

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 270



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**22-09-2013 : The APL KENNEDY IMO 8616295, 1988/61926gt in to Melbourne off Portsea**

**Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©**

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## EVENTS, INCIDENTS & OPERATIONS

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The **VIOLET ACE** inbound for Melbourne – Photo : Dale E.Crisp ©

## Navigating the New ISO Standards: Dryad Maritime Intelligence Issue Clear Guidance to Seafarers

**Dryad Maritime Intelligence**, the UK's leading maritime intelligence provider, has today issued clear guidance on the latest framework of standards to be issued by the maritime security industry.

Their advisory considers and comments upon the three main proposed standards that are currently hot topics of debate in the maritime security industry; the International Organisation for Standardisation (ISO) PAS 28007, the International Code of Conduct for Private Security Service Providers (ICoC) and ANSI / ASIS PSC 1 & 4.

Karen Jacques, Dryad Maritime's Chief Operating Officer;

"The sheer speed at which this framework is being set up has inevitably led to a degree of confusion about what this means for the shipping industry and how much the standards are likely to overlap. At Dryad, our role is to provide

specialist advice and services to assist seafarers in going about their day to day business – we hope that this article gives some clarity on the topic.”

The revised standards are expected to be implemented in order to provide a framework of accreditation to be used by ship owners, managers and operators. One of the key benefits of the introduction of these standards is that it will allow seafarers to select accredited and approved privately contracted armed security personnel (PCASP). Dryad's commentary looks closely at the current trial of this standard ahead of its proposed introduction in Spring 2014.

Although the development of the (ISO)/PAS 28007 will not necessarily eliminate other national accreditation requirements, it is hoped that the burden of due diligence on ship owners will be significantly reduced. Read more at Dryad's blog here [www.dryadmaritime.com/2013/09/24/special-advisory-standards](http://www.dryadmaritime.com/2013/09/24/special-advisory-standards)

Dryad's guidance continues by considering the ICoC standards for Private Security Companies, paying particular focus to the ICoC's grounding within the principles of the Montreux document. Dryad goes on to discuss the planned overhaul of the body which will see the introduction of membership fees, audits and accreditation.

For those that reach the standards set by the planned introduction of ANSI / ASIS PSC 1 & 4 - a series of American National Standards, they will also crucially be certified as conforming to the ICoC standard with no additional auditing required.

The full article is available on Dryad's blog [www.dryadmaritime.com/2013/09/24/special-advisory-standards](http://www.dryadmaritime.com/2013/09/24/special-advisory-standards)



The **IREMIS DA VINCI** is nowadays a regular visitor to Cape Town – **Photo : Aad Noorland ©**

## **An increase in seaborne trade hides an uncertain future for specialised reefer vessels**

Drewry's latest Reefer Shipping Market Annual Review and Forecast reports that worldwide perishable reefer trade increased by 52.1 million tonnes between 2002 and 2012, which represents by a combined annual growth rate (CAGR) of 3.6%. Seaborne perishable reefer cargo has increased by a CAGR of 3.3% (25.6 million tonnes) from 66.8 million tonnes in 2002 to 92.4 million tonnes in 2012.

The highest percentage growth continues to be seen in the exotic fruit category (pineapples, kiwifruit and avocados). Despite its relatively small volume of 4.5 million tonnes in 2012, this sector has grown by a CAGR of 9.1% since 2002. In terms of tonnage, the highest growth has been in the meat category (comprising poultry, pork, beef/veal, offal and sheep meat). This grew from 22.8 million tonnes in 2002 to 36.3 million tonnes in 2012 – a CAGR of 4.8%. Seaborne trade in the meat category has grown by 8.3 million tonnes – a CAGR of 4.6%. Kevin Harding, editor of the report, states “ it is important to note that the import patterns have changed considerably during the past decade. Western Europe has declined to a 38% share of worldwide imports – although still importing 66 million tonnes of cargo in 2012.

Eastern Europe's importance has grown from an 11% share in 2002 to a 13% share in 2012 – with cargo tonnage increasing by 76% over this period."

Despite losses for many containership operators, collectively the industry managed to return a small profit for 2012. In the specialised reefer segment, Seatrade retains its position as the largest reefer operator – but with a reduced fleet of 77 vessels, providing over 51 million cubic feet of on-deck and under-deck capacity, which is some 12.5% less than that of one year ago. Nevertheless, it still controls in excess of 20% of the world's specialised reefer fleet capacity of vessels greater than 100,000 cubic feet.



Del Monte's **RONDA CARRIER** arriving off Gibraltar for bunkers – Photo : Francis Ferro ©

The average age of the fleet of 600 specialised reefer ships greater than 100,000 cubic feet has increased to 24 years – despite continued heavy scrapping during the past 12 months. Star Reefers has the youngest fleet among the major operators (with an average age of 14 years), while Baltic Reefers has the oldest with an average age of 28 years.

The first half of 2013 appeared to herald the start of a long awaited upturn for the specialised reefer industry. Time charter rates improved, scrapping had shrunk the fleet to more manageable levels and the containership industry finally seemed to understand that life was not all about market share.

Kevin Harding summarised the state of the market saying; "the two modes of transport have experienced mixed fortunes. With the continued shrinking of the specialised reefer fleet it is unavoidable that increased cargo volumes, no matter how small, will have to be shipped by reefer container vessels. The market share between the two modes continues to move in favour of the containership and, with the specialised reefer orderbook remaining at zero (at least for the time being), it is inevitable that this trend will continue. The containership mode is forecast to provide in excess of 94% of overall reefer tonnage within the next few years. However, the specialised reefer industry is focused purely on refrigerated cargoes and is able to optimise cargo carriage and voyage times – thereby providing a higher percentage of annualised cargo capacity than the figures might otherwise suggest. Thus, the statistics continue to demonstrate that cargo volumes can be accommodated over both modes of transport. Forward utilisation levels for specialised reefer ships are forecast to remain stable, although total cargo tonnes carried are forecast to reduce year-on-year as the fleet shrinks. " Source: Drewry Maritime Research



Seatrade's **MAGELLAN STRAIT** outbound from Rotterdam – Photo : Monique Davis-Mulder ©



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## Noble to Split Offshore Drilling Business



Switzerland-based **Noble Corporation** announced that it will be splitting up its drilling business into two distinct offshore drilling companies, one focused on high specification and deep/ultra-deepwater drilling, and the other consisting of their "standard specification drilling units" which includes five drillships, three semi-submersibles, 34 jack-ups, two submersibles, one FPSO and the Hibernia platform offshore Canada.

Noble notes that the separation of their company may be preceded by an initial public offering of up to 20 percent of the shares of the new company. Noble hopes the split-up of the company will provide a platform for the growth of the two businesses, a

more attractive offer to the financial markets, and help to align the compensation plans with the performance of these different businesses.

Left : **Noble Globetrotter 2** near Las Palmas –

Photo : **Adries van Eijl** ©

The question on the minds of those who work for **Noble Drilling**, and who may find themselves working for this new spinoff will likely be, "will I be taking a pay cut?"

Speaking with a roughneck

working for one of their competitors recently, there does appear to be a significant delta between deepwater drilling pay and shallow-water/jack-up drilling pay, so the potential appears to exist.

David W. Williams, who will remain as Chairman, President and Chief Executive Officer of Noble, commented on the plan noting, "The purpose of the separation is for Noble to move forward with our development as a robust high specification and deepwater drilling company through continued execution of newbuilds and fleet enhancements. By separating these two businesses, we believe each company will be able to better leverage the overall value of its fleet by focusing on the drivers of its particular business." **Source : gCaptain**



16-09-2013: The **ACERGY ANTARES** arriving in Gibraltar – Photo : Francis Ferro ©

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MARINE CONTRACTORS

## TT-LINE may be looking into freight-only service

TT-LINE may be looking at buying a freight-only vessel or vessels to service Bass Strait.

Liberal MHA Rene Hidding asked in state parliament this morning: "Minister, the TT-Line is due to report to the government in the next two months on their ship replacement program." "Can the Minister confirm shipping industry reports that the TT-Line is in advanced discussions to acquire freight-only, non-passenger ships?" In reply, Infrastructure Minister David O'Byrne did not directly say it was or was not.



24-09-2013: **Spirit of Tasmania II**, IMO 9158434, 1998/29338gt, at Station Pier other way round to test lifeboats,  
Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©

"TT-Line is going through an exhaustive process around either vessel ([Spirit of Tasmania](#)) refurbishment or replacement," Mr O'Byrne said. He quoted TT-Line chairman Michael Grainger as saying no stone would be left unturned and every option would be considered. The costs of Bass Strait transport and the lack of direct international shipping are continuing bugbears for exporters, with both big parties at state and federal level having made financial and/or policy commitments to ease the situation. A permanent solution is yet to be secured. Comment is being sought from TT-Line. **Source:** The Advocate

## German EU Naval Force Frigate FGs Niedersachsen Fosters Relations With Regional Seafarers

To deter and disrupt piracy off the Horn of Africa is one of the main tasks of the EU Naval Force (EU NAVFOR) Somalia Operation Atalanta. To help strengthen mutual understanding and trust between the EU Naval Force and local seafarers, as well as obtain first hand information about possible piracy incidents in the area, EU Naval Force ships will sometimes make 'friendly approaches' to fishing and cargo dhows and speak to the masters and crew.

These friendly approaches become more significant when the South West monsoon comes to an end, as the improving weather not only enables local and regional fishermen to get out to sea. Pirates have also taken advantage of the calm sea conditions to get out to sea to attack merchant ships.

German frigate [FGS Niedersachsen](#), which is currently deployed with the EU Naval Force, recently carried out a friendly approach on a fishing dhow. With the help of a Somali linguist, the Boarding Team from [FGS Niedersachsen](#) was able to approach and speak to the master of the dhow about the EU Naval Force and ask him about any concerns he may have about possible pirate activity.

Speaking after the latest friendly approach by [FGS Niedersachsen](#), the leader of the Boarding Team, Petty Officer Enrico L said "Every trip is a journey into the unknown, but we are ready for anything and always keep our eyes open." **Source :** eunavfor.



The [CYPRUS CEMENT](#) in IJmuiden – **Photo : Simon Wolf ©**

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## UN selects Royal HaskoningDHV water expert Mathijs van Ledden for Disaster Assessment and Coordination Team

Mr. Mathijs van Ledden, Business Development Director for Flood Risk Reduction at [Royal HaskoningDHV](#) has been selected by the United Nations Disaster Assessment and Coordination (UNDAC) to become a member of their emergency response teams which are deployed during, and after natural disasters worldwide.

UNDAC helps the United Nations and governments of disaster-affected countries during the first phase of a sudden-onset emergency, mostly in the event of a natural disaster, when a disaster-affected country requests international assistance and requires additional international coordination resources.

Mr. Peter Muller, Humanitarian Affairs Officer at the UN: "We selected Mathijs van Ledden to take part in the UNDAC induction course because of his technical background and experience with big floods. As water expert he can add great value working in an UNDAC team at water related disasters".

Mr. Van Ledden said: "After training, I could be called away at a moment's notice to anywhere in the world. This is a wonderful opportunity to help people and governments at a time when they are most in need".

### New Orleans and Bangkok

Mr. Van Ledden (born in 1975) graduated at the Faculty of Civil Engineering at Delft University of Technology in the Netherlands in 1998. He conducted an innovative PhD research project from 1999 to 2003 and joined the company that same year. He was located in New Orleans from 2006 to 2010, as project manager at the New Orleans District assisting the US Army Corps of Engineers with the 100-year levee design around the city including the new large storm surge barriers.

Mr. Van Ledden was active during hurricanes in New Orleans in an emergency response team and also during the Bangkok flooding in 2011. Currently, he is Director Business Development Flood Risk Reduction and Leading Professional Flood Hazards at Royal HaskoningDHV and part-time Lecturer Hydraulic Engineering and Modeling at Delft University of Technology.

### Giving back to society

[Mr. Naren Bhojaram](#), River Deltas & Coasts Director at [Royal HaskoningDHV](#): "We are extremely proud of our professional staff who are passionate about 'giving something back to society' and sharing their skills and expertise in troubled times".

### United Nations Disaster Assessment and Coordination

UNDAC teams can deploy at short notice (12-48 hours) anywhere in the world and are provided free of charge to the disaster-affected country. In 2012 alone UNDAC teams were deployed in numerous emergency missions including flood disasters in Nigeria, Paraguay and Comoros. **Source: Royal HaskoningDHV**

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The trawler **ASTRID** moored in Cape Town – Photo : Aad Noorland ©

## Maritime industry urged to work together for sustainable growth

Singapore's Parliamentary Secretary for Transport, Associate Professor Muhammad Faishal Ibrahim, has said that the maritime industry has to work together to ensure responsible and sustainable growth. This is critical as over 90 per cent of world trade uses shipping as a means of transporting goods. Associate Professor Muhammad Faishal said this on Monday at a ceremony commemorating World Maritime Day.

Using Singapore as an example, he said the country studies and mitigates any environmental impact that may arise from the development of its port, growth in demand, and the needs of its economy. Another area of importance is protecting the welfare of seafarers at sea. Associate Professor Muhammad Faishal said the 2006 Maritime Labour Convention, which Singapore had ratified, ensures that seafarers' working conditions and safety are looked after.

On its part, the Maritime and Port Authority of Singapore will continue to work with its partners in ensuring the Convention is implemented effectively. Associate Professor Muhammad Faishal also paid tribute to the 12,000 seafarers who land on Singapore's shores every day, and distributed some 600 hampers that will reach some 9,000 seafarers.

He said: "All of you risk your lives daily and brave the rough seas so as to ensure the smooth flow of seaborne trade. I am inspired by your dedication to your craft and salute your tireless contributions to the maritime industry and world trade. "As Singapore's economy continues to grow, the Singapore maritime industry will continue to figure prominently in our growth plans. "Going forward, the Singapore Government will continue to work with the industry, unions and seafarers' missions to safeguard and promote the interests and well-being of all seafarers." Source: CNA

## CKYH scales down Far East – ECNA offer for slack season

In time for the east-west trade's upcoming winter slack season, the CKYH carrier alliance is to scale down its Far East - ECNA portfolio and reduce the number of weekly services in the trade from five to four.

The alliance's offer presently consists of four Panama Canal routed Transpacific loops and one Suez Canal routed service.

The CKYH group is to suspend this week the Panama-routed 'AW3' / 'AWY' loop, operated by Yang Ming. A number of ports so far covered by this service will be added to the rotation of the 'AW7' / 'AWS'.

In summary, the changes look as follows:

> 'AW3' / 'AWY': the 4,738 teu **VALENCIA BRIDGE** has just sailed from Ningbo, and is the last vessel on the loop.

Rotation: Busan, Ningbo, Shanghai, Busan, Manzanillo (Mex), Panama Canal (waypoint), Colon, Savannah, New York, Wilmington (North Carolina), Panama Canal (waypoint), Busan

> 'AW7' / 'AWY': The ports of Ningbo, Shanghai and Wilmington are added to the rotation to cover for the aforementioned service closure. The present Hong Kong call and the service's irregular calls at Kaohsiung will be removed.

Revised rotation: Xiamen, Yantian (Shenzhen), Ningbo (new), Shanghai (new), Busan, Panama Canal (waypoint), Savannah, New York, Wilmington (new), Charleston, Panama Canal (waypoint), Busan, Xiamen.



The **VALENCIA BRIDGE** – Photo : Cees de Vries ©

As of Mid-October, Yang Ming will step up from slot partner to co-operator on the loop and bring in the 3,961 YM SHANGHAI and later the 4,553 **YM KEELUNG**. At the same time, the Taiwanese will rebrand the offer 'AW5' instead of the former 'AW7' marketing name. The service has a weekly capacity of 4,150 teu and it is maintained by ten ships on a 70-day round trip.

The below three services out of CKHY's Far East - ECSA portfolio appear not to be affected by the slack season downshift:

- > 'AW1' / 'AWH', operated by Hanjin, so far unchanged.
- > 'AW2' / 'AWC', operated by Coscon so far unchanged.
- > 'AW4' / 'AWK', operated by Yang Ming and K-Line, so far unchanged.

Source : Linervision

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A few weeks after her sister [Akademik Sergey Vavilov](#), the [Akademik Ioffe](#) arrived in Waalhaven Rotterdam September 25th, She also will proceed to the southern hemisphere for seasonal cruises. [Photo : Henk Ros ©](#)

## Maritime Union denies wage rises threaten offshore oil and gas industry

The Maritime Union has hit back at the oil and gas industry over concerns high wages are making Australia's liquefied natural gas industry uncompetitive.

In a new report, the union has accused employers of playing politics and overstating the impact of rising wages on the viability of shipping companies which supply oil and gas platforms, lay pipes and do underwater exploration.

The union commissioned economic forecaster, BIS Shrapnel, to look into a report by Deloitte Access Economics on companies which support offshore oil and gas exploration known as the offshore oil and gas marine support sector.

The Deloitte report concluded that the firms' profitability had fallen and strong wage increases would threaten the viability of the ship operators.

It said that over the last five years, wages and total expenses doubled while revenue increased by only 50 per cent. Employers group, the Australian Mines and Metals Association (AMMA), commissioned the Deloitte report.

But BIS Shrapnel says the Deloitte report was flawed because it surveyed five out of 19 vessel operators instead of looking at public data on their finances. BIS Shrapnel says a review of annual reports and investor presentations for three vessel operators showed revenue growth of 200 per cent from 2007 to 2012 compared to wage growth of 50 per cent which "strongly refutes the claim that wage growth is outpacing revenue growth".

Deloitte report was 'a political set up' for wage talks

Maritime Union of Australia (MUA) national secretary Paddy Crumlin accuses Deloitte and AMMA of misrepresenting data to strengthen the industry's bargaining hand in wage negotiations.

"This was a political set-up. They want to polarise further the industrial relations situation out there," he told the ABC.

"They didn't identify the conflict of interest in anyway so their methodology was really flawed and flimsy."

AMMA executive director of industry Scott Barklamb says he will study the MUA report.

"Deloitte Access Economics is obviously one of the most respected survey and econometrics firms in the country," he said. "We'll look forward to looking at the MUA's research."

The battle of the reports comes as the MUA and AMMA negotiate wage agreements on behalf of around 1,000 workers in the offshore oil and gas supply industry including cooks and seafarers.

Mr Crumlin says BIS Shrapnel found claims that cooks were going to be paid \$230,000 a year were highly exaggerated by 40 per cent. BIS Shrapnel says cooks on specialised vessels get around \$162,000 a year according to enterprise bargaining agreements. Mr Crumlin says the union has dropped demands that offshore workers get iTunes cards and Qantas Lounge memberships. The union is pushing for a 6 per cent annual pay rise over three years.

Scott Barklamb from AMMA says the industry cannot afford it.

"What is of concern is when you see possible wage increases doubling in 10 years for some occupations," he told the ABC. MUA report disputes wages are a major driver of project costs The oil and gas industry says wages are a major driver of costs. But the union's report found that wage costs for support ship workers were just 0.25 per cent of the cost of Australia's biggest resources development, the Gorgon gas project.

The union's report also disputes assertions that Australia is pricing itself out of the global LNG industry amid an estimate by consulting firm, McKinsey, that new LNG projects in Australia are 30 per cent more expensive than in Canada or East Africa.

It says as the Australian dollar falls the cost of local gas projects and the competitive gap will also decline.

Kevin Gallagher runs engineering firm, Clough, which has contracts on major resources projects. He says Australia is facing tough competition from other LNG producing countries because of its higher wages. "With the wage inflation we've seen over the last few years that's got to make it more difficult and it has made it more difficult to attract investment to Australian projects," Mr Gallagher said. **Source: ABC**



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## **Dubai Police helps foreign navies seize Dh500 million worth of drugs on the high seas**

**350kg of hashish and 500kg of amphetamines found in vessel 360km from Somalia coast**

Dubai Police has helped the international coalition of naval forces to make a major seizure of narcotic drugs worth over Dh500 million on the high seas of the Indian Ocean.



Speaking at a news conference in Dubai on Monday, Major General Khamis Mattar Balmazina, Deputy Commander of Dubai Police, said the drugs were seized from a vessel 360km from the coast of Somalia.

350 kg of hashish and 500kg of amphetamines were seized and 10 people arrested.

Maj. Gen. Balmazina said Dubai Police had received information that a fishing

vessel had left a port in Pakistan with a large quantity of drugs and that it is on its way to Djibouti. The police also had information that the fishing craft was planned to meet another vessel at a specific location on the high seas in the Indian Ocean to transfer the cargo.

Dubai Police passed on this information to the international coalition of naval forces in the area which located and raided the vessel carrying the drugs which were found hidden behind the engines.

Major General Abdul Jalil Mahdi said the UAE is a member of the United Nations Convention against Illicit Traffic in Narcotic Drugs and Psychotropic Substances of 1988, obliging it to extend the maximum cooperation possible to prevent drug smuggling across the seas.

Dubai Police has received letters of thanks and appreciation from the operational commanders of the naval forces of the international coalition.

## Belgium: Alstom Hires Bold Tern



Alstom has hired “**Bold Tern**” jack-up installation vessel, owned by **Fred. Olsen Windcarrier**, to complete the offshore operations at the Belwind offshore wind farm. Recently, the company announced that they have faced a delay during the installation of Alstom’s 6MW Haliade 150 offshore wind turbine, for which they found a solution in the form of another vessel.

The wind turbine was scheduled to be completely installed in July, however, pile dredging and grouting of the jacket installation have taken a large part of the slot that Alstom had with the jack-up vessel ‘**Pacific Osprey**’, which could not be extended.

After **Bold Tern** arrives to the port of Ostend this week, the preliminary works (loading of components) will ensue.

The company expects that the turbine will be fully installed in the course of October.

Left : the **BOLD TERN** arriving in Ostend last Wednesday. **Photo : Wesley Vercruysse ©**

Source : offshore Wind



## Cameron's STX Drillship on Hold - Analyst Blog

Oil drilling equipment maker **Cameron International Corp.** has reported an update to the Drillship Package contract received from South Korea-based **STX Offshore & Shipbuilding Co. Ltd.** on Nov 26, 2012. Per the 2012 deal, Cameron was to provide an entire drilling equipment package to be used for the construction of the 12,000 foot ultra deepwater drillship. The drillship is being constructed by **STX Offshore** for Norway-based **Sigma Drilling Ltd.** a part

of **Vantage Drilling Company ( VTG )**. However, owing to ongoing restructuring process, the South Korean shipbuilder has temporarily stopped manufacturing of the drillship.

Vantage along with **Sigma Drilling** is in talks with **STX Offshore** to resume work on the construction. As of now, work on the drillship is expected to be completed by the first or second quarter of 2016.

Houston, Texas-based Cameron is a manufacturer of pressure control equipment used in onshore, offshore and subsea applications for oil and gas drilling, production and transmission.

Cameron has lost its leading market position as a supplier of subsea production systems (Christmas trees) to competitors in the last few years. While new order bookings are projected to improve the company's market share, we do not expect it to regain its leading position.

Cameron currently retains a Zacks Rank #5 (Sell), implying that it is expected to significantly underperform the broader U.S. equity market over the next one to three months.

Meanwhile, one can look at better-performing oil field machinery and equipment suppliers like Dril-Quip Inc. ( DRQ ), and Profire Energy Inc. ( PFIE ) that offer value. Both, Dril-Quip and Profire Energy carry a Zacks Rank #1 (Strong Buy). **Source : Nasdaq**

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## Crown Princess names Majestic Maersk



Princess Mary named the second in the series of the new Triple-E container ships for Maersk Line - **Majestic Maersk** on Wednesday morning. Thousands of locals attended the event. "I wish you a good journey and safe navigation," said Princess Mary when she named the **Majestic Maersk**, accompanied by

Crown Prince Frederik and executives from AP Moller - Maersk. Thousands of locals showed up in the beautiful late summer weather to witness the naming of the impressive container. Across midday the first of more than 50,000 Danes who have wanted to come on board, will have access to the ship. **Source: Maritime Denmark**

## Island pops up off Gwadar

The earthquake that struck parts of Balochistan and Sindh on Tuesday was followed by the emergence of an island off the coast of Gwadar.

‘The island popped up soon after the earthquake. Our staff stationed in Gwadar has reported that the island is about one and a half kilometres away from the coastline,’ Dr Asif Inam, the Principal Scientific Officer of the National Institute of Oceanography, said.

‘The island appears to be about 200 metres long, 20 metres high and 100 metres wide. But all this information needs to be verified scientifically. Detailed information will be available tomorrow when the staff visit the site and collect samples,’ he added. An NIO team from Karachi will also visit the site this week.

According to scientists, the Makran coastal belt is reported to have extensive reserves of frozen methane that exist in the form of gas hydrates (crystalline waterbased solids physically resembling ice, formed under conditions of relatively high pressures and low temperatures) hundreds of metres below the sea floor. And whenever this highly pressurised gas finds a weak space to release some of its energy, a dome-like structure (island) is created within the waters or it emerges on the sea surface. ‘The space to release energy could be formed due to tectonic movements, creating some fractures and fissures in the strata. Sometimes, the structures do not come out of the water and so go unnoticed,’ Dr

Inam said. Explaining the topography of the area, Dr Inam said that it was an active seismic region where three tectonic plates Indian, Eurasian and Arabian were converging.

‘The area is required to be mapped in detail to ascertain the potentially hazardous parts.

Besides, the area could be explored to overcome the energy crisis. According to Dr Inam, the analysis of previously tested gas samples taken from the water column of the Malan island showed that it contained methane, ethane, propane and butane. All data pointed to the presence of microbiologically generated bacterial methane, excluding thermogenic gas. It's the third time in 15 years that such a phenomenon has occurred along the Balochistan coast. Earlier, islands emerged in 1999 and in 2011 at a distance of two kilometres from the Makran coast near the point where the Hingol River drains into the sea. Both islands emerged without an earthquake and collapsed due to strong currents and winds. The same area witnessed an island's emergence in 1945, following an earthquake. **Source :**  
**Imran Farooq**

## Malaysia worried by growing piracy in Indonesia



Pirates attacking vessels in Indonesian waters are robbing crewmen of their money, mobile phones, laptops and personal belongings, according to the Malaysia Maritime Enforcement Agency (MMEA). MMEA command, control, communication and information director Captain Maritime Hamid Haji Mohd Nor said: "The shipping community should view the matter seriously and share information and develop confidence-building measures with us."

**Source : Seashipnews**

## NAVY NEWS



The 1975 built Russian Replenishment Ship " **IVAN BUBNOV** ", one of 5 **Boris Chilikin class** ( type 1559 V). seen arriving at Valletta, Malta on the 25-09-2013. **Photo : Gaetano Spiteri ©**

## SHIPYARD NEWS



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## Daewoo Shipbuilding wins \$534 mln jack-up rig order from Maersk Drilling

**Daewoo Shipbuilding & Marine Engineering Co Ltd** said on Tuesday it had won a 572.8 billion won (\$534 million) order to build a large jack-up rig for Denmark's Maersk Drilling, a unit of the A.P. Moller-Maersk Group.

The South Korean shipbuilder said in a statement it was its first successful order for a large jack-up rig since 1983. The rig is expected to be delivered around mid-2016 and placed in a region near Norway. (\$1 = 1072.3000 Korean won)

Source : Reuters

## Ready to launch

**First vessel of its kind about to leave Bay Shipbuilding**

**Bay Shipbuilding Co.** of Sturgeon Bay is set to deliver the first of two ships designed to bring supplies to oil rigs in the Gulf of Mexico.



The platform supply vessel, **Bay Ship's Hull 771**, has been undergoing sea trials before leaving for **Tidewater Marine LLC**, based in New Orleans. The ship is expected leave Sturgeon Bay by next week, according to Todd J. Thayse, vice president and general manager of Bay Shipbuilding. The exact time of departure has not been determined.

Since construction began in November 2011 with the laying of the keel, Door County Advocate photographer **Tina Gohr** has been photographing the vessel's completion monthly.

Cutting of steel started Sept. 19, 2011, with the first 50 tons of

fabricated steel used for the keel or center line for Hull 771. Another 1,000 tons of fabrication followed. Hundreds of Bay Shipbuilding workers helped complete the vessel.

"It's a great boat," Thayse said of the completed project, adding that Hull 772 will also soon be finished, and Tidewater is expected to take delivery of the second vessel built in Sturgeon Bay later this year.

Currently, Bay Shipbuilding has about 450 employees, with no layoffs expected, Thayse said.

"We're gearing up for a busy fall of conversion work," he said

Hulls 771 and 772 are 303-foot deepwater class vessels, with diesel-electric Z-drive propulsion, designed by MMC Ship Design of Poland. The PSVs are the first of their kind to be built at a Great Lakes shipyard. They will join the Tidewater Marine Services fleet of more than 650 vessels used in the petroleum industry worldwide for offshore oil rigs.

Bay Shipbuilding specializes in building commercial ships and in ship repair. Before the Tidewater contract, 2009 had seen the last of the major build programs that restarted in the mid 1990s, according to Thayse. Many of the lakers and barges that ply the Great Lakes were built at Bay Ship. In Door County, both the Eyrabaki and the Arni J. Richter were built in Sturgeon Bay for Washington Island Ferry Lines.

The **Sturgeon Bay shipyard** is a division of the **Fincantieri Marine Group**, which builds ships for commercial and government customers including the U.S. Navy and Coast Guard. The group also has facilities in Marinette and Green Bay. It is a part of Fincantieri-Cantieri Navali Italiani SpA, an international company that employs more than 10,000 people worldwide including eight shipyards in Italy, building everything from mega-yachts, naval and commercial vessels to cruise ships.



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## SHIPYARD BOSS SET TO LEAVE BAE SYSTEMS IN BARROW

**BAE Systems submarines boss John Hudson is set to leave Barrow it has been announced.**



**Mr Hudson**, who has worked at the Barrow shipyard for 24 years, has been promoted to the position of managing director of BAE Systems Maritime, taking over from Andrew Davies. The promotion will see him move from being managing director of BAE Systems Maritime – Submarines, to being responsible for the entire Maritime operation, including Naval Ships and Maritime Services.

Mr Hudson will take the helm of an operation with a £2bn turnover and 14,000 staff.

The 53-year-old said: "It has been a great privilege to serve as the managing director of the Barrow shipyard, a business that continues to deliver vital submarine capability to the Royal Navy.

"Having overcome a number of challenges, the business now finds itself in a positive position with an exciting future. Delivery of the Astute programme is gathering pace and, alongside, the programme to design a replacement for the Vanguard class is building momentum.

"I now look forward to the next challenge in my career as Managing Director, BAE Systems Maritime, a role in which I will continue to have a close association with the Submarines business.

"I would like to wish Tony Johns every success in his new role. He is the ideal person to replace me and I look forward to working with him in the future. Mr Hudson, who is expected to move to Portsmouth, will be replaced by Tony Johns, Successor programme director, from October.

Mr Johns, 51, held a number of positions within the Royal Navy and Ministry of Defence before joining BAE Systems three years ago and has been described by his predecessor as "the ideal person" to take charge.

Mr Johns said: "I am both delighted and honoured to have been asked to become the Managing Director of BAE Systems Maritime – Submarines. As a submariner for many years, I can pay testament to the outstanding skills and fantastic products that we have delivered over many years.

"I'm looking forward to the many challenges ahead and working with our thousands of skilled employees, industry colleagues and supply chain partners in the years to come as we deliver the remaining Astute class submarines and transition into building the Successor submarine."

Mr Hudson has been praised for the "huge contribution" he has made to the shipyard and the wider Cumbrian economy. Harry Knowles, chief executive of Furness Enterprise, said Mr Hudson would be missed.

"I have the highest regard for John, I think he has done a superb job in leading the shipyard in a very challenging environment," he said. "He has made a huge contribution to the area and I personally will be very sorry to see him go, even though I applaud the fact he has got promotion." **Source : Northwest Evening Mail**

## Shipyard Pella (Leningrad region) launches RB-401, tugboat of project 90600

The regular tugboat from the Acceptance Program of 2013 "RB-401", building No 939, project 90600 is launched by Leningrad Shipyard Pella, the company says. Before the end of the year the tugboat will be delivered to Baltiysk, where it will be put into operation within RF Baltic Fleet.

The tugboat is intended for towing and berthing operations in harbor, roadsteads and coastal areas which comply with R3 navigation area, refloating of ships and vessels, fire fighting operations at floating and shore objects, oil and petroleum content products, cargo transportation, ice breaking and erosion operations.

Technical characteristics: Length max – 25.4 m, width max – 8.8 m, draught – 4.2 m, speed – 11.8 knots, classification - KM Arc4 R3 Aut3 Tug by Russian Maritime Register of Shipping. Deck equipment: bow electro-hydraulic anchor-towing-mooring winch Fluidmeccanica providing 10 t of bollard pull and 847 kN of brake holding force; 23 t towing hook SWL with quick release device. The tugboat is equipped with cargo crane PC 2300, Palfinger with lifting capacity of 150 kilos at the boom of 5m. In order to fulfill fire-fighting operations the tugboat is equipped with external fire fighting system made by FFS (capacity is 800 m3/h, 2 water monitors, water curtains system). Leningrad Shipyard Pella was founded in 1950 and privatized in 1992. The holding incorporates a head company and a number of subsidiaries. The shipyard specializes in construction of tug boats for Russian customers.

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## Jan De Nul to dredge 10 mln m3 in Sabetta this year

**Jan De Nul** plans to dredge 10 mln m3 in Sabetta during the 10-week period, IAA PortNews learnt from the company's press center. The dredging fleet of Jan De Nul commenced operation on August 2, 2013.

The work is being carried out according to the schedule. In close cooperation with Rosmorport FSUE, Yamal LNG OJSC and USK MOST OJSC, Jan De Nul is engaged in daily pass of transport barges loaded with different cargoes of Yamal LNG across the sites of dredging works. Marine and air links with large cities of the Yamal-Nenets Autonomous District have been arranged to ensure the rotation of the dredgers' crews. Food and fuel is delivered from Murmansk and Salekhard.



Jan De Nul Group's Russian subsidiary, **Jan De Nul NV Russia**, won in a tendering process with participation of contractors from the Netherlands and Belgium and was awarded the major dredging contract. The tender was carried out by JSC USK MOST which was appointed by the Russian Government decree No 1716-r of 17.09.2012) the sole contractor for the state order - the construction of facilities of a seaport in the area of Sabetta settlement. The dredging project is scheduled for completion in 2016. During the 2014-2016 period, the fleet of Jan De Nul is expected to dredge up to 70 million cbm of material. Despite these volumes, the contractor Jan De Nul said it would be able to handle the project on its own.

The dredging project is being implemented by eighteen vessels including cutter suction dredgers **Leonardo Da Vinci** (installed power 20.26 MW, length 129.7 m, draught 5.2 m), **Niccolo Machiavelli** (installed power 23.52 MW, length 138.5 m, draught 5.5 m), trailing suction hopper dredgers **Bartolomeu Diaz** (hopper capacity 14 thousand cbm, length 147.8 m, draught loaded 11.2 m, dredging depth up to 52 m), **Al Idrisi** (hopper capacity 7,500 cbm, length 119.1 m, draught loaded 8.15 m, dredging depth up to 46.4 m), **Francesco Di Giorgio** (hopper capacity 4,400 cbm, length 95.3 m, draught loaded 7.3 m, dredging depth up to 28.5 m), **Amerigo Vespucci** (hopper capacity 3,500 cbm, length 97.7 m, draught loaded 6.2 m, dredging depth up to 36.5 m), **Pinta** (hopper capacity 3,400 cbm, length 89.7 m,

draught loaded 5.4 m, dredging depth up to 31 m), **De Bougainville** (hopper capacity 3,700 cbm, length 99.5 m, draught loaded 5.85 m, dredging depth up to 32 m), split hopper barges **Boussole** (hopper capacity 3,700 cbm, length 99.5 m, draught loaded 5.85 m), **L'Aigle** (hopper capacity 3,700 cbm, length 99.5 m, draught loaded 5.85 m), **Tiger** (hopper capacity 3,700 cbm, length 99.5 m, draught loaded 5.85 m), **Astrolabe** (hopper capacity 3,700 cbm, length 99.5 m, draught loaded 5.85 m), **Le**



**Guerrier** (hopper capacity 3,700 cbm, length 99.5 m, draught loaded 5.85 m), anchor boat, tugboats, survey craft and pontoon for berth operations.

**The port is being built within the framework of Yamal LNG project.**

Yamal LNG project envisages the construction of an LNG plant with annual capacity of 16.5 million tons per annum based on the feedstock resources of the South-Tambeyskoye field. According to the PRMS reserve standards, the proven and probable reserves of the South-Tambeyskoye field as of 31 December 2012 were appraised at 907 billion cubic meters of natural gas. The Project also requires the construction of transport infrastructure including a sea-port and an airport located at Sabetta (north-east of the Yamal Peninsula).

The Group's dredging fleet has had an experience of operation in both Russian ports (Ust-Luga, Vostochny, Sabetta) and in offshore projects of the Russian Federation aimed at the development of oil & gas fields of Sakhalin-1 (DeCastri, Tatar Strait, Chayvo, Orlan), Sakhalin-2 (Nakhodka, Prigorodnoye, Lunskeye, Piltun), Sakhalin-3 (Kirinskoye GKM). With its strong background in Russia, diverse state-of-the-art dredging fleet capable of operation in adverse climatic conditions including those in Russian Arctic, Jan De Nul Group is ready to participate in other large-scale projects on construction of new ports and development of Russia's offshore oil & gas fields. **Source : PortNews**

## Huisman Brazil Receives First Order

**Huisman**, one of the worldwide specialist in lifting, drilling and subsea solutions, has received a first order for their new production facility in Brazil. The new order includes three sets of five cranes, which will be manufactured as soon as construction of the Brazilian production facility is completed in 2014. The sets of cranes are scheduled for delivery between Q3 2015 and Q1 2017. The order includes three identical sets of cranes for the new build vessels Cassino, Curumim and Salinas. Each set consists of two 60mt Pedestal Mounted Offshore Cranes (PMOC), two 60mt Knuckle Boom Cranes (KBC) and one 12mt Pipe Handling Knuckle Boom Crane (PHKBC). The cranes can be used for various applications, including unloading of supply vessels, pipe handling, offshore construction work, and subsea installation. The first set of cranes will be installed on the Cassino and will be delivered in 2015. In Q2 2016 the Curumim will be equipped with their set of cranes and in Q3 2017 the last set will be installed onboard the Salinas.

**Huisman** opened an Engineering, Sales and Service office in Rio de Janeiro to locally support the South American market in 2008 and in 2012 started the construction of their new production facility in the city of Navegantes. Navegantes is located alongside the river Itajai-Açu in the state Santa Catarina, a state in the southern part of Brazil bordering the Atlantic Ocean. This makes the Huisman Brazil facility easily accessible for seagoing vessels, allowing for fast installation, commissioning and testing of the **Huisman** designed and built offshore construction equipment on board. This facility will be used for the manufacturing of construction equipment for the Brazilian offshore market. The new **Huisman** production facility is planned to be operational in 2014.

Besides the three sets of cranes, Huisman will also deliver three 550mt Tilttable Lay Systems for Subsea 7 and the two 650 and two 340mt Tilttable Lay Systems for Technip-DOF. All these pipelay equipment orders are part of a big Petrobras order and should be ready to serve the Brazilian market in 2017. **Source : MarineLink**



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## Samskip Multimodal launches its own weekly West Coast shortsea service to Norway

As of September 30, Samskip Multimodal introduces its own weekly shortsea service to the Norwegian West Coast, connecting its pan-European network to Tananger, Bergen and Ålesund via Rotterdam, the Netherlands.



Samskip Multimodal is pleased to announce that as of September 30 will launch its own weekly shortsea service from Rotterdam, the Netherlands to the Norwegian West Coast, deploying the 518 TEU MV [Pioneer Bay](#).

With a guaranteed weekly departure on Tuesdays, the shortsea service is available between Rotterdam, the Netherlands and Tananger, Bergen and Ålesund, Norway, with possible inducement calls to Måløy and other Norwegian ports.

Samskip Multimodal customers will benefit from linkage to the West Coast of Norway and Ålesund-based cold stores via the rest of the Samskip network, enabling delivery throughout Europe.

### Door-Door and Quay-Quay services

Besides normal Door-Door services, Samskip Multimodal will also provide Quay-Quay services, securing its growth in the Door-Door segment and Tank/Bulk markets.

### Sailing schedule

With a fixed weekly sailing schedule, Samskip Multimodal is able to deliver cargoes anywhere along the Norwegian West Coast from Rotterdam in the same week. Schedule integrity will be secured through limiting the number of port calls.

[Caesar Luikenaar](#), Senior General Manager Scandinavia Trade, [Samskip Multimodal](#), says: "This new shortsea service is a natural next step in our growth process on the Norwegian West Coast, offering an even more competitive and sustainable connection to the rest of the world, with direct connections to our multimodal network."

## Seatruck Ferries voted Irish Sea Shipping Line of the Year

[Seatruck Ferries](#), Clipper's fully owned subsidiary operating ro-ro-vessels on the Irish Sea, has been voted Irish Sea Shipping Line of the Year at the annual Export & Freight Transport & Logistics Awards, the Company said in a press release.

As those watching on at the awards ceremony heard: "This award is all about what the customer thinks and hauliers have voted for a company that has grown substantially over the last decade and a half, not only in size of fleet but in the quality of a service that has successfully filled a gap in the market for a freight operation serving Ireland".

In the press release, which can be read in its entirety here, Managing Director Alistair Eagles comments: "Throughout our continued growth and expansion we have remained close and committed to the customer whilst not losing sight of our humble beginnings. We remain focused on the needs of operators and are well positioned for the

future with the backing of our parent company Clipper. We have had fantastic support from our customers, on behalf of everyone at Seatruck I would like to thank you for your continued support.

Seatruck's focus on a freight only model is clearly working, with four ports and three routes we actively look at ways to reduce road miles for our customers compared with the traditional routing through Scotland or Wales. Seatruck has made large investments in purpose built new tonnage with 8 new buildings joining the fleet in the last 6 years. These new vessels bring the Seatruck Fleet size to a total of 12 modern freight ro-ro ferries." **Source : Portnews**

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



The **CATHMA** in the KrammerLocks (The Netherlands) – **Photo : Marijn van Hoorn ©**

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