



Number 268 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 25-09-2013**

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

stevedoring & warehousing		
SHORECRANES UP TO 208 M / TONS		
rhb ROTTERDAM	PROJECT CARGO HEAVY LIFTS UP TO 1500 TONS INDUSTRIAL BREAKBULK ASSISTING OFFSHORE VESSELS	



The Matson Cargo Barge HALEAKALA 3457/84 being towed to sea by the Sause Brothers Tug KOKUA 446/65. Photo : Harvey Wilson ©

**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

Are you our new team member?



Visit www.vanoord.com/careers

Van Oord 
Marine ingenuity

Dredging and Marine Contractors



The Kenyan Research Ship, " **MTAFITI** ", ex Belgian Pilot cutter (built 1977) , " **Loodsboot 2** " till 2002 when it was renamed " **Zeeleeuw** ". On the 3rd of May 2013, the RV. **Zeeleeuw** was donated by the Flemish Government to the Republic of Kenya. Above she is seen arriving at Valletta, Malta on the 23-09-2013. **Photo** : **Gaetano Spiteri** ©

This summer one of the busiest for RNLI lifesavers

The summer of 2013 has been one of the busiest on record for **Royal National Lifeboat Institution (RNLI)** lifesavers in the North of England.

RNLI lifeguards say they experienced a busy season in the North, dealing with 1,408 incidents compared to 1,143 last summer – a 23.2% increase.

Our lifeboats have launched to a vast range of incidents from children getting swept out to sea on inflatables to broken down pleasure boats and dogs in difficulty.

Even the naming ceremony of our new lifeboat was interrupted by a rescue call. Our volunteers have been extremely busy this summer and I am very proud of the dedication they have all shown to the RNLI, to Blackpool Lifeboat Station and to their aim of saving lives at sea.' **Source** : **ITV news**



The yacht **FOUNTAINHEAD** moored in Gibraltar – Photo : Francis Ferro ©

Maritime Greece in the Privatization Era: Challenges and Opportunities of the China – Greece Cooperation

Great success for the 5th Shipping Conference organized by the Fraternity of the Athenian Hydriots (www.aya.com.gr) for the fifth consecutive year, on Saturday 14, 2013, in Hydra, at the Historical Archives – Museum of Hydra. This institutional conference, held at the greatly commemorated island that bears an extremely important nautical history, gathered a large audience of distinguished Greek and foreign personalities of the shipping, business, diplomatic and political scene, covering a wide range of critical issues, concerning the Sino-Greek cooperation and the prospects created for further development.

The catalytic role of the Greek shipping industry in the recovery of the Greek economy, the crucial contribution of the Greek-Chinese cooperation, the performance of the business activity and the prospects of industrial partnership between the two countries, were the main pillars of interest. Keynote speakers such as the Secretary General for International Economic Relations and Development Cooperation at Greek Ministry of Foreign Affairs, Panayiotis Michalos, the Commercial Attaché of the Chinese Embassy in Greece, Sun Liwei, attended the conference, as well as: John Coustas – President & CEO, Danaos Corp., Kyriakos Dermatis – Chairman of Intermodal Shipbroking, John Dragnis – CEO, Goldenport Holdings, Nathanael Mauclair – Deputy Director - International Listings, NYSE Euronext, Inc., Martin Stopford -President, Clarkson Research Services Ltd. Manolis Vordonis – ex General Manager of Thenamaris and Haisheng Zhou - General Manager, China Classification Society. A significant number of distinguished executives of the Greek shipping market and business participated in the discussion declaring this conference as the first institutionalized “free thought and pratique”, apart from the speakers, everyone had the opportunity to speak and express their views.

John Sahinis, Chairman of the Fraternity of the Athenian Hydriots, in his opening speech briefly presented the objectives of the Fraternity. These objectives, among others, are to promote the maritime history of Hydra, to attract young people to maritime professions, which were pioneered in Hydra and link researchers, senior managers, institutes and organizations of international shipping. The large audience was welcomed by Major of Hydra, Mr. Angelos Kotronis, congratulating the organizers for their five years of continuous effort to establish the institution of maritime conference in naval Hydra.

The conference covered key institutional issues of the present and future economic and trade cooperation between Greece and China, highlighting the added value of this for the development of the Greek economy and shipping in general. Extremely fruitful was the speech of Mr. Panayiotis Michalos, Secretary General for International Economic Relations and Development Cooperation at Greek Ministry of Foreign Affairs, on “the new government agreements in the development of Greek-Chinese relations in the business environment and their importance in the development of the economy”, thus emphasizing the critical factor of developing a coherent national strategy for marine and maritime trade, which will link Greece with global growth.

Valuable was the insight given by Mr. Sun Liwei, Commercial Attaché of the Chinese Embassy in Greece, into important facts of the Greek-Chinese cooperation, further noting the developments that Chinese entrepreneurs expect to happen in Greece.

Stock market sectors developed by China in order to meet the future requirements of international shipping companies and the subsequent reaction of NYSE in the face of these recent news, was analyzed by Nathanael Mauclair – Deputy Director - International Listings, NYSE Euronext, Inc.

The driving force between Greece and China, was highlighted by Manolis Vordonis – ex General Manager of Thenamaris, who also mentioned the cultural ties between these two nations, highlighting the importance of fostering and encouraging similar dynamic action plans and collaborative activities.

Kyriakos Dermatis – Chairman of Intermodal Shipbroking and member of the board of directors of the Chinese-Greek Chamber, invited the attendees in co-commitment to widen the necessary on this critical economic period, cooperation of relevant institutions. “A small country like ours has the power of global shipping and this can become our bargaining chip. In far away China we have found a friend and ally, we have found a partner that by building our cooperation can give a helping hand to the economy of our country”.

George Xiradakis, representing the Greece-China Association, pointed out the important work of the Association, the oldest organization that connects the two countries, explaining to the audience the important dimension that now takes place, the union of the two richest historical and cultural countries of the world. “The Greek bonds of friendship start from our cultural relationship and grow in all other areas including business relations. Our Chinese friends are open to the possibility of investing in Greece and furthermore the corresponding development of Greek business in P.R. of China”.

The big question addressed in this conference was Greece's ability to attract Chinese capital and Chinese entrepreneurs. Mr. Michalos in his mellow technocratic presentation discussed the need for a coherent strategy by the Greek side, which he named Blue Strategy. The shipping industry is a leading parameter of this strategy, since it plays the major role in the international business activity of the Greek economy, and leading Greece to become a worthy partner of the large Chinese market.

Mr. Sun Liwei, who urged Greece to accelerate all necessary measures and procedures for restructuring the country's investment and development model in order to absorb Chinese investments, answered the question of Mr. Harris Petrakakos about the deficit of Greek investments in the Chinese Shipbuilding industry compared to the Chinese investments in Greece. Sun Liwei also mentioned how effective for Greece was the investment of Cosco Terminals at the port of Piraeus, mentioning also the strong Chinese interest and the help of the Chinese Embassy in Greece that will continue to assist in this direction. Mr. Liwei further pointed out that China and Chinese investors have always wanted equal rights in the profits of both parties and added that for this reason the Chinese shipbuilding industry has made strides to deliver to Greek ship-owners good quality ships at competitive prices.

Haisheng Zhou, the General Manager of the China Classification Society, presented a positive outlook of the shipbuilding industry in his country, highlighting the importance of C.C.S in this momentum. To cover the difference presented by its competitors, the shipbuilding industry in China is strongly supported by government policy and Chinese banks. In an effort to grow even more great emphasis is given on new technologies and the market of a new environmental friendly type of ship. Mr. Zhou emphasized the rapid penetration of Chinese shipyards in the Greek shipping market and the steadily increasing acceptance of C.C.S. by the Greek ship-owners. Reiterating his country's position, he identified that the need to improve services offered, remains an obligation for them, which will in turn, decide the future of Greek-Chinese relations.

Of particular interest was the afternoon session, in which the main goal was the targeted investigation and analysis of data relating to the maritime market.

The anticipated overview of the Shipping Market by Mr. Martin Stopford - President, Clarkson Research Services Ltd., was detailed and informative. Mr. Stopford summarizing the shipping markets stressed out, that shipping has entered into a long circled process with difficult factors affecting profitability. This requires a particular strategy to address the high prices in fuel and the necessary structural changes in regulatory matters, such as the environment. He also pointed out that many ship-owners turn to new technologies and especially to energy markets (offshore) as well as new financial structure strategies. He described all of the above as “new lessons to be learned” in the shipping market, furthermore he added that information technology becomes of great importance for changes in the shipping industry. Mr. Stopford emphasized that decidedly Greek ship-owners will continue to expand their operations in China since the service quality offered is steadily improving.

The shipbuilding sector as a challenge for the Greek shipping companies was revealed by Mr. John Dragnis - CEO, Danaos Corp., highlighting the rapid growth of the Chinese shipbuilding and giving the assurance that there is even greater scope for development mainly in terms of specialized ships and pointed out that there can be no comparison of the current product compared with the past one. Mr. Dragnis also stressed the need to support the shipbuilding industry by the Chinese banks, something they did in the past and continues to happen in all shipbuilding countries.

Dr. John Coustas, President & CEO, Danaos Corp., referred to the great potential of the Chinese shipping market in all active Greek ship-owners sectors, highlighting the possibility of finding common ground for cooperation between

Greece and China. Dr. Coustas described the business environment of China as historically safe since the spread of the Chinese economy in the international arena assures reciprocal benefits for both parties involved. "The so-called model of business cooperation 'win win' is gaining ground in the international markets", said Mr. Coustas, while foreseeing further development in Greece and internationally.

During the Major sponsors' presentation session, Mr. Yannis Panou, CEO of United Guards Services, outlined the current developments in the fight against piracy and presented the superb services of his company. Similarly, Mr. Haisheng Zhou introduced China Classification Society outlining its long history and its march towards its current international presence. Mr. Zhou stressed the important role that CCS within the shipping industry in China and most specific in shipbuilding market and Ship-financing arena.

One of the parallel events, was the three-day screening of the film "The boy and the Dolphin", starting Sophia Lauren, that when aired in 1957 sparked waves of tourists to Hydra and Greece in general. The same night receptions were given to speakers on yachts owned by friends of the Fraternity, in the port of Hydra. On Sunday morning, all participants were invited to participate to the Treasure Hunt, part of the Fraternity's campaign to promote internationally "The Footpath System of Hydra", whereby Hydra's numerous assets were showcased. The Fraternity organized these parallel activities, in collaboration with local entrepreneurs, who became beneficiaries as part of the effort to develop winter tourism, a common objective of all Hydriots. Conference coordinators were George Xiradakis – Managing Director, XRTC Business Consultants and Nigel Lowry, Greek Correspondent, Lloyd's List.

Among others, the conference was attended by representatives of the local community, the Naval Attaché of the U.S., Commander Jonathan E. Schwartz, the former Head Consultant for the development of Commercial Ports and Marinas and Managing Director of Danaos Port Development Ltd., Apostolos Kamarinakis, President & CEO of Freeseas Inc., Mr. Ion Varouxakis, the Finance Director of Metrostar, Mr. Michalis Sapountzoglou, the President of Hellenic Shortsea Shipowners Association, Mr. Charalampos Simantonis, the Purchasing Division Manager of Hellenic Seaways, Mr. Nestos Tsantis, representatives of the China Development Bank, Mr. Guo Peng and Lu Yu, executives of the Chinese Embassy in Greece, members of the Ministry of Shipping and the Aegean and also by the decedents of historic families of Hydra such as Mr. Stamatis Boudouris and Spyros Lazarimos. The conference was under the auspices of the Ministry of Shipping and the Aegean, the Ministry of Tourism, the Hellenic-Chinese Association, the Hellenic-Chinese Chamber and the Association of Banking and Financial executives of Greek shipping industry. **Source: The Fraternity of the Athenian Hydriots (5th Shipping Conference)**



UltraSonic Anti Fouling
Fouling such as barnacles, mussels, etc. belong to the past
And the realized **fuel reduction** makes you contribute to
a **cleaner environment!**
WWW.NEDMARINE.COM

Ned Marine
services B.V.



The **ATLANTIC ACANTHUS** anchored off Gibraltar - Photo : Francis Ferro ©

Nationaal Reddingmuseum Dorus Rijkers met gemiddeld een 8 beoordeeld door museuminspecteurs!

Het **Nationaal Reddingmuseum Dorus Rijkers** is trots dat het maar liefst gemiddeld een 8 scoort op kindervriendelijkheid, beoordeeld door kindermuseuminspecteurs.



De museumvereniging heeft samen met ANWB Explorers een site speciaal voor kinderen gemaakt waarop ze een rapport kunnen invullen over de musea die ze bezocht hebben. Hierop worden diverse onderdelen beoordeeld, zoals wat er te ontdekken is, of er wat te leren is, de activiteiten en service.

Al diverse kinderen hebben een beoordeling gedaan van het **Nationaal Reddingmuseum Dorus Rijkers**, en hier is dus een prachtige 8 tot nu toe uit naar voren gekomen! Op de vraag 'Als je een dagje directeur van het museum was, wat zou je veranderen?' antwoordde Harm van 8 jaar oud "Niets het was super gaaf" en Marlou van 5 jaar oud "Een prinsessen afdeling erbij maken". Ook was één van de vragen of de kinderen aan een activiteit hebben deelgenomen, en hierop antwoorde Ian van 10 jaar oud "Heel erg leuk en leerzaam vooral dat je morse seinen mocht maken en iemand kon die echt ontvangen"

Met de beoordelingen staat het **Nationaal Reddingmuseum Dorus Rijkers** op de 15e plaats van alle Nederlandse musea! Dat is een prestatie waar het museum heel erg trots op is! In het Nationaal Reddingmuseum is

een hoop te beleven voor kinderen, zo kun je meevaren op een echte Reddingboot door de haven of zelf varen op de vaarsimulator in het museum. Met het heldenspel kun je testen of je zelf een redder kan worden, in de windtunnel kun je ervaren hoe windkracht 10 aanvoelt, in de misttunnel kun je een spannende aanvaring beleven, er is een super leuke speurtocht en nog veel meer! Wist je ook dat je je kinderfeestje kan houden in het museum?

Kom zelf het Nationaal Reddingmuseum Dorus Rijkers beleven en eventueel beoordelen als museuminspecteur. Dit kan via de site www.museumkids.nl

Het Nationaal Reddingmuseum Dorus Rijkers is dagelijks geopend van 10u tot 17u tot en met 3 november, en de hele kerstvakantie van 21 december tot en met 5 januari 2014. Van 4 november tot en met 20 december is het museum elke zondag geopend, van 10u tot 17u. Tevens is er tot en met 5 januari de tentoonstelling 'Woeste Reddingen op Zee' te bezichtigen in het museum!

Nationaal Reddingmuseum Dorus Rijkers

Willemsoord 60G
1781 AS Den Helder
0223-618320

www.reddingmuseum.nl
info@reddingmuseum.nl

Scandlines used for human trafficking

Police have arrested and charged three people for human trafficking in a large operation targeting the ferry station in Rødbyhavn Friday night. Five applicants for asylum was taken into custody while a person was charged with document fraud. People's Journal reports that police at 2:10 checked a car with five people, where the driver and a passenger were arrested while three people in the back of the car were taken into custody. The three people who were taken into custody sought subsequent asylum in Denmark and was transported to the Sandholm Camp.

Head of security at the South Zealand and Lolland-Falster police Søren Nielsen informs Folketidende that no person in the car had brought papers. The driver of the car has stated to the police that he is a Portuguese citizen, but police have not yet been able to verify this information. The two arrested were summoned in court Saturday charged with attempted human trafficking.

Two hours after the first human smugglers had gone in the net, a man with a forged Finnish passport was arrested. The man who says he comes from Eritrea, had inserted his own image into the passport. Later in the morning, another trafficker was arrested when he arrived in Denmark with two passengers in the car. None of the persons brought papers and they were all arrested. **Source:** maritimedenmark.dk / Folketidende



The **FAST JULIA** at the River Tyne – **Photo : Kevin Blair ©**



Minimize expenses without jeopardizing the quality of maintenance on diesel engines.

From stock, OEM parts suitable for:

- SWD: R150, DRO210, F240, SW280, TM410
- Sulzer: Z40/48, ZA40(S), 25/30
- ABC: DX, DZ
- Other European-built four-stroke engines

info@ruysch.nl www.ruysch.nl



Compulsory for boats and ships to have life jackets

This is after the implementation of the new Maritime Transport and the Ship Registration Decree which will come into effect next year. Maritime Safety Authority of Fiji CEO Neil Slack said with a 32% reduction in the import duty of a foam that is used to manufacture life jackets, boat owners will be paying around \$20 a life jacket which would cost around \$60 previously. Slack said they do not believe in policing this area as this has been requested by people during the consultations. The new decrees will be enforced on March 5th 2014. **Source :** Fijivillage

VEKA delivers first offshore catamaran to Royal Wagenborg

The first high speed **VEKA Catamaran** for the Offshore Wind Farm industry has been delivered to **Royal Wagenborg**. The catamaran will supply remote wind farms in the North Sea with crew, equipment and various supplies. Later this week **VEKA** will launch a second catamaran for a shakedown cruise, and it will not be long before this catamaran will also be servicing one of the offshore wind farms.



With the completion of these powerful "support vessels" VEKA Group strikes a new path; the Offshore Wind Farm market. Last year, **VEKA** engaged in a collaboration with **BMT Nigel Gee**, a leading engineer with a global presence in the offshore industry. With the development of a series of powerful catamarans, VEKA caters to a strong demand in the market of fast and safe transport of personnel, technicians and equipment to and from offshore wind farms. The strong lightweight aluminum construction provides safety and a top speed of 27 nautical miles per hour and

carries a total of twelve passengers, three crew members and three 10 ft containers.

OPA-90 SALVAGE & MARINE FIREFIGHTING SERVICES

24h Emergency Response: +31 255 562 666
OPA-90 24h Emergency Response +1 305 209 6020

SVITZEROPA90.com

SVITZER



The **DUNDEE** (**FRAUENTURM**-1984, **OSA DUNDEE**-2003 and **DUNDEE TIDE**-2005) arriving in Niteroi

Photo : Capt. Jan Plug ©

Bureau Veritas sharpens ice tools

Leading international classification society **Bureau Veritas** has responded to demand for safe LNG transportation in the Arctic regions by developing new high-level tools to assess cargo sloshing in ice conditions. It has also developed a cutting-edge probabilistic method for assessing ice loads on structure which will reduce the time and data needed to assess the structure of vessels and units designed for heavy ice operation.

Pierre Besse, Director of Innovation, **Bureau Veritas**, says, "All eyes are on the Arctic sea routes and on the opening up of the Arctic mineral and energy resources. We have to ensure the vessels and offshore units that operate in those extreme conditions are safe. That is why we have invested heavily in research into ice loads on structure and the effects of cargo sloshing caused by collisions with ice for LNG carriers and oil tankers. That investment gives us powerful tools which we are using to shorten the time needed to assess designs for key Arctic projects and routes."

A new module for Bureau Veritas' IceSTAR ice load calculation tool will calculate the kinetic energy imparted to the cargo by a collision with ice. The kinematics derived from IceSTAR can then be used together with CFD analysis to determine how the cargo will slosh and the extra loads this will impose on the ship's structure and the LNG containment system.

Says Besse, "When gas and oil cargoes begin moving regularly through the Arctic it is certain that ships and ice will interact. The energy from those collisions will cause the cargo to move violently, and we have to make sure the ships and especially LNG containment systems are built to withstand that. It is a complex calculation requiring high level modelling but we can do that, and do it in a commercially acceptable time frame. BV is working on a number of high Arctic projects such as Shtokman and Yamal and these tools will make them safe and ready more quickly."

A research collaboration with the State Maritime Technical University of St Petersburg has led to BV upgrading IceSTAR to include the use of probabilistic methods to calculate ice loads. "Ice properties vary widely," explains Besse. "There are always issues with input data. This research has proven that using stochastic methods we can overcome limitations in the input data to produce safe and robust outputs for the loads which ships and offshore structures may expect from Arctic ice." Bureau Veritas is a world leader in conformity assessment and certification services. Created in 1828, the Group has 59,000 employees in around 1,330 offices and laboratories located in 140 countries. Bureau Veritas helps its clients to improve their performance by offering services and innovative solutions in order to ensure that their assets, products, infrastructure and processes meet standards and regulations in terms of quality, health and safety, environmental protection and social responsibility.

Iraq exports black oil to Russia via Caspian Sea

Iraq is exporting black oil to Russia through the Iranian port of Anzali in the Caspian Sea, Gilan Province Port Management Head Farhad Montaser Kuhsari said, ISNA reported.

Kuhsari said that black oil is transported by special trucks from Bashmag city in Iraq to the Iranian port of Anzali, and from there via ships to the port of Makhachkala in Russia. According to him, around 100 tons of black oil are planned to be exported through the port of Anzali to Russia. "Currently, a ship is loaded with 2,000 tons of black oil and tomorrow it will move to Makhachkala," he added. Kuhsari also added that there are conditions for the swap and transit of oil and oil products at the Anzali port. "It is planned to construct a pipeline for transporting oil and oil products from the port of Anzali to Tehran in the future," he stressed. **Source: World Bulletin**

Russia opens piracy probe over Greenpeace oil protest

Russia on Tuesday opened a piracy probe over a **Greenpeace** protest against the Arctic oil activities of the **Gazprom** energy giant, saying it will prosecute all activists involved. Investigative Committee spokesman Vladimir Markin said a criminal probe for piracy undertaken by an organised group had been opened over Greenpeace's September 18 protest on a Gazprom oil rig in the Barents Sea. "It should be noted that all persons who attacked the (oil) platform, regardless of their citizenship, will be brought to criminal responsibility," Markin said in a statement.

The Dutch-flagged **Arctic Sunrise** had been monitoring the exploration activities of Gazprom since August in the hope of exposing the dangers of drilling for oil in one of the world's great nature reserves. Russian security forces seized the

global environmental lobby group's ship and its 30-member crew a day after two activists from Finland and Switzerland climbed up the side of a Gazprom platform to draw attention to its controversial work.

The two were detained after Russian navy patrol boats opened warning shots at the ship. They and the entire crew were later placed under arrest and locked up in the **Arctic Sunrise's** mess.

The group says the Russian action was illegal because the **Arctic Sunrise** was in international waters at the time of the raid. But Markin argued that the Greenpeace ship was located "in the exclusive economic zone of the Russian Federation" when it was boarded by agents from Russia's Federal Security Service (the main successor to the Soviet-era KGB).

It was not immediately clear from Markin's comments whether the investigation had been launched against just the two activists who had attempted to scale the platform or all activists on board the ship. The **Arctic Sunrise** was approaching the shoreline of Russia's Far Northern city of Murmansk on Tuesday after being tugged from the scene of the action by a Russian border guards boat. **Source : South China Morning Post**



The **VOS ACHILLES** anchored off Singapore - **Photo : Piet Sinke ©**
Click [HERE](#) to see the above Photo direct in High Resolution

	<h2>Keeping ships in business</h2>	
<p>Phone: +32 3 213 53 00 Fax: +32 3 213 53 21 E-mail: hydrex@hydrex.be www.hydrex.be</p>		<ul style="list-style-type: none">• Underwater and afloat repairs• Dedicated workboats• Salvage support

OPDR and Team Lines to open new North Europe – Bilbao service

The Hamburg-based specialist carrier Oldenburg-Portugiesische Dampfschiffs-Rhederei (OPDR), a member of the Schulte Group and Team Lines, a subsidiary of the Belgian Delphis Group, have announced the launch of a new joint service (#2922) from northern Europe to Spain.

As of mid-October, OPDR and Team Lines will offer weekly fixed-day sailings on the rotation Rotterdam, Bilbao, Felixstowe, Rotterdam.



The **OPDR CADIZ** – Photo : Paul Gerdes ©

The service will be launched on 11 October with a first southbound departure of the OPDR-operated 698 teu vessel **OPDR CADIZ**. The ship will be redeployed from the German shipping line's Northern Europe to Canaries loop

For the time being, it appears that - even though the two carriers announced a 'joint' loop - OPDR will be the sole vessel provider on the service whereas Team Lines only takes slots. OPDR said it will offer all equipment types on the new route, including 45-foot pallet-wide high-cube containers and 45-foot pallet-wide high-cube reefers. **Source :** Linervision

Petreddec says in talks to sell second VLGC to Chinese buyer

International LPG trading and ship-owning company **Petreddec Limited** is in negotiations with a Chinese company to sell its Very Large Gas Carrier, Red Rum, after it recently sold another LPG vessel, Reference Point, Petreddec said Tuesday.

More Chinese companies are working on building up the country's fledgling LPG fleet, by buying old or placing orders for newbuild vessels to manage freight costs, as the country is set to import more propane for its planned propane dehydrogenation, or PDH, plants.

"**Red Rum** is not sold yet but we are in discussions with a Chinese buyer. Until this transaction is complete, we would like details to remain private," said Chief Executive Giles Fearn in response to Platts' queries. "Reference Point was sold a while back."

Several shipping sources said the potential Chinese buyer of Red Rum could be Guangzhou-based Wide Shine Company, which so far mainly operates smaller pressurized LPG vessels. The ship is expected to be delivered by next January/February, the sources said.

But Petreddec denied that Wide Shine, an affiliate of Southwest Maritime Ltd, was the Chinese party involved in the talks. Wide Shine could not be reached for comment.

Petreddec bought the 75,178 cubic-meter Red Rum in 2012, its website shows. The Singapore-flagged fully refrigerated LPG vessel was built in 1993 by Japan's Kawasaki Heavy Industries.

Red Rum, currently in the Gulf of Oman, is scheduled to arrive at Qatar's Ras Laffan terminal Wednesday to load a cargo after leaving an Indonesian port, according to Platts ship tracking software, cFlow.

Shipping and trade sources also said Petreddec had sold the 78,476 cu m **Reference Point**, which it bought in 2010, to a Chinese company, although the name of the buyer could not be immediately confirmed. Some said the new owner could be gas shipping group, Tianjin Southwest Maritime, or Shandong Shipping. The name of the 1991-built VLGC, has been changed to "**Point**", they said The vessel discharged a cargo at China's Daxie and Taicang ports over September 16-19, after loading from Fujairah/Khor Fakkan waiting zone, and is now on the way to Singapore, according to cFlow Another VLGC, the 1991-built **Maple 2**, had been sold by Woodstreet Inc. to a Chinese company around mid-2013, although the buyer could not be confirmed. Shipping sources said the new owner could be

Shandong Shipping, which is operating the vessel under the company, Green Energy Global. The VLGC, which has been renamed **MAP**, is due to arrive in Fujairah this week from Singapore.

Sources said the ships had been sold for around \$22-24 million each, compared with up to \$75 million for a newbuild modern VLGC. No older vessels are now bound for the scrapyards due to demand from Chinese companies, as well as to move more Iranian material, leading to escalating prices in the second-hand market, shipping sources and analysts said.

"We are still looking for the opportunities [to buy] but now it looks too expensive," one Chinese industry source said. "The reasonable price should be lower than \$21 million, and later most people bought at \$23-24 million. Now I think it is difficult to buy even around \$28 million," he added.

A unit of Tianjin Southwest Maritime, Hong Kong Southwest Maritime Company, has also placed an order for two new VLGCs at Jiangnan Shipyard, the shipbuilder said last week. China Oriental Energy Co. Ltd., which is building a 1.2 million mt/year PDH joint venture plant for producing propylene, had earlier ordered six VLGCs, with up to 16 options also at Jiangnan Shipyard, with the first ship slated for delivery by end-2014, Chinese media reported.

Iranian producers have been raising their LPG exports to North Asia, especially to Chinese buyers and to South Korean traders, since shipments resumed in May, ending an eight-month halt due to an EU ban on propane and butane trade from the country, Middle Eastern shipping sources said. The vessels plying the Iran-North Asia route include the **Sam Russ**, **Gas Beauty**, **Schumi**, **Gas Jasmine** and **Senna Princess**, sources said. Source : Platts

Somali pirate attacks show sharp fall in first six months

The infamous Somali pirate attacks have dropped to only four cases in the first six months of this year, from 44 cases in the corresponding period last year.

According to data compiled by the International Maritime Bureau (IMB), this has placed Somalia fourth in piracy-prone areas in the first half of this year. IMB attributed the significant drop in the attacks to actions by various navies as well as preventive measures by merchant vessels which included the deployment of private armed security personnel.

It said the navies continued to play a vital role in keeping this threat under control. "The two vessels hijacked recently were recovered by naval action before the pirates could take them to Somalia," it said. Nevertheless, as of June 30, IMB said Somali pirates were still holding 57 crew members from four vessels for ransom.

"They are also holding 11 kidnapped crew members in unknown conditions and locations. Four of the crew members have been held since April 2010, and seven since September 2010," reported IMB. "Despite the temporary protection provided by the southwest monsoon in some parts of the Arabian Sea, the threat still remains," it said.

"Mariners are still advised to be vigilant and comply with the industry's best management practices." Source : The Star



YOUR HEADING, OUR COMPASS

- VESSEL AGENCY SERVICES
- VESSEL MANAGEMENT
- CUSTOMS FORMALITIES
- LOGISTICS
- CHASE AND GUARD VESSELS

SeaMar
SERVICES BY

CHECK OUR WEBSITE:
WWW.SEAMAR.NL

CONTACT US 24/7: +31 (0)223 683050



The **AFRAMAX RIVER** navigating the Westerschelde – Photo : Peter Andriessen ©

Indian SCI-owned VLCC Desh Vaibhav released from arrest in Singapore

A VLCC owned by the **Shipping Corporation of India** was released from sheriff's arrest in Singapore over the weekend and is en route to the Middle East, according to shipping sources and Platts cFlow data.

The 316,409 dwt **Desh Vaibhav**, a VLCC built in 2005, was arrested Thursday last week by solicitor Incisive Law, the sheriff's arrest list posted on the Singapore Supreme Court's website showed. It was released on Saturday.

An arrest of a ship is "the detention of a vessel by judicial process to secure a maritime claim," according to the International Convention Relating to the Arrest of Sea-Going Ships. The vessel was in ballast and due to arrive in six days at Fujairah/Khor Fakkan waiting zone, Platts cFlow vessel tracking system showed.

"I think it was a small payment issue [that was settled], and now the vessel will go to Basrah to load Reliance's cargo bound for Sikka," a shipbroker said. The **Desh Vaibhav** was provisionally chartered by Reliance Industries Ltd. for a Persian Gulf to Jamnagar voyage, loading over October 4-5.

Earlier last week, the VLCC **Gulf Sheba** was detained in Rotterdam for a loan default. It is owned by Dubai-based Gulf Navigation Holding and was built in 2007.

The **Gulf Sheba** was discharging its cargo at Rotterdam "when DNB, the agent of the lenders for the Gulf Sheba Corporation, issued notice of arresting the vessel at Rotterdam," Gulf Navigation said Monday in a statement to the Dubai Financial Market, one of three stock exchanges in the UAE. The arrests of the **Desh Vaibhav** and the **Gulf Sheba** come at a tough time for the VLCC market with freight earnings hovering near \$7,000/day.

Time charter equivalents -- the daily earnings on a VLCC from the Persian Gulf to Far East -- have fallen from a daily average of \$37,000 in 2010 to \$12,000 in 2011 and \$16,000 last year, according to a researcher with a shipbroker.

Source : Platts

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.



The **BBC TASMANIA** in Rio Grande – Photo : Marcelo Vieira ©

Cabotage provides a big boost to shipping industry

The number of national-flagged vessels operating in domestic waters has doubled to over 12,000 as of July, nearly eight years after the implementation of the cabotage principles in 2005. Indonesian National Shipowners Association (INSA) data shows that the number of Indonesian vessels rose 207.5 percent from 6,041 in 2005 to 12,536 by the end of July this year.

"The number of Indonesian-flagged ships has doubled to over 12,000 ships, which means that this policy has benefited local players and has increased investment in the country's shipping industry," INSA chairwoman Carmelita Hartoto told The Jakarta Post. "This has encouraged old players to expand and new players to enter the industry," she added.

The rising number of vessels has also increased volume or capacity by 315.5 percent from 5.67 million Gross Tonnage (GT) in 2005 to 17.89 million GT in July 2013.

In addition, she said the cabotage principle, which is in line with the 2005 Presidential Instruction on national shipping industry development and the 2008 Shipping Law, had resulted in the arrival of more than 1,000 new players in the shipping sector over the past seven years.

"This has created new entrepreneurs and jobs here because cabotage also requires crews to comprise Indonesians. I can say that we have not foreseen any issues that could possibly hinder further growth," she went on.

Given that two-thirds of its territory is water, Indonesia depends heavily on maritime transportation for domestic as well as international trade. Coupled with a high demand for maritime services, especially from the shipping industry, many vessels, including foreign-flagged ones, have chosen to operate within Indonesian waters.

According to data from the Transportation Ministry, from the 1980s to the early 2000s, foreign vessels were the majority in Indonesian sea transportation, while national maritime companies had suffered.

However, since the government introduced the cabotage principles in 2005, which required all vessels operating within Indonesian waters to be domestically owned, the game has changed, with local firms greatly benefitting from this policy.

Contacted separately, Wintermar and Samudera Indonesia — both long-time players — agreed with Carmelita, saying that their businesses had strengthened after the cabotage principles were implemented.

Wintermar president director Sugiman Layanto said the firm was able to accelerate the rejuvenation of its fleet in 2005 because demand rose. "We want to tap into this opportunity and now we have a few more vessels that Indonesia did not have before the cabotage principles were implemented," Sugiman told the Post, adding that the vessels included a Platform Supply Vessel with an advanced Dynamic Positioning System (DPS), a Diving Support Vessel and an Anchor

Handling Tug. Wintermar is involved in the upstream activities of offshore oil and gas companies during production and post-production stages.



Samudera Indonesia's **SINAR BIAK** outbound from the Singapore Brani Container terminal – Photo : Piet Sinke ©
Click [HERE](#) to see the above Photo direct in High Resolution

Samudera Indonesia managing director Bani Mulia also concurred with Sugiman. He said that the cabotage principles had given the firm more room to capture the market, which encouraged the firm to rejuvenate its fleet.

He said the firm operated 70 multi-type ships, from tankers to Offshore Support Vessels, to distribute goods and support offshore activities. "We have been experiencing the ups and downs of this industry. But the cabotage principles have been one of the drivers of our expansion," he said.

Even though the principles have benefited local players, Carmelita said that foreign companies had tried to approach the government in hopes of re-entering some areas.

She said the government should be firm on this issue since the principles had successfully boosted the nation's shipping industry.

The Transportation Ministry's sea transportation director general, Bobby Mamahit, guaranteed that the ministry would not compromise the principles. "I can assure you that we will not compromise with any party who attempts to loosen the cabotage principles for their benefit," Bobby said. Source : Jakarta Post

MULTRASHIP
TOWAGE & SALVAGE

WWW.MULTRASHIP.COM
+31 (0) 115 645000 (24/7)

Open Day At Baltimore Lifeboat Station This Weekend

The crew of **Baltimore Lifeboat Station** are inviting the public to an open day on Sunday 29 September from 2.30pm to 5.30pm. Visitors on the day will have an opportunity to see the redeveloped station house at Bullpoint and the co-located lifeboats operating from there.

The inshore lifeboat Atlantic 75 RIB **Alice and Charles** is housed inside the station house on a carriage and the Tamar class all-weather lifeboat Alan Massey lies alongside in a newly excavated berth. Crew will be on hand to show people around the station house and the lifeboats as well as giving a first hand account of rescues at sea. Information on **RNLI Sea Safety** resources will also be made available. All are welcome to the open day, which is free of charge.

Source : **Afloat**



the **WORLD STAR** in front of Wartsila Japan Ltd. Kobe office **WORLD STAR** was built in 2002 and is a ro-ro / cargo vessel. **Photo : Ad J.W. Bertens - Wartsila Japan Ltd. ©**



Hibbs celebrates 20 years lifeboat service

A St. Helier lifeboat member is marking 20 years service. - Andy Hibbs has been on call 24/7, every day of the 20 years. Bob Vezier, a retired lifeboat operations manager, was coxswain at the time that Andy joined.

He said: "When he joined the crew he showed promise to go through to what he is now. He was a bright lad, picked things up quickly and fitted in easily."

Andy's mum Cheryl Hibbs, a lifeboat guild member, said: "I was very proud and so was his dad. Andy takes it all in his stride. He manages his role at lifeboat along with a career and family life with Evy and the children."

Over the years Andy has spent 676 hours at sea on RNLI rescues and training and rescued a thousand people and vessels. **Source : Channelonline.tv**



The AHTS **LANPAN 27** eastbound in the Singapore Straits last Sunday - Photo : Piet Sinke ©

Click [HERE](#) to see the above Photo direct in High Resolution

Boskalis acquires EUR 130 million port dredging project in St Petersburg, Russia

Royal Boskalis Westminster N.V. (Boskalis) has been awarded a contract by CJSC Baltstroy for the dredging and construction of the Bronka Port shipping channel in St Petersburg, Russian Federation. The total value of the contract amounts to approximately EUR 130 million, the Company said in a press release.

The project involves the construction of a 6 kilometer long shipping channel, turning basin and berth pockets for the new port facility 'Bronka' in St Petersburg. A total volume of 16 million cubic meters of clay, silt and sand will be dredged using a wide range of equipment including medium sized trailing suction hopper dredgers, cutter suction dredgers and backhoe dredgers. The project is due to commence in spring 2014 and is expected to be completed late 2015.

Bronka is a new port facility currently being constructed to increase the container throughput capacity in the St Petersburg region. This contract comes in addition to the Bronka port land reclamation contract that was awarded to **Boskalis** in June 2013, which is currently being executed. **Boskalis'** strategy is aimed at benefitting from key macro-economic factors which drive worldwide demand in our markets: expansion of the global economy, increase in energy consumption, global population growth and the challenges that go hand in hand with climate change. This project is driven by increasing global trade.

Royal Boskalis Westminster N.V. is a leading global services provider operating in the dredging, maritime infrastructure and maritime services sectors. The company provides creative and innovative all-round solutions to infrastructural challenges in the maritime, coastal and delta regions of the world with the construction and maintenance of ports and waterways, land reclamation, coastal defense and riverbank protection. In addition, **Boskalis** offers a wide variety of marine services and contracting for the offshore energy sector including subsea, heavy transport, lifting and installation (through **Boskalis Offshore** and **Dockwise**) and towage and salvage (through **SMIT**). It also has a strategic partnership in terminal services (**Smit Lamnalco**). With a versatile fleet of over 1,100 units **Boskalis** operates in around 75 countries across six continents. Including its share in partnerships, **Boskalis** has more than 11,000 employees. Source : PortNews

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



SAL's **GRIETJE** disembarking the pilot at Maaspilot station – Photo : Marijn van Hoorn ©

NAVY NEWS

Navy suspends search for 2 crewmembers after helicopter crash in Red Sea



An **MH-60S Knighthawk** approaches **USS Kearsarge (LHD 3)** during a replenishment-at-sea in this Jan. 2013 photo.

The U.S. Navy on Monday suspended search-and-rescue efforts for the remaining two crewmembers of a helicopter that crashed into the Red Sea a day earlier. Three other personnel in the helicopter were accounted for and in stable condition, according to the Navy.

"Navy officials have concluded that given the time elapsed since the incident, aircrew survivability was extremely

unlikely," a news release on the U.S. 5th Fleet website said. "The location of the crash site is known, and an extensive area has been searched multiple times by various ships and aircraft."

The names of the servicemembers were being withheld pending notification of next of kin.

The **MH-60S Knighthawk** helicopter was landing on the deck of the guided-missile destroyer **USS William P. Lawrence** when it crashed, according to the release, which gave no further details.

The crash was not due to any sort of hostile activity, the release said. The Navy is investigating the cause of the accident. Assisting in the search-and-rescue efforts were the aircraft carrier **USS Nimitz**, the **Lawrence**, the guided-missile cruiser **USS Princeton**, the destroyers **USS Shoup** and **USS Stockdale** and the fast combat support ship **USNS Rainier** as well as **MH-60S Knighthawks** from Helicopter Sea Combat Squadron-6, MH-60R Seahawks from Helicopter Maritime Strike Squadron 75 and one P-3 Orion from Patrol Squadron 47 **Source : Stars and Stripes**

Indian Navy becomes 3rd to own naval Hawk jets

The Indian Navy has received the first of 17 Hawk Advanced Jet Trainers, becoming the third naval operator of the Hawk along with the US Navy and the Royal Navy. The 17 Hawk aircraft ordered by the Indian Navy form part of a

contract for 57 aircraft signed in 2010 of which 40 are for the Indian Air Force. Among its 18 customers worldwide, India is the largest operator of the Hawk Advanced Jet Trainer with 123 aircraft ordered to date, of which over 70 have been delivered to the Indian Air Force.

Adding to the Indian Navy's fleet of aircraft, the Hawk provides the ideal platform for pilots to transition smoothly to the Navy's frontline aircraft. Hawk effectively integrates air and ground based elements offering the most efficient and cost-effective method of training pilots.

Guy Griffiths, Group Managing Director-International said, "The introduction of the Hawk to a new user is a momentous occasion, and further testimony to the aircraft's global success. This marks another significant milestone in our longstanding partnership with Hindustan Aeronautics Limited (HAL) which has established a track record operating a world-class Hawk production capability. We are committed to strengthening our relationship with HAL and exploring long-term sustainable business opportunities, globally."

Griffiths added: "We have also submitted our response to HAL's Request for Proposal for a potential order to supply products and services for the manufacture of 20 additional Hawk aircraft to the IAF, and are now looking forward to partnering with HAL in providing the Indian Air Force's display team this fantastic aircraft."

BAE Systems' Sea Harrier aircraft, which pioneered the short take off and vertical landing for jet aircraft, was bought by the Indian Navy in 1980 and the company continues to support them. **Source : Zeenews**

SHIPYARD NEWS



Crewing Solutions

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

TOS 
Energy & Maritime Solutions

  

Contact us: +31 10 436 62 93 • www.tos.nl • info@tos.nl

Halifax Shipyard wins commercial ship repair contracts

Canada's **Irving Shipbuilding** confirmed two new commercial ship repair contracts for Halifax Shipyard that will require up to approximately 140 hourly employees.



The **OCEANEX SANDERLING** – Photo : Rene Serrao ©

MV **OCEANEX SANDERLING**, a container/cargo ship owned by **Oceanex Inc.**, is scheduled to arrive into Halifax Shipyard's Nova Dock during the second week of October 2013 for a two-week project to perform routine maintenance and repairs. The project is projected to require approximately 90 employees. The shipyard's Nova Dock is a 36,000 t lift capacity Panamax size floating dry dock measuring 257 m long, x 38 m open width. Later in the fall, the passenger ferry **MV Holiday Island** is expected to arrive at **Halifax Shipyard** for two weeks of general repairs and routine

maintenance. The vessel is owned by NFL Northumberland Ferries Limited and is expected to make its call into the Nova Dock in the November timeframe. This project is expected to require approximately 50 employees.

"The excellent reputation of our skilled ship repair specialists at [Halifax Shipyard](#) has helped to secure these two contracts for the yard," said Kevin McCoy, President, Irving Shipbuilding. "These are exactly the type of contracts that will help to keep our skilled shipbuilders and trades people at work as we continue to prepare Halifax Shipyard to build the Royal Canadian Navy's new combat vessels beginning in 2015."

"We're continuing to aggressively bid commercial and repair projects for all of our facilities – we'll fight hard for each one of them if it will help us maintain one more of our skilled employees here within our workforce," said Mr. McCoy, "We look forward to being in a position to confirm details regarding new contracts in the very near future." **Source :**

MarineLog

Budget Woes Could Sink Nassco Deal for New Navy Ship

Lack of a federal budget threatens a U.S. Navy shipbuilding project at General Dynamics Nassco in Barrio Logan, the Navy's top admiral recently told a congressional committee. Adm. Jonathan Greenert testified that federal budget woes would force the Navy to remove the Nassco ship, called an afloat forward staging base, from its 2014 shipbuilding plan. Other suppliers could be affected too. Greenert said a Virginia class submarine and a littoral combat ship may also be removed from the 2014 shipbuilding plans. The federal fiscal year begins Oct. 1.

The situation would happen under a pair of circumstances:

- If Congress does not pass a budget for fiscal 2014 and decides to keep the government running under a stopgap measure called a continuing resolution.
- And if Congress does nothing about sequestration. The word refers to a program of across-the-board cuts in the federal budget. Sequestration would reduce the Navy budget by 14 percent, Greenert said.

The admiral made his remarks before the House Armed Services Committee on Sept. 18.

Nassco plans to build the afloat forward staging base in its yard near Barrio Logan. The ship would be another copy of its 784-foot-long mobile landing platform, with variations. Nassco delivered the first mobile landing platform, the [USNS Montford Point](#), in May. "Like everyone else that provides products and/or services to the country, we are very concerned with the government's ability to establish a firm and stable budget," said a Nassco spokeswoman.

Budget woes would affect San Diego business in other ways.

Greenert said the Navy would have to cut 34 of 55 ship maintenance periods planned for fiscal 2014. That would affect the private shipyards on San Diego Bay that maintain and upgrade Navy ships. **Source :** [San Diego Business Journal](#)

ROUTE, PORTS & SERVICES

**ANY SHIP OR DESTINATION...
WE DELIVER** www.redwise.com



**Ship delivery
Crew management
Maritime recruitment**

Check our website!

Follow us!

  



ZIM renews Its special containers fleet

ZIM is currently deploying 420 new 20' Open-top containers which join its fleet and will increase ZIM's Open-top capacity by about 20%. This addition of new special containers is aimed at enhancing ZIM's ongoing policy to ensure

maximum availability of special equipment to customers, as well as keeping a low average age of the container fleet, the Company said in a press release.

Open Top Containers are suitable for tall or large cargo that cannot be loaded through the container doors, such as machinery, sheet glass, building materials etc.

ZIM operates nearly 600,000 TEUs containers of various types, with a significant portion of special containers. ZIM's containers are meticulously maintained and match all safety conditions in accordance with International Containers Standards and CSC – Container Safety Convention.

Shmuel Yoskovitz, ZIM VP Logistics, said: "Our vision and strategy call for providing creative solutions for our customers, specifically when unusual requirements occurs. Renewing our fleet of special containers is an important part of this strategy". **Source : PortNews**



MICLYN GRAND and **MICLYN GRACE** calling Doha Port for a routine port call while on charter to HBK.

Photo : Jaap-Jan Pietersen - Miclyn Express Offshore ©

World's deepest well drilled under Sakhalin-1 project

The world's deepest ERD well (12,700 m) has been drilled within the framework of **Sakhalin-1 project**, reads the statement of Sakhalin Government's press center. Wells have been successfully drilled under Sakhalin-1 for 10 years already. In 2013, the Exxon Neftegas drilling team completed two wells, which set two consecutive world records for measured depth. With these accomplishments, currently 8 of the 10 world's longest wells belong to the Sakhalin-1 Consortium. The technology used for the wells enables drilling from an onshore-based well site to the oil and gas reservoirs located offshore. A well is usually started vertically and then steered gradually to a horizontal path to tap a subsoil formation containing hydrocarbons.

The Sakhalin-1 is the project operated by Exxon Neftegas Limited. It is a consortium to locate and produce oil and gas on Sakhalin Island and in the Okhotsk Sea from three fields: Chayvo, Odoptu, and Arkutun-Dagi. **Source : PortNews**

Baltic Dry Index up to 1,947 points

On September 24, 2013, the Baltic Dry Index climbed to 1,947 points, up 43 points (2.26%) against the level of September 20.

ATRA
HOLLAND

Agent for 11 SHIPREPAIRYARDS located around Europe:

In Baltic, North Sea, St. George's Channel, Atlantic, Adriatic,
East Med, Marmara Sea, Black Sea.

Phone: +31356952722, GSM: +31654281682

Email: atraholland@atraholland.nl



Iskes tug **SATURNUS** with the **OGNA** enroute from the IJmuiden locks to Amsterdam – Photo : Marcel Coster ©

PDL service drops Napier call, as port coverage is replaced by new slots on Swire's Trans Tasman

Pacific Direct Line (PDL) has announced to drop the present call at Napier from its Australia and New Zealand to Pacific Islands (New Caledonia, Fiji) service (#1330). The port will last be served on 10 October by the **CAPITAINE TASMAN**. At the same time, the present Auckland and Tauranga calls are to swap places on the loop, with Tauranga to be called first.

PDL will maintain (westbound) links from Napier to Australia by starting to slot on the China Navigation (Swire) operated 'Trans Tasman' service (#1790), to which a Napier call will be added. The loop offers one sailing every 17 days. The first Napier call is scheduled for 28 October.

At the occasion of PDL's new participation, Swire will also upgrade the 'Trans Tasman' service's capacity and replace the present fleet of 678 teu, 12,000 dwt multipurpose units with two 1,022 teu, 24,000 dwt ships. Source : Linervision



The 339 mtr long 319.869 DWT **C WHALE** arrived in Singapore from Indonesia in February 2013 and is seen anchored off Singapore last Sunday, the Bulk / Crude Oil tanker is delivered June 2010 by **Hyundai Heavy Industries Co Ltd** - Ulsan Yard, in April 2013 the crew claimed \$300,000 in unpaid wages following a three-month battle with the shipowner, **Today Makes Tomorrow**. Singapore-based bunker supplier **KPI Bridge Oil (KPI)** arrested the ship in Singapore, claiming that TMT (formerly Taiwan Maritime Transport) owed it \$1.3 million. TMT is listed in the Equasis database as the manager of the tanker, while the owner is C Whale Corp of the same Taipei address as TMT. In June 2013 the arrested tanker was to be auctioned but in July Taiwan's TMT has halted the auction the bulk-oil carrier **C WHALE** in Singapore, where the vessel is still anchored at present. The Singapore Maritime Officers Union (SMOU) helped recover the money owed to the multi-national crew. SMOU's executive secretary Mary Liew said "I am very glad that we fought for what is rightfully due to the seafarers and that they can finally put all these behind them and return home.". **Photo : Piet Sinke ©** Click [HERE](#) to see the above Photo direct in High Resolution



The **NEW YORK EXPRESS** arriving in Rotterdam-Europoort – **Photo : Kees Torn ©**

Resolve Marine Group acquires Anglian Monarch



Resolve Marine Group has acquired the 152-tonne bollard pull tug **ANGLIAN MONARCH** from JP Knight (Lowestoft) Ltd.

Photo : Willem Holtkamp ©

Renamed in **RESOLVE MONARCH** the tug is a great addition to our growing global fleet and enhances our worldwide emergency response and salvage capabilities for our OPA-90 clients and others," said Damian Allan, Resolve's Director of Business Development. The vessel was

designed to serve as a dedicated emergency response and salvage vessel in northern European waters. For her first

assignment, **RESOLVE MONARCH** sailed from Invergordon, Scotland on August 19th and is currently en route the Bay of Plenty, New Zealand where she will assist with **Resolve's** work on the **Rena salvage project**. Source : Offshore shipping Online

Tschudi Lines adds Drammen to its Baltic service

Tschudi Lines has included the Norwegian Port of Drammen to its 'Baltic Services' rotation. Now **Tschudi Lines'** container vessel links the Baltic ports in Helsinki, Tallinn and Klaipeda with Drammen. Afterwards the ship goes to Esbjerg, Immingham and Rotterdam, the Company said in a press release. "We are extremely pleased to offer this new line to our customers," underlined Eskil Ødegaard, Managing Director at **Tschudi Logistics Holding AS**. "There is a vast import from the Baltic – approx. 40% of our total capacity is already pre-booked. Our new line strengthens our market position and commitment to the door-to-door logistic service we offer. A wide variety of containers suitable for most cargo commodities can be provided, too," he added.

MARITIME ARTIST CORNER



The **DOCK EXPRESS 10** is built in Heusden at the yard of Verolme and was delivered in 1979 to Dock Express. The vessel is a dock-ship and is half-way sinkable. The new company **Dockwise** was formed in September 1993 by the merger of two complementary companies, **Wijsmuller Transport** (a division of Heerema) and **Dock Express Shipping** (a division of Royal Vopak), becoming the world's largest seagoing heavy transport shipping company. The vessel sailed under the name **Dock Express France** till 1994. From 2009 she sailed under the name **SKY OCEANUS** under the flag of Panama and is still operational. www.hansbreeman.nl

The compiler of the news clippings disclaims 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](#) (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](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>

.... PHOTO OF THE DAY



Spotted at the [Oranjewerf](#) in Amsterdam the [BASE EXPRESS](#) renamed in [VOS BASE](#)
Photo : [Lourens Visser](#) www.navcom.org ©