Carnival Chief Executive Officer Arnold Donald said in a statement.

Regulators are seeking to reduce emissions from vessels, including cruise ships, that the EPA says are significant contributors to air pollution at ports. Standards developed by the U.S., Canadian and European governments imposed a 1 percent cap on sulfur in diesel used by ships in a 200-mile zone near the U.S. shore as of last year, and a 0.1 percent cap by 2015. The cruise industry complained that enough low-sulfur fuel might not be available by 2015, which could raise their costs. **Carnival**, based in Miami, will scrub the emissions instead of using lower-sulfur fuel, with a deadline of mid-2016 to install the equipment on all 32 ships, which primarily serve North American markets. That will help the company head off higher fuel costs, the company said in its statement. **Carnival** runs 102 ships under 10 different brands, including **Princess, Holland America, Costa** and **Cunard**, and said it would "explore the possibility" of adding the scrubber technology to other ships. "This is clearly a mixed bag, because it will mean dirtier air in the short term, with the potential for cleaner air down the road," Frank O'Donnell, president of the Clean Air Watch, said in an interview. **Source: Salon**

First MLC detention in Denmark

The Liberia flagged offshore supply vessel **Atlantic Carrier** has for 24 hours been detained in Esbjerg. The Danish Maritime Authority discovered during a control Tuesday that the crew was without contracts. The detention is the first in Denmark as a result of breach of MLC requirements.

"It is satisfying to see that the MLC requirements are incorporated in the Danish authority's port state control. The seafarers' employment is quite basic. The contract is a piece of paper that states under which conditions he or she is employed. Conditions such as wages, rights during sickness, etc must be included in the contract and if this is missing, no one can be aware of the terms," says President of CO-Søfart, Ole Philipsen. The seafarers' working and living conditions have with the entry of the MLC, Maritime Labour Convention on 20 August become part of a supervisory system. Ole Philipsen has on several occasions emphasized the MLC requirements as a most important measure for seafarers since World War II. Conditions on board a ship have not previously been part of the inspectors' duties under the Port State Control. The company behind **Atlantic Carrier** corrected the situation and the ship will continue to operate in the North Sea, where it operates in connection with the offshore wind farm DanTysk, which is currently under construction. **Source: CO-Søfart**

Norsafe takes back the world record for free-fall lifeboats

At 7:50pm on Tuesday 3rd September, the world's most advanced free-fall lifeboat performed a successful drop from a height of **66.8 metres**. This is a new world record for free-fall lifeboats, and **Norsafe** has hereby taken back its



record, which has been in the company's possession since 1999, with only two brief exceptions. The new generation free-fall lifeboat, GES52, fulfils the latest standards for life-saving appliances on the Norwegian continental shelf, and will be certified for heights of up to 51 metres! **Norsafe GES52 (Gravity Escape System)** is the second model in a series of three newly developed free-fall lifeboats, all meeting the new DNV-OS-E406 regulations that take effect from 2015.

GES52 is 52 feet long, has a capacity for at least 70 persons of 100kg. The boat's design has undergone extensive testing that has shown its good characteristics, offering the best possible conditions for a safe evacuation in an emergency situation.

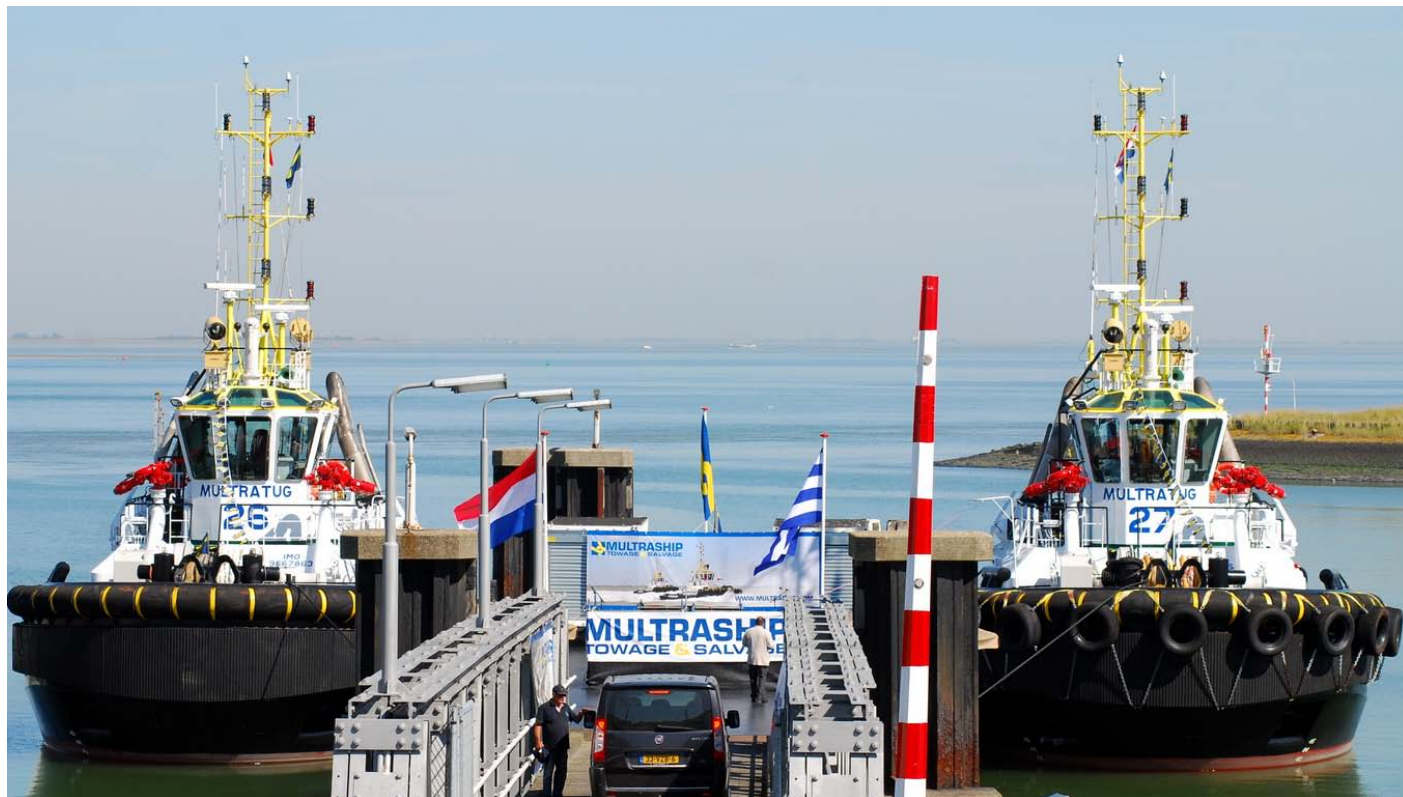
Norsafe is the world leading provider of marine life-saving systems, and has become known over its 110-year history for always setting safety and quality as its first priorities.

Norsafe Group has its headquarters in Arendal, Norway and counts over 1000 employees. The company has a worldwide involvement that includes production, sales, delivery and service of lifesaving equipment for ships and to

the offshore industry. Norsafe has its own production and sales/service companies in Norway, China, Greece, Mexico, Singapore, South Korea, Australia, USA, Japan, Brazil and the Netherlands. In addition, Norsafe Group has a network of 45 authorised service partners spread across all continents. Norsafe Academy offers courses and training, STCW95/OLF & OPITO, as is currently expanding its network. **Norsafe** is continually growing, and new daughter companies and service stations are being planned/developed.

For further information, visit our website: www.norsafe.com and www.youtube.com/norsafeas

MULTRATUG 26 AND 27 CHRISTENED IN TERNEUZEN



In Terneuzen, the homeport of **Multraship** the new 63+ ton BP tugs **MULTRATUG 26** and **27** were christened last Thursday



The **MULTRATUG 26** was named by **Yvonne Nuijten** and the **MULTRATUG 27** by **Desiree Muller**.

Photos : Richard Wisse – www.richard-photography.nl (c)





JAARBIIJENKOMST 2013

Het is al weer bijna zover! De Jaarbijeenkomst 2013, waarvoor wij u bij dezen uitnodigen, zal worden gehouden op zondag 6 oktober a.s., wederom in de Oosterkerk, Grote Oost in Hoorn. Het programma luidt als volgt.

11.30 uur	De oudheidkamers van de Stichting (Achterom 17) zijn geopend
13.15 uur	Oosterkerk open, ontvangst door het bestuur van de Stichting Het orgel in de kerk zal worden bespeeld door Hans Weenink
13.50 uur	Welkomstwoord van de voorzitter, Kees van Louvezijn
14.00 uur	De Atlas van de wereld - lezing door de heer drs. Sjoerd de Meer
15.00 uur	Presentatie jaarpublikatie 2013 "JOURNAAL, OPGEMAAKT OP DE REIS VAN NIEUWE DIEP NAAR BATAVIA 1868-1869 ds. P.Heering" en overhandiging eerste exemplaar aan de burgemeester van Hoorn
15.15 uur	korte pauze
15.35 uur	Muiters, kapers en andere rampspoed: de laatste Nederlandse Zuidzee-expedities in de achttiende eeuw - lezing door de heer dr. Ruud Paesie
16.35 uur	Rolling Home met de Shantymen Kaap Hoorn
17.00 uur	Schoot aan!
18.00 uur	Buffet
20.00 uur	Sluiting

De sprekers :

Drs. Sjoerd de Meer

Drs. Sjoerd de Meer (1958) is als conservator cartografie verbonden aan het Maritiem Museum Rotterdam. Onlangs publiceerde hij bij de Walburg Pers een facsimile van de 'Atlas van de Wereld' (Nederlandse editie 2011; Engelse editie 2012)

Gerard Mercator (Rupelmonde 1512 - Duisburg 1594) is de belangrijkste cartograaf uit de zestiende eeuw. Zijn invloed is tot op de dag van vandaag merkbaar. Hij bedacht de naam Atlas voor een in boekvorm gebonden reeks kaarten en hij is de geestelijke vader van de Mercatorprojectie die nog steeds wordt toegepast. Ook was hij de bedenker van het gebruik van cursief schrift op kaarten. Mercator introduceerde de naar hem vernoemde projectie in zijn wereldkaart die hij in augustus 1569 op de markt bracht. De kaart was bestemd voor de zeevaart 'ad usum navigantium', zoals in de titel van de kaart wordt vermeld. In tegenstelling tot de in zijn tijd gangbare zeekaarten kon op zijn kaart een koers als een rechte lijn worden uitgezet. De Mercatorprojectie kwam pas na de dood van Mercator in de zeevaart in gebruik. Het duurde tot de negentiende eeuw voordat het de gebruikelijke projectie voor een zeekaart werd. In 1930 slaagde

het Maritiem Museum in Rotterdam erin om één van de toen nog vier bestaande exemplaren van Mercators wereldkaart uit 1569 voor de collectie te verwerven. Eén daarvan is aan het einde van de Tweede Wereldoorlog verloren gegaan. Het Rotterdamse exemplaar is een afwijkend exemplaar. Het is geen wandkaart, zoals die in Parijs en Basel, maar een atlas die is samengesteld uit bladen van minimaal drie wandkaarten. Tegenwoordig staat deze bekend als de 'Atlas van de Wereld'. Vermoedelijk vervaardigde Mercator de atlas zelf. In deze lezing staat Mercators wereldkaart uit 1569 en meer in het bijzonder de 'Atlas van de Wereld' centraal. Aan de orde komen vragen als: waarom bedacht Mercator de naar hem genoemde projectie en waarom gebruikte hij die alleen in zijn wereldkaart uit 1569? Verder wordt ingegaan op de vraag hoe het Maritiem Museum de 'Atlas van de Wereld' verwierf en voor wie Mercator de 'Atlas van de Wereld' vervaardigde.

Dr. Ruud Paesie

Dr. Ruud Paesie (1956) studeerde aan de Universiteit van Nijmegen. Tussen 1991 en 1994 was hij als medewerker van de Afdeling Archeologie Onderwater betrokken bij een onderzoek naar een laat-Romeinse brug in de Maas bij Cuijk. In 2008 promoveerde hij aan de Universiteit Leiden op een onderzoek naar de illegale goederen- en slavenhandel op West-Afrika tijdens het achttiende-eeuwse handelsmonopolie van de West-Indische Compagnie. Hij publiceert over uiteenlopende maritieme en sociaaleconomische onderwerpen, veelal met een Zeeuws tintje. Als Research Fellow is hij verbonden aan het Internationaal Instituut voor Sociale Geschiedenis te Amsterdam.

In 1724 organiseerde de kort daarvoor opgerichte Middelburgse Commercie Compagnie (MCC) een handelsexpeditie naar de Stille Zuidzee. Het doel van de reis was de westkust van Zuid-Amerika: een verboden handelsgebied met rijke zilvermijnen, dat onder Spaans gezag viel. In augustus stak de vloot vanaf de rede van Rammekens in zee. Een maand later vertrok vanaf de rede van Texel een vergelijkbare Amsterdamse expeditie.

Bij Kaap Hoorn kwamen de Middelburgse schepen in problemen. De beide Amsterdamse fregatten wisten Kaap Hoorn weliswaar te ronden, maar kwamen daarna ook in problemen. Het contact tussen beide schepen verbrak en de Sint Louis viel in juni 1725 in Spaanse handen. In zijn lezing gaat Ruud Paesie dieper in op de achtergronden van deze parallelle Middelburgse en Amsterdamse Zuidzee-expedities. Waarom organiseerden de MCC en de Amsterdamse handelsfirma Mottet & Voordaagh deze kostbare en risicovolle handelsmissies naar dit verboden gebied?

De kosten voor het bijwonen van onze jaarbijeenkomst bedragen € 35 p.p. (gehele bijeenkomst, alles inclusief) of € 15 (zonder buffet, maar inclusief Schoot aan!). Introducé(e)s zijn van harte welkom. In verband met de als altijd te verwachten grote belangstelling verzoek ik u vriendelijk het verschuldigde bedrag zo spoedig mogelijk over te maken op rek.nr. 2769806 t.n.v. de penningmeester van de Stichting NKHV, onder vermelding van 'Jaarbijeenkomst 2013', en u bij voorkeur per e-mail aan te melden (plankenjohn@upcmail.nl) dan wel door onderstaand strookje toe te zenden aan de penningmeester, de heer J.H.F. Planken, Herengracht 13, 1441EV Purmerend.

Met vriendelijke groet,

Gerard van der Meer, secretaris

Naam:

Woonplaats:

zal/zullen aanwezig zijn op de Jaarbijeenkomst 2013.

Handtekening

.....

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 to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.



"Pacific Radiance" vessels at CrestSA yard. L to R : **Crest Transporter** (Landing Craft), **Crest Support 1** (Accommodation Work Barge), **Crest 2821** (Deck Cargo Barge), **Crest Atlas** (Ocean Going Tug) and **Crest Opal** (Ocean Going Tug). **Photo : Ey Kuet ©**

Custom Made Equipment, 24 hours per day, 365 days per year!

Kon.Wilhelminahaven zz.22, 3134 KG Vlaardingen. Port no 650. The Netherlands. Phone (24h) +31 (0)10-434 44 45. info@MariFlex.net - www.MariFlex.net

Co-shirt sponsor
Football club
Sparta Rotterdam

Organisator
MariFlex Open Darts
Tournament

MariFlex Group

Professionals in liquid cargo handling

Somali Government concern on remittance closing and pirate situation

Council of Ministers meeting chaired by Her Excellency Deputy Prime Minister Fowziya Yusuf Haji Adam today expressed their concern of the international banking system tightening regulations on the Somali small money-transfer companies. The council called on Barclays Bank and other International banks to maintain the legal remittance system, which is a lifeline for many in Somali and around Horn of Africa. "We are deeply concerned the situation of the money transfer business, which is the main source of income to millions of people and contributes a significant percentage to the regional economy. Stopping diaspora support system will have a negative impact to the livelihood of the Somali community and other similar communities around the region," Deputy Prime Minister said.

She also stated that the Somali government is doing everything possible to guarantee the continuity of this family support system. Barclays Bank recently announced its decision to close the accounts of some of its money service businesses. A decision based to minimise the risk of falling foul of money-laundering regulations. The move will cut an estimated \$162 million transfer of funds only from Somalis in the UK to Horn of Africa. The Somali government strongly believes that small money transfer agencies have zero contribution to money laundering and present no risk to the international banking system. These agencies deal with small amounts of money sent between relatives and families.

The Council of Ministers also discussed the situation of the Somali coast pirates acknowledging progress on securing of the Somali coast. The Chairman of the Somali Anti-Piracy Task Force, Muhiyadin Ali Yusuf reported to the council that there were no single ship hijacked for more than 15 months off the Somali coast and the coastal security situation has improved.

He stated that Illegal fishing is the root cause of the Somali piracy and recommended the Somali government and its international partners to address the issue of illegal fishing. "There should be an international legal framework to prosecute illegal fishers on the Somali coast that is very important to stop piracy business," Muhiyadin said. He noted Anti-piracy resource allocations put Somalia on the back seat and that makes the country the least invested in the region, which is totally counter-productive in the fight against Somali coastal pirates. **Source : Horseed Media**

UASC to pay US\$2 billion for five 18,000 TEUers, five 14,000 TEUers

UNITED Arab Shipping Company (UASC) has placed its largest ever order for newbuildings worth more than US\$2 billion with Hyundai Heavy Industries (HHI) in Korea for five 18,000 TEU vessels and five 14,000 TEU ships, including options for one additional 18,000 TEU vessel and six more 14,000 TEUers.

The vessels will be among the largest and most technologically advanced and environmentally-friendly containerships built so far. They have been designed to improve cost efficiency given the high price of bunker fuel and will be "LNG ready" when delivered. UASC director Abdul Aziz Al-Ohaly said at the signing ceremony in Dubai, "This is a critical step for the company to deliver on its long-term growth objectives. In addition, UASC hopes to set new benchmarks for fuel economy and environmental performance." The latest order follows an earlier contract for nine 13,500-TEU vessels as the company makes significant investments in a newbuilding programme designed to establish its fleet as one of the youngest in the world and to take its "future fleet to the next level" to "ensure a successful and sustainable future for UASC", the company said in a statement.

Said HHI president OH Kim: "Four decades of relationship witness container ship size of UASC at Hyundai grow 16-fold, in other words from 1,100 TEU to 18,000 TEU!"

The shipping line plans to deploy the 18,000 TEU ships on its Asia and Europe trades, and to improve its position in its other key trades through the deployment of the 13,500 and 14,000 TEU vessels. The 14,000- and 18,000-TEU newbuildings are scheduled for delivery from late 2014 and from the first half of 2015, respectively. **Source :** Schednet



The **NAVIGATOR NEPTUNE** in Rio Grande – **Photo : Marcelo Vieira ©**

Seagoing defibrillator sales boom as ships comply with new UN rules

MARTEK Marine, based near Sheffield in northern England, said there has been a big increase in the sales in its of sea-going defibrillators, up 475 per cent on 2012, with over four months of the year remaining.

This is the result of new United Nations regulations, promulgated by its agencies the International Maritime Organisation (IMO) and the International Labour Organisation (ILO), who have enacted the Maritime Labour Convention's (MLC) which requires defibrillators on every ship. Martek Marine sales include an order for 100 defibrillators for Swire's entire China Navigation fleet. Other customers include Bernhard Schulte Management, Chemikalien Seatransport and Topaz Energy & Marine. Said Martek product Ian Couldwell: "It is extremely encouraging to see the positive response to MLC 2006. Of course these changes are required under law but regulation like MLC puts these often overlooked safety devices and procedures into the thoughts of shipping management." The requirement for medical aids will see substantial increases by MLC 2006.



Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting
Nijverheidsweg 21 - 3161 GJ Rhooen - Tel. +31-(0)10-5018000

VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl

Skipper of French fishing boat that ran into rocks on Lizard 'asleep at the helm'

The skipper of a French fishing vessel has been ordered to pay £11,155 in fines and costs after pleading guilty to endangering his vessel and crew, together with failing to keep a proper look-out, after falling asleep at the wheel.



On the afternoon of Wednesday 28 August 2013 the fishing vessel 'Scuderia' sailed from Roscoff in northern France towards fishing grounds off the Lizard Peninsula. At about 10.30pm the vessel ran aground at Lankidden Cove between Cadgwith and Coverack. Falmouth Coastguard was contacted at 11.01pm and an emergency response activated, with the Lizard RNLI lifeboat attending together with the Porthoustock Coastguard

Rescue Team. None of the 5 crew was injured but the forward fuel tank had been ruptured, with the loss of approximately 10 tonnes of diesel. An anti-pollution and salvage operation was put in place and the vessel was refloated on Monday 2 September 2013. Pollution was minimal with no longer term problems anticipated. The 38-year-old skipper, Gilles Lemaitre, stated the grounding had been caused by him falling asleep on the bridge after having had little sleep when off-watch and self prescribing Codeine tablets. Mr. Lemaitre appeared before Truro Magistrates' Court today where he pleaded guilty to both offences. In sentencing, the court took into consideration his full cooperation with the Maritime and Coastguard Agency (MCA) in this matter as well as his early guilty plea.

Tony Heslop, the MCA's Area Operations Manager (Survey and Inspection) for the South West said: "There are no excuses for the person responsible for navigating the vessel to fall asleep on the job. More so when that person is the skipper who has taken medication that could impact on him staying awake and alert. He could have called one of the other crew members to come to the wheelhouse and take over. "This was a serious incident which could have had much more severe consequences." **Source : TheWestCountry**

ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !

Iran to release detained Indian ship

Detained Indian oil tanker **MT Desh Shanti**, carrying 140,000 tonnes of Basrah crude from Iraq to India, is to be released by Iran, informed sources said Thursday. "The Indian tanker is to be released," said a source.

The Shipping Corp of India (SCI) vessel was detained Aug 12 in the Persian Gulf by Iranian authorities for allegedly causing pollution.

On Wednesday, Iran's Ports and Maritime Organization chief Ataollah Sadr said the Indian oil tanker can leave the country after "presenting the necessary guarantees to the Iranian Ports and Maritime Organization and compensating through its protection and indemnity (P&I) insurance coverage", said Iran's Fars News Agency.

Nima Pourang, director general for maritime pollution affairs at Tehran, told Fars that the tanker has been detained because it discharged its oily ballast water 30 miles away from Iran's Lavan island in the Persian Gulf which caused a 10-mile-long oil slick on the sea.

Iranian foreign ministry spokesman Seyed Abbas Araqchi has rejected media reports that the move was politically motivated. India has slashed its oil imports from Iran following US and EU sanctions on Tehran for its alleged nuclear weapons programme.

"The ship has been detained by Iranian naval forces for causing widespread pollution in the Persian Gulf," Araqchi said, adding that the inspection of the Indian tanker was not at all due to political reasons.

The supply of crude from Iran slipped from 18.1 million tonnes to 13.3 million tonnes in 2012-13, a fall of about 26.5 percent. On Aug 28, India decided to lodge a strong protest over the detention of its oil tanker and sought an "unconditional" release of the vessel. Foreign Secretary Sujatha Singh had summoned Iranian Ambassador Gholamreza Ansari to lodge the protest. **Source : IANS**

Group behind Cosco Asia attack promises more Suez strikes

The group behind last week's Saturday's RPG attack on the **COSCO ASIA** containership transiting the Suez Canal has promised more strikes. Al Furqan, which claimed responsibility for the attack by posting a [video](#) of the moment the **COSCO ASIA** was hit, has since issued a statement entitled 'Democracy is Infidelity' promising further more severe action against ships crossing the canal.

The group claimed it was "targeting the international shipping waterway which has become a safe route for crusader aircraft carriers travelling to attack Muslims, and a trade artery for infidel and tyrannical states".

Kevin Doherty, president of US security firm Nexus Consulting, said his company has issued heightened warnings to ships heading to the canal.

Although the Egyptian military did arrest three people in the wake of the ship attack, Doherty noted, "Clearly at least some of this group are still at large as they are still posting statements and evidence." Doherty said: "The true risk needs to be articulated, quantified and then it can be mitigated."

The Egyptian military has bolstered its forces, fanning out along the waterway and taking control of every canal installation in the past two days. **Source : Gulfshipnews**

NAVY NEWS

LOOKING FOR AFFORDABLE TV AT SEA?

- Fully Automated, All-in-one
- High Quality Antennas, dish from 28cm up to 1.2m
- Built-in GPS
- Unsurpassed Dynamic Tracking
- DVB Signal Identification
- Built-in Auto Skew Angle Control System (Larger Antenna's Only)
- Embedded HD module and TriSat function
- User-friendly Operation
- Tune in Your Favorite HDTV Channels

deepsea@alphatronmarine.com

www.alphatronmarine.com





Early Friday morning the Dutch submarine **DOLFIJN** arrived in Rotterdam as participant In the World Port Festival, a yearly returning event. The sub was assisted by the tugs **BUIZERD** and **FAIRPLAY 23**. In the background two of Rotterdams famous bridges : "De Zwaan" and "De Hef". **Photo : Henk Ros ©**

Navy invites bids from salvagers to help raise sunk submarine INS Sindhurakshak

The Indian Navy is sifting through proposals sent by salvagers from around the world on retrieving sunk submarine **INS Sindhurakshak** and firmly establishing what led to the August 14 explosions that killed 18 personnel.

This kind of complex salvage task has never been undertaken in the country. Five companies - **Titan Salvage, Smit, Ocean Centre Diving, Arihant Divers, Graph Tech Marine** and **Duke Offshore** - have submitted their proposals on how the boat can be salvaged. After going through the proposals, the Navy will invite bids as the next step in selecting the most suitable entity to carry out the challenging task.

Very few navies in the world have the capability to carry out salvage operations of this kind. Sources described the daunting task that awaits as an "enormous challenge" as the submarine is around 10-15 per cent submerged in the seabed. Making matters worse is that it has sunk in an area of restricted space at Mumbai's naval dockyard. Far from being a positive, the limited depth in the dockyard restricts the options for any salvage operation. Critical task Simply lifting out the vessel isn't a bright idea either. The structural integrity of the submarine is still not 100 per cent established to ascertain if it would be able to withstand the lifting.

One of the most critical tasks would be removal of munitions and weapons from the sunk vessel. The submarine still have ammunition which needs to be secured. Officials said every salvage operation is unique, and cannot be compared to other such rescues, like the famous one of Russian submarine **Kursk** that sank in the Barents Sea with 118 men in 2001. The **Kursk** was salvaged by Dutch companies **Mammoet** and **Smit International** in an operation that lasted four months. It was brought to the surface where weaponry was removed along with the bodies of the crew.

Smit International is one of the companies is in fray for the proposed Mumbai salvage operation. It had also assisted in salvaging **INS Vindhyagiri** which had capsized after colliding with a merchant vessel in Mumbai in 2011.

Sources said salvage operations work on the philosophy of 'no cure no pay', which means that the task has to be completed according to the Navy's requirements. The tracing of bodies of naval personnel who were killed in the explosion on **Sindhurakshak** has also proved to be a very difficult task. The naval divers worked in turbid waters with limited access to the boat. The visibility was so bad that the divers could not even see their own hands once underwater. Key factors that will determine the salvage operation are depth, tidal condition, feasibility of approach and weight of the vessel. All these determine the choice of technique to bring the boat out. The assessment of the extent and state of armament on board is another crucial task. **Source : Mail Online India**

Bid to ban documentary on sinking of South Korean navy ship Cheonan fails

A South Korean court ejected an attempt to ban a documentary film which questions Seoul's claim that North Korea

was behind the 2010 sinking of the warship **Cheonan**. The corvette sank with the loss of 46 lives on the night of March 26, 2010, near the South's disputed Yellow Sea border with the North.

An investigation by a South Korean-led international commission concluded it had been sunk by a torpedo from a North Korean submarine - a charge Pyongyang angrily denied.

The film highlights theories that cast doubt on the commission's

findings. It cites experts who question the findings of the investigation, including one who suggested the warship probably sank after colliding with a submarine of unknown origin. Project **Cheonan** angered the military, and three naval officials - together with two relatives of sailors who died on the Cheonan - filed an injunction last month to ban the documentary. But the court at Uijeongbu near Seoul rejected the injunction, saying the movie had not distorted facts or tarnished the reputation of the victims as claimed by the complainants. **Source : South China Morning Post**



24/7 PHONE +31 10 2042 445
salvage@mammoet.com www.mammoetsalvage.com

MAMMOET Salvage
Worldwide Salvage
Smart solutions, united experience

The costs and doubts keep growing for carrier Ford

Though the projected costs of building the carrier **Gerald R. Ford** have ballooned by more than 22 percent over five years, it appears that the ship may not be fully functional when it's commissioned, according to Congress's watchdog agency.

"As it stands, the Navy will not be positioned to deliver a fully capable ship" at its commissioning, now scheduled for March 2016, according to a report on Ford-class carriers released Thursday by the Government Accountability Office.

The Ford, being built at Newport News Shipbuilding, was budgeted to cost \$10.5 billion when construction was authorized five years ago. The Navy's current estimate is \$12.8 billion. That would make it the most expensive warship ever built. But the GAO report casts doubt on that figure, too, citing other estimates ranging up to \$14.2 billion.

It calls the \$12.8 billion projection "optimistic" and notes that the Navy assumes the shipyard will be able to maintain the current

"This assumption is inconsistent with historical Navy shipbuilding experiences for recent lead ships, which have suffered from performance degradation late in construction," the report says. It goes on to warn that additional cost overruns on the Ford could threaten the Navy's long-term shipbuilding goals.

"A key tenet underpinning this plan is that the Navy will be able to maintain cost control over its major shipbuilding acquisition programs," the GAO states. The budgets for many ships, however, including the Ford, "have already proven

inadequate to cover the costs required to complete their constructions." "To compensate, the Navy must shift funds away from other priorities - including future ship constructions - or request additional funds from Congress," the report says.

The GAO's skepticism is longstanding.

A Congressional Research Service report last month on the Ford-class program noted that in August 2007, the GAO warned that the costs for the Ford "will likely exceed the budget." It said the GAO warned then that the shipbuilder's initial cost estimate for the carrier was 22 percent higher than the Navy's.

Cost isn't the only issue raised in the latest GAO report - so is operational readiness.

Three years ago, Congress gave the Navy a temporary waiver from a federal law requiring it to have 11 operational aircraft carriers, allowing it to have 10 in the period between the inactivation of the Enterprise and whenever the Ford is commissioned.

"Because of the magnitude of its operational deficiencies," the report states, it's unlikely that the Ford "will adequately fill the capability gap created by the inactivation" of the Enterprise for some time. The Ford (CVN 78) is the first of three new carriers on which the Navy plans to spend more than \$43 billion.

Preparation work on the second carrier in the class - the John F. Kennedy - has been under way, and the main construction contract award to Newport News Shipbuilding, a division of Huntington Ingalls Industries, was expected this month.

The GAO report recommends that the Navy defer the awarding of the Kennedy construction contract until land-based testing for an array of systems for that carrier - including dual-band radar and "advanced arresting gear" - is complete.

In the June draft of the report, the GAO also had recommended that the Navy push back the commissioning of the Ford, saying that the carrier would have "significant operational limitations" at that time.

The Pentagon, however, disagreed with that assessment, and the GAO withdrew the recommendation from its final report.

The GAO says the withdrawal was based on information from the Pentagon "about unintended consequences associated with delaying the commissioning of the ship, including potential issues related to how a noncommissioned ship would operate effectively within the Navy's chain of command."

The Navy "remains committed to the Ford-class aircraft carrier as a needed capability in the fleet," Lt. Caroline Hutcheson, a Navy spokeswoman, wrote in an email Thursday.

"The Ford-class will build on the performance of the Nimitz class carriers and will provide 25 percent more combat capability, increased service life margins throughout the ship to handle the aircraft and weapon systems of the future including unmanned aircraft and futuristic directed energy weapons, as well as driving down the total ownership cost of the ship by \$4 billion over its 50 year service."

Officials at Huntington Ingalls said they had not reviewed the GAO report in detail yet. "That being said, we are intensely focused on driving down the costs of the [John F. Kennedy](#) and future Ford-class aircraft carriers," wrote Christie Miller, a spokeswoman, in an email.

"We are applying the valuable lessons we are learning in building Gerald R. Ford - the lead ship of the class - to improve construction of the Kennedy, a process that will be used from ship to ship going forward to maximize affordability."

The Newport News shipyard, which employs more than 22,000 people and is Virginia's largest industrial employer, is the nation's only builder of aircraft carriers and one of two that build submarines. **Source : Pilot Online**

China's 052D destroyer equipped with new vertical launching system

Recently, a group of pictures appearing on the Internet show that the first 052D missile destroyer of Chinese Navy is having on sea trial in a certain sea area of the East China Sea.

052D destroyer is equipped with new vertical launching system. Compared with 052C destroyer, the new system is able to contain large-scale weapons, including "DH-10" cruise missile and "HQ-9" long-range air-defense missile. The number of missile launch devices also increases from 48 to 64, giving 052D stronger firepower than 052C.

As for the vertical launch function of 052D new-type missile destroyer, military expert Yin Zhuo said that the vertical launching technique has been used in many countries actually, such as the U.S. and Russia. Our vertical launching function has also been used on 052C and 054A vessels. The launching launch has the advantage of rapid response.

For example, a vertically launched air defense missile can be instantly redirected to attack a sea-skimming missile. Second, the vessel body doesn't need to change in the process of vertical launching. The anti-ship missile in the past used fixed launchers, so they needed to set rotation angle, or the vessel needed to maneuver to aim at target. By comparison, vertical launch does not need this process so it will enhance our abilities of rapid response.

According to Yin Zhuo, the differences between 052D and the most advanced missile destroyer in the world include: first, there are still gaps in the information level. Compared with the most advanced destroyers in the world, our functions in information level is relatively inferior. For example, there are differences in the response time, bandwidth of transmission, immunity from interference and anti-destruction ability.

Second, there are also differences in the maturity of techniques. Our phased array radar in the destroyer is flat, which is different from the curved one on 052C. It features more powerful functions and multi-target tracking and handling capabilities. But there are still differences in terms of maturity of our techniques comparing with the most advanced destroyers throughout the world. Source : PeopleDaily

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 • info@tos.nl

Maintenance dredger “Anita Conti” delivered

The 2.600 m³ TSHD “**Anita Conti**” has been delivered to it's owner, DRAGAGES PORTS. Built by the Spanish yard Astilleros de MURUETA and fitted out with Damen Dredging equipment, the new maintenance dredger will mainly work at the French Port of Bordeaux. The delivery crowns a fruitful Spanish-Dutch cooperation.



The trailing suction hopper dredger has been baptized “**ANITA CONTI**” the 28th of June last, after a famous French ocean explorer and photographer. The dredger is the last of a series of three in which Damen Dredging Equipment delivered customized dredging systems to vessels designed by MURUETA. The previous dredgers “**Stellamaris**” and “**Jean Ango**” were built by the same team, yet differed in design because of their different use as sand mining dredger, or in their hopper volumes.

The “**Anita Conti**” is equipped with a 800 mm trailing pipe which operates at a max dredging depth of -22 m. The coaming-integrated gantries and the

hydraulically driven winches operate the starboard-mounted trailing pipe. The inboard Damen dredge pump, type

BP8075LD, has been chosen for its large spherical passage of Ø450 mm. The pump is driven by a 1,000 kW electric motor.

The Damen delivery also included the jetwater pumps which operate both parallel and in series depending on their application. Other hopper equipment delivered includes a telescopic overflow and conical bottom valves through which the vessel can dump the cargo. The conical bottom valves are identical to those on the "Jean Ango" : a practicality in servicing. Various sizes of Damen dredge valves were delivered for process control in the suction and discharge pipe lines.

The Astilleros de MURUETA-team designed and built a state-of-the-art dredger of 89.41 m overall length, a moulded breadth of 17.6 m and a depth of 6.5 m. The main engine power is 2 x 2,400 kW. The loaded speed of the vessel is 11.5 kn. The **"Anita Conti"** has a gross tonnage of 3,704 and is well equipped for a crew of 18. The TSHD will be based at the Port of Bordeaux in the south west of France where it will perform maintenance dredging duties on the river "Gironde". Occasionally it will be sent out to the Port of La Rochelle.

After a wide array of dredge trials on the "Gironde" at the end of July, the TSHD has been handed over to DRAGAGES PORT in August. The Spanish-Dutch dredge builder team is convinced that the hopper dredger will have an excellent future.



ONGC's \$200-million order to L&T-Pipavav Shipyard valid: Bombay High Court

The Bombay High Court on Thursday said that the \$200-million order given by ONGC to the **Larsen & Toubro-Pipavav** Shipyard consortium for maintaining the explorer's rig Sagar Pragati was valid.

The court dismissed the plea by Afcons Infrastructure, which had challenged the consortium, arguing that it wasn't technically qualified to execute the ONGC order. While dismissing Afcons' plea, the division bench comprising Justice DY Chandrachud and Justice MS Sonak, said, "Having regard to public interest involved in the expeditious completion of the work, we are not inclined to grant any further extension to the stay."

Earlier, Afcons Infrastructure, a subsidiary of the Shapoorji Pallonji Group, approached the court, trying to restrict the bidding by L&T, Pipavav Defence and Offshore Engineering. Afcons had also bid for the ONGC tender, but couldn't bag it.

The court has also stated that the division bench is unable to subscribe to the submission that the consortium failed to fulfil the requirements of eligibility or that there was any alteration in the tender conditions mid-way through the enquiry.

The state-run ONGC had floated the tender inviting competitive bids in 2012.

"The court has accepted the fact that no objections were raised by the petitioners (Afcons) until the respondents (L&T and Pipavav Shipyard) were found to be the lowest bidders after the opening of the price bids on May 21, 2013," said Vikram Trivedi, managing partner of Manilal Kher Ambalal & Co, who was representing L&T in the case **Source : Indiatimes**

Huntington to Close Gulfport Shipyard

Huntington Ingalls Industries (HII) has decided to shut down the Gulfport Facility - Gulfport Composite Center of Excellence - by May 2014. This move came in the wake of weak U.S. Navy utilization and reduced demand for the Navy's Zumwalt-class destroyers. The Missouri-based Gulfport shipyard is facing lukewarm demand for its composite products from the U.S. Navy. Low **Zumwalt-class (DDG 1000) ship** construction as well as the U.S. Navy's recent

decision to use steel products on **Lyndon B. Johnson (DDG 1002)** has prompted Huntington Ingalls to come up with the decision.

The unit is working closely with the U.S. Navy to complete work on the **Michael Monsoor (DDG 1001)** and the mast of **Portland (LPD 27)** by the end of the first quarter of 2014. The closure will unfortunately reduce the work force by 427 at the Gulfport yard either through layoffs or transfers.

The **DDG-1000 Zumwalt-class** destroyer is the U.S. Navy's next-generation, guided-missile naval destroyer. Going forward, these destroyers will help in creating a new generation of advanced multi-mission surface combat ships. The ship will consist of a low radar profile, an integrated power system and a total ship computing environment infrastructure.

In August, the U.S. Navy placed an order with Bath Iron Works, a General Dynamics Corp. (GD) affiliate, for the third and final deckhouse with more traditional steel fabrication.

The largest military shipbuilder in the U.S., Huntington Ingalls is the prime industrial employer in Virginia. Huntington Ingalls is a spun-off unit of Northrop Grumman Corp. (NOC). It has shipyards in Pascagoula, MS, and in a suburb of New Orleans, Avondale, LA. The latest closure announcement has not affected these facilities although the company has already rationalized the Louisiana facility.

Last month, Huntington Ingalls posted impressive second quarter 2013 results on the back of solid program execution at Ingalls Shipbuilding and Newport News Shipbuilding. The company's earnings exceeded our expectation by 21.7% and the year-ago number by 12.0%.

Going forward, the company sees a steady revenue stream from the construction of five new DDG-51 Arleigh Burke-class guided missile destroyers and the National Security Cutter Munro (NSC-6), and also from the mothballing of the nuclear aircraft carrier USS Enterprise (CVN 65). During the quarter, Huntington Ingalls won \$5.3 billion of new contracts, boosting the total backlog to \$20.7 billion.

Huntington Ingalls presently retains a Zacks Rank #2 (Buy). Apart from Huntington Ingalls, favorably placed stock in the sector also includes Zacks Ranked #2 Lockheed Martin Corp. (LMT). **Source : Nasdaq**

Pella Shipyard finalizes sea trials of serial tug MB-92

Pella Shipyard on September 4, 2013 completed state acceptance sea trials of **MB-92** tugboat (Hull No 503). The vessel is first in a series of four tugs of project PE- 65, built for Russian Navy, the shipbuilding firm said in a press release.

The state acceptance committee is inspecting the tug to prepare it for handing over to the customer. The vessel is designed for towing ships and floating facilities at sea and in port waters, for escort at speeds of up to 10 knots, fire fighting on floating and onshore facilities, in oil spill response, search and rescue operations, clearing paths in the 0.8m-thick ice at speed up to 5 knots.

Ship's general characteristics: LOA - 34.4 m, extreme breadth - 12.1 m, draft - 4.4 m, speed - 13.5 knots, full displacement – 860 tonnes, RS Class - KM Arc4 R1 Aut1 FF3WS Escort Tug.

MSSZ to build three DSVs for the Russian Navy

OJSC Moscow Shipbuilding & Ship Repair Yard (MSSZ, Moscow Shipyard) on September 4, 2013 signed a contract with the Russian Ministry of Defense for a series of three 25 mtr Diving Support Vessels (DSV) of project 14157, the shipbuilding company said on Thursday. The main purpose of the 14157-series DSVs is the support of diving operations, at offshore locations, harbors and littoral zones at depths of up to 60 m. The construction will be supervised a team of the Ministry of Defense. **Source : PortNews**

ROUTE, PORTS & SERVICES

	<p>STERN TUBE SEAL SERVICE, PROPULSION SERVICE AND SPARES</p>	
<p>AEGIR Marine</p>	<p>+31 343 432 509 STERNTUBESEAL.COM PROPULSIONSERVICE.COM</p>	<p>AMPS</p>

Emergency Response Vessel Formally Commissioned

World's Most Advanced ERV is First of New Fleet to Protect Port of Houston

Amid a colorful spray of water jets over vessels in the Houston Ship Channel Wednesday, the Port of Houston Authority formally welcomed the first of a new fleet of high-performance emergency response vessels.

The powerful state-of-the-art vessels will be used to help protect facilities along the Houston Ship Channel, a waterway critically important to the state and nation for international commerce and because it is home to the largest petrochemical complex in the United States. The fireboats will enhance firefighters' ability to save lives and property along the 25-mile-long Port of Houston.



The significance of the upgrade in firefighting equipment was noted by Port Commission Chairman Janiece Longoria during the special commissioning ceremony at the Turning Basin Terminal's Sam Houston Pavilion, and was reiterated by U.S. Congressman Gene Green and U.S. Congresswoman Sheila Jackson Lee. Longoria lauded the lawmakers.

"We would not be here today to celebrate the christening of the first of these three new emergency response vessels without the support of our members of Congress," Longoria said. "It is through a strong local and federal partnership that the Port of Houston can build the most sophisticated emergency response fleet in the world. Congressional members Gene Green and Sheila Jackson Lee have been staunch advocates for the Port of Houston and their support

has been unwavering."

PHA Fire Chief William Buck began the formal program, which included a tribute to firefighters who lost their lives in New York City after the terrorist attacks of September 11. Also in attendance of a crowd of about 100, were Port Commissioner Steve Phelps, Executive Director Len Waterworth, and many of the area's first responders, as well as many area governmental representatives.

The new emergency response vessel, a Firestorm 70 model, is a state-of-the-art command center and high-speed response vessel. The vessel was purchased with awards from the Department of Homeland Security and the Federal Emergency Management Agency Port Security Grant Program as well as funding from the Port Authority.

The vessel has significant enhancements, including hazmat capabilities and infrared sonar, enabling the crew to see the bottom of the Houston Ship Channel. Built by MetalCraft Marine, the fireboat has powerful quad diesel inboard engines to propel the vessel at a swift 45 knots top speed -- three times that of the current fleet vessels.

These new vessels will provide PHA firefighters with nearly three times the pumping power of the old fleet to help protect the nation's No. 1 port for foreign tonnage. Before the formal blessing and christening ceremony, a retirement ceremony was held for the emergency response fireboat Tellepsen, named for Howard Tellepsen, Sr., Port Chairman from 1956 to 1970. The Tellepsen family was present for the ceremony and Longoria presented his son, Tom Tellepsen with the nameboard from the Tellepsen vessel.



MONSTER AAN VOOR EEN WERELDBAAN

Monster aan op crewing@redwise.nl

www.redwise.com

Follow us!



Otto Marine held naming ceremony for its second AHTS 'Go Phoenix'

Otto Marine Limited, a leading offshore marine company which owns and operates a large fleet offshore support vessels, shipyard and offers specialized offshore services, held a naming ceremony for 'Go Phoenix' at Marina Keppel Bay, Singapore, on 6 September 2013. Norwegian designed and DNV classed, **Go Phoenix** is a highly complex VS491 24,000bhp Anchor Handling Tug Supply ("AHTS") vessel which is the second of four of its kind to be built in Asia on a turnkey basis. Counted among the world's ultra large AHTS vessels, it is a hybrid propulsion diesel electric driven vessel which is environmental friendly and fuel efficient.

Equipped with dynamic positioning 2 technology ("DP 2"), fire fighting 2 capabilities and up to 260 tonnes of bollard pull, 'Go Phoenix' is capable of operating in harsh environments of oil and gas fields globally.



'Go Phoenix' is the second of such vessels to be completed by Otto Marine. The third vessel is expected to be completed next month, while the fourth is scheduled for completion in early 2014. Apart from the North Sea, demand for vessels of these specifications have also picked up in Brazil and Asia Pacific in recent years. Indeed, the first 24,000bhp vessel completed by **Otto Marine** is deployed in Asia Pacific, and recently completed the rigmove of one of the largest rigs in the region for an oil major.

Photo : Lodi Boedels ©

The Group will focus its shipyard operations on repairs, conversion and fabrication works as shipyard capacity is gradually freed up with the completion of the remaining VS 491, 24,000bhp vessels. With the yard's strategic location in Batam, **Otto Marine** is well placed to leverage on the Indonesian government's requirement for local content and capitalise on the higher level of

activities in the offshore and marine industry. **Source : PortNews**



The **SEABOURN LEGEND** anchored off St. Tropez – Photo : Leo Verhoog ©

Craig Group Invests in Six New ERRV's

Family owned shipping and energy services firm, **Craig Group**, announce the investment of £70million to build six new vessels at the Balenciaga Shipyard in Northern Spain.

Four D class IMT 950 Emergency Response and Rescue Vessels (ERRVs) and two F class IMT 958 ERRVs will be delivered during 2014 and early 2016, replacing existing tonnage in the fleet.

The fleet expansion comprises of four D Class vessels, complementing the existing four D Class vessels already in service within the fleet. 50 meters in length, the vessels will be outfitted as a minimum with 1 x Daughter Craft and 1 x FRC as well as state of the art survival facilities.

Two F Class vessels will also be brought into service. Slightly larger at 58 meters long with diesel electric propulsion via twin Azimuth Stern Drives, they will also be outfitted with Daughter Craft and FRC's as well as being able to transfer and store limited deck cargo and provide offshore locations with fresh water and fuel if required.

The Craig Group's North Star Company managing director, Callum Bruce, said: "We are constantly looking at ways of expanding and modernising our fleet. The new vessels will feature the most up to date technology and designs, meeting our customers' needs in terms of safety, quality and efficiency."

The newbuild programme will secure 160 seafarers' jobs and in addition North Star Shipping continue to support British Shipping by Training 80 Officer Cadets on an annual basis.

At present the fleet stands at 36 vessels and includes a mix of Platform Supply, Tanker Assist, ROV Support and Emergency Response and Rescue Vessels. Source : **Marinelink**



Heerema's **BYLGIA** departed with 2 Heerema barges from Rotterdam Europoort bound for Mexico

Photo : Harry van den Berg ©

APM-Maersk exits shortsea roro market and sells its stake in DFDS

The A.P. Moller-Maersk group announced that it will sell 4,657,365 existing shares, equivalent to 31.3% of the total issued shares, in the roro and ferry operator DFDS to institutional investors. The gross proceeds of the transaction will amount to DKK 1.642 million, some USD 290.65 million.

The parent company of the world's largest container liner operator therewith completely exits the European shortsea roro trades and the passenger ferries sector.

DFDS said in a statement that it today purchased 1,782,730 shares from A.P. Moller - Maersk, equivalent to 12.0% of the total shares issued in DFDS. The price per share was DKK 352.50 and the total purchase price was DKK 628.4 million (USD 111.23 million). The short sea operator plans to cancel the majority of these shares. Including (re-)purchase from APM, a total of 14.4% of the roro company' share capital is now owned by DFDS.

In addition, the J Lauritzen Foundation, already the main shareholder in DFDS, has agreed to buy another 300,000 shares and therewith increase its holding in the short sea operator from 36.3% to 38.3%.

APM-Maersk's interest in DFDS mainly goes back to the sale of Norfolkline. This short-sea roro-freight and roro-passenger ferry company was sold by APM to DFDS in 2009 and subsequently integrated. DFDS paid a part of the purchase price for Norfolkline in cash, which it secured through a syndicated loan, and a part in new shares. **Source : Linervision**



The **MARIANNE SCHULTE** enroute Rotterdam – **Photo : Kees van der Kraan ©**

Kerala government allocates Rs 3cr for coastal shipping fund

The state government has finally allocated Rs 3 crore to the proposed coastal shipping promotion fund (CSPF), which was hanging in the balance for want of approval from the finance department. Port minister K Babu announced the decision on Thursday.

TOI had reported on Wednesday that the allocation of fund, announced a couple of months ago, was delayed as the finance department was yet to grant its approval.

However, sources in the government conceded that the operationalization of CSPF would depend on the constitution of the Kerala Maritime Board, which will be the implementing agency of the fund. The proposal to constitute the board is awaiting clearance from the Union home ministry.

The fund when fully grown is to have a corpus of Rs 300 crore and is meant to support a whole range of activities to facilitate movement of cargo through coastal waters.

The proposed activities include development of infrastructure at minor ports and lending of soft loans for building low draft vessels which could be used in coastal shipping.

The government's much trumpeted plan is to shift 20% of the cargo from road to water by 2020; this is expected to yield several benefits, including decongestion of roads, reducing oil consumption and pollution.

Kerala ports department's proposal is to pool funds from various sources to develop the CSPF. The department's own revenue, which is about Rs 50 crore per annum, could be one such source. Since coastal shipping is expected to contribute to reducing road accidents, the department is pinning hopes on getting some share from the road safety fund (RSF), said director of ports Jacob Thomas.

The department is also seeking contribution from the central and state tourism departments for the CSPF. Financial institutions like Nabard have already been approached for funds to set up godowns and silos at minor ports, he said.

Source : Indiatimes

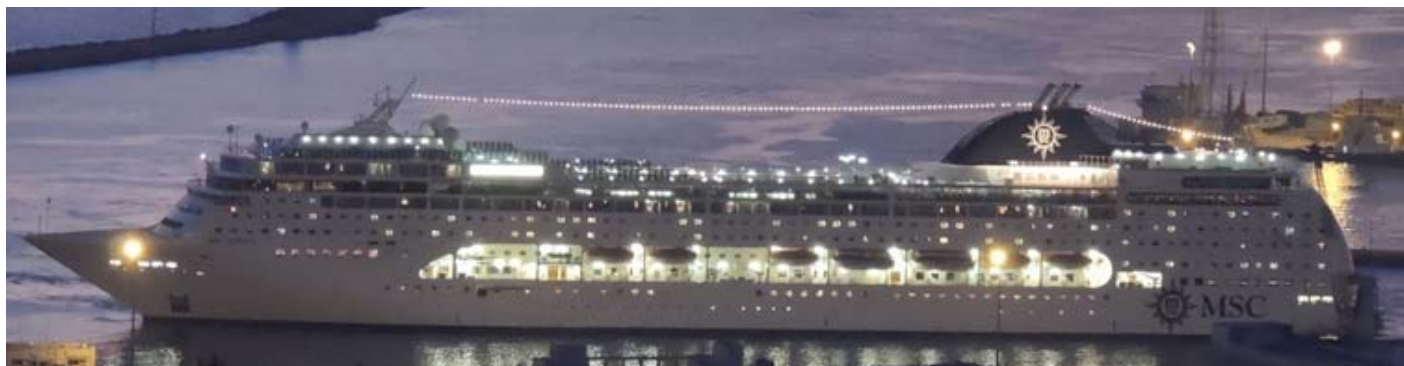


The **TSHD HAM 316** operating in IJmuiden – Photo : Simon Wolf ©

Kaliningrad deepwater port project to have an investor

The project of a deep water port in Kaliningrad has found an investor, Deputy Minister of Infrastructure of the Kaliningrad region Alexei Klyuneyev said at the 5th Anniversary Baltic Transport Forum in Kaliningrad. Klyuneyev declined to disclose the investor but added the name will be announced within a month. The official said that the project feasibility study will be adjusted to take into account the interests of neighboring ports.

The deepwater port is one of the major infrastructure projects included in the State Program of social and economic development of the Kaliningrad region. The ice-free deep-water port able to give access and accommodate large tonnage vessels will be able to compete with its rivals on the Baltic Sea. Source : PortNews



The **MSC LIRICA** visited Haifa - Photo : Peter Szamosi ©

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>

.... PHOTO OF THE DAY



The jack-up **GOLIATH** in Rostock whilst the tug **SEA ALFA** is pushing the barge underneath the jack up during the installation of the special Piling Frame **Photo : Wim Holland ©**