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**An Aurora seen from TSHD BARTOLOMEU DIAS during the Sabetta project in Russia.
Photo : Jeroen Bos ©**

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3 DUTCH COMPANIES OPENED DOORS IN SINGAPORE



Last Thursday afternoon His Excellency **Jacques Werner**, Ambassador of the Kingdom of the Netherlands in Singapore officially opened a combined office & warehouse in the Tradehub 21 building along the Boon Lay Way in Singapore of

**Hatenboer-Water Asia,
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Han (IMT), Ambassador **Werner**, **Guy** (Hatenboer) and **Chiel** (Trustlube) cutting together the openings ribbon



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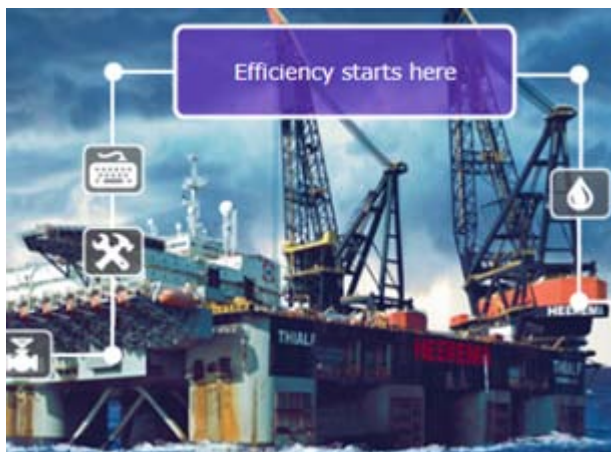
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environmentally sustainable with all necessary worldwide after sales service. "At **Hatenboer-Water** we also concentrate on the 'aftercare' of our water treatment systems. In that respect, timely delivery of spares and consumables is crucial", comments **Guy Heijnen**, Managing Director of **Hatenboer-Water Asia Pte Ltd**. "The focus of the new Singapore office is to service clients in the maritime and offshore industry. The range of consumables and spares is therefore attuned to this market." A broad range of products are available Furthermore, the office is pleased that the well-known drinking water disinfectant **Hadex®** can be delivered from stock. "More and more operators and owners discover the benefits of the approved, food grade **Hadex®** for the disinfection of their water onboard. The application of **Hadex®** for a safe shock treatment of the tanks and piping system after a serious contamination is also

recognised," says **Saskia Kaarsgaren**, Office & Logistics Manager. "As vessel operations cannot wait for deliveries coming from overseas, or in case of emergencies, it is essential that we can supply at short notice." For more information contact **Guy** or **Saskia** of **Hatenboer-Water Asia** via info.asia@hatenboer-water.com



As Usual in Singapore with the opening of offices the Lions dancers appeared under a lot of noise, The Lion Dance is a pugilistic performance dating back to more than 1,500 years. Its performance during auspicious occasions such as the launch of new buildings, offices and shops is believed to bring good fortune and wealth.

There are two types of lion dances, namely the



Northern and Southern lion dance which differs in the appearance of the lion and the performance style. The Southern school, which is more popularly performed in Singapore, originated in Guangdong. It involves a less hairy Lion which is taunted by a big-headed clown. They traditionally perform outdoors, the cai qing or literally "plucking the green", referring to the acrobatic act of picking up a sprig of lettuce from as high as three storeys, achieved only by using a pole or forming a human pyramid. The Southern lion has a 'skin' of white/yellow and brown/black patterns. Whilst the Northern Lion is reputedly fierce, with a serious temperament, the Southern Lion is tame and playful.



On behalf of all the readers of the newsclippings

I would like to wish **Han**, **Chiel**, **Guy** and **Saskia** good luck in their new premises and hope that they have found in Singapore a good business hub. **All Photo's : Piet Sinke ©**



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The **BAY PHOENIX** off Gibraltar – Photo : Francis Ferro ©

Honours for A Whale



The former master of **A Whale** received an industry award in recognition of his service to his crew and the seafaring community. **Jan Webber** of **Sailors' Society** was honoured to accept the **LloydsList Award for Seafarer of the Year** on behalf of **Captain Khan Jubair Niaz** on Monday night. The situation on board the oil skimmer drew widespread media attention and the master's conduct has been repeatedly praised. Jan, Director of Fundraising at the Society, who liaised with the crew throughout the ordeal, read out a speech that **Captain Niaz** had prepared, in which he explained the tensions and hardships on-board.

As a crew we waited in hope. It was not just us but our families who were suffering as salaries went unpaid for six months. By June, I was desperate to resolve the situation

As supplies ran low, fighting broke out between the tense and frustrated crew. I tried to get help from every source, including the media, lawyers and trade unions, but it was the **Sailors' Society** that gave us something very important: they gave us hope. **Captain Niaz** also praised **Tom Leander** of LloydsList and **Melissa Mejias** of the Liberian Registry for their help in fighting the stranded crew's corner. The episode has brought the issue of seafarer abandonment into the light, thanks in no small part to the captain's persistent battling for the rights of his crew. His emotional speech closed with a hopeful note. I am really grateful for all the parties who helped throughout this difficult situation. It is not the victory of **A Whale** crew. It is a victory for the seafarer community.

New-build very large crude carrier price hits 1st rise since 2010

What tanker prices mean for the shipping industry: Prices of new builds can be a useful indicator of the tanker industry's future fundamental outlook. When newbuild prices rise, they imply that companies are increasing orders for new ships. Shipping companies will often take this action only if they speculate future shipping rates (which can increase or stay the same from the current level) to be profitable enough to generate good returns from the new ships. Conversely, if future rates are expected to be unprofitable, then demand of new ships will fall, leading to lower

ship prices. In August, the new-build price for VLCCs (very large crude carriers) was negotiated at \$92 million. This was an increase of \$2 million from July, according to Simpson Spence & Young, the world's largest independent shipbroking group. These VLCCs are used to haul crude oil primarily from Africa or the Arabian Gulf to major countries such as Japan, the United States, European countries, and China. This is the first increase we've seen since 2010, and it tracks a trend for a similar indicator collected by RS Platou, an international ship and offshore brokerage and investment bank .

Long-term positive for tanker stocks

Prices for new ships have been falling since, as the world economy slowed, the United States continued to increase domestic crude oil production, and new deliveries added more than necessary fleets to existing supply. The recent rise shows managers as a whole may be expecting tighter supply and demand dynamics ahead. Since VLCCs can take up to five years to construct, we may see higher shipping rates in the long term.

This is long-term positive for the earnings and share prices of tanker companies like Frontline Ltd. (FRO), Nordic American Tankers Ltd. (NAT), Teekay Tankers Ltd. (TNK), and Ship Finance International Ltd. (SFL)—if they don't go bankrupt in the meantime of course. The Guggenheim Shipping ETF (SEA), which invests in a diverse group of shipping companies, will also benefit. **Source: Market Realist**



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IRISL confident EU ban will end

Islamic Republic of Iran Shipping Lines (IRISL) is preparing for a lifting of an EU embargo on the line. IRISL's director general Muhammad Hasan Dajmr said the company is ready to get back on more of an international footing following the recent verdict from the EU's second highest court which dismissed claims that the company was involved in shifting weapons and helping Iran's nuclear programme. While Europe is not that important a destination for IRISL, Dajmr said he was looking forward to trading back to the continent within a couple of months.

Source: Gulf Ship News



03-10-2013 : **BW Vision**, IMO 9232503, 2001/46506gt, at Hastings (Australia)

Photo : Andrew Mackinnon – www.aquamanships.com ©

Army boss warns on further Suez attacks

Staff General Harb Ousama Askar, leader of the Army Field III, has disclosed on having some information on potential further terror attacks on the Suez Canal. Askar affirmed that there is a collaboration between the Suez Canal Authority and the armed forces and the security of Ismailia as well as Suez to secure the area and especially the canal's waterway. Askar confirmed that the curfew implemented in Suez has been working well. He said that the army is working towards regaining stability in Sinai so that tourists will once again visit the region. **Source: Gulf Ship News**

Need for Quality ECDIS Training



The timetable for the mandatory implementation of **ECDIS (Electronic Chart Display and Information System)** is advancing according to **London P&I Club**. The first deadlines for mandatory ECDIS carriage have passed - passenger ships of 500 gt and upwards, tankers of 3,000 gt and dry cargo ships of 10,000 gt and upwards constructed on or after 1 July 2012. the next phase-in will be in 2014 for existing passenger ships of 500 gt and over.

London P&I Club in its latest StopLoss issue says that for shipowners of other classes of existing ships, implementation plans are already well advanced or complete to the extent that ECDIS is already adopted as the primary voyage planning and monitoring system. Industry-wide initiatives have also progressed to address legal, procedural, technical and human resource issues that will arise with the development of this new facet of e-

navigation.

London P&I Club notes the potential risks involved in replacing more traditional means of voyage planning and monitoring with advanced technology. "Ineffective use of any electronic navigational aid can lead to marine accidents. A causative factor in a number of recent grounding accidents is the incorrect operation of ECDIS. It is essential that the navigator is not only effectively trained in the proper use of ECDIS, but also understands the limitations of the equipment and its primary role as a decision-support system."

In one investigation UK MAIB reported that a laden bulk carrier grounded in restricted coastal waters causing structural damage. ECDIS was the primary monitoring system. The statutory requirements for ECDIS training are covered in the STCW Convention, the ISM Code and SOLAS Chapter 5. The IMO ECDIS Model Course 1.27 should facilitate the navigator with the required level of understanding, competency and confidence for application in all aspects of navigation.

The London P&I Club adds :

"However, with a vast array of ECDIS manufacturers, there is a challenge for the navigator to reach an acceptable degree of competency in a specific onboard system. Familiarisation of type-specific ECDIS, whether provided by the manufacturer, manufacturer's agent or a trainer, has been identified as a priority for training. The additional challenge is to ensure the quality of such training, both generic and familiarisation, is of sufficient quality to reduce the risks associated with this transition to new technology, whilst satisfying the scrutiny of external parties, such as Port State Control, where the focus will be on demonstrating operational competency on the ship's ECDIS equipment."

Source: London P&I Club.



**Maritiem Instituut
Willem Barentsz**

Dellewal 8
8881 EG WEST-TERSCHELLING
The Netherlands
Mail: miwb@mi.nhl.nl



The **OCEAN SUMMER** moored in Melbourne – Photo : Dale E.Crisp ©

A 100% non-toxic underwater hull coating for an ecofriendly newbuild research vessel

Earlier this year the underwater hull of the newbuild research vessel MYA II was given a lasting Ecospeed protection. The application was carried out at the Fassmer shipyard in Berne, Germany, where the vessel was launched on August 12.

The vessel was handed over to the coastal researchers at the Alfred Wegener Institute (AWI), Helmholtz Centre for Polar and Marine Research at the Wadden Sea Station on the island of Sylt, Germany.

In a brief speech, AWI director Prof. Dr. Karin Lochte emphasized the importance of the ship for research into the Wadden Sea, which is a world heritage site. She also referred to the benefits for young scientists who, in future, will use the MYA II as a marine research platform on the doorstep. "Whilst this is our smallest research vessel, it is extremely modern and ideally equipped for coastal research", said Prof. Dr. Karin Lochte. She is impressed by the modern technology on board which is reminiscent of the equipment on large research vessels.

The head of AWI logistics, Dr. Uwe Nixdorf, underlined the positive cooperation with the shipyard and suppliers which, bearing in mind the demanding requests of scientists, was impressive. The order to build a research ship around 20 meters in length for up to twelve researchers was supplemented by wishes such as: shallow draught, possibility of falling dry in the mud flats, various winches, plumb lines, measuring instruments, a crane and a speed of ten knots. After all, the new ship ought to be able to outperform its predecessor, the now 35 year-old MYA.

Lasting protection for vessel sailing in UNESCO world heritage site

The interaction of flora and fauna in the food web is one of the biological key issues examined at the AWI Wadden Sea Station. Scientists are now able to investigate the demands of individual species and their interaction without a need for intervention in the ecosystem. This provides them with the basis for a responsible use of the Wadden Sea, which is a UNESCO world heritage site.

MYA II was also awarded the "Blue Angel" eco label for its environmentally friendly design. "We placed great value on environmentally friendly technology when building the MYA II in order to minimise disturbance to the Wadden Sea caused by research activities," says Prof. Dr. Karin Lochte. The new ship has a particulate filter as well as a waste gas purification system, which removes nitrogen oxide (NOx) from engine exhaust fumes. As a result, the NOx emissions of the MYA II are around 85 % below the current limit.

Ecospeed ties in perfectly with the ecological ideas behind the design of the research vessel. The coating offers a TBT-free, copper-free, biocide-free and silicone oil free solution for the protection of the underwater hull. The Ecospeed hull protection and performance system is today's Best Available Technology for reduction of fuel consumption, GHG and other emissions through hull hydrodynamics and fouling control.

In 2008, stringent tests were carried out within the framework of an EU LIFE demonstration project to provide scientific data and to authenticate the non-toxicity of the Ecospeed hull performance technology. This research proved that the coating is 100% free of toxic substances and that there is no negative effect on the water quality or the marine environment at any point of its application or use. Moreover, the massive amounts of VOC and zinc anode emission associated with conventional hull coating systems are reduced to almost zero.

Preventing the spread of Non-Indigenous Species

Over the last several years, there have been concerns that non-indigenous species (NIS) are transported by fouled hulls just as much or even more than in ballast water. Once a hull becomes heavily fouled, a situation occurs where there is an increased risk of transporting NIS that needs to be remedied by defouling activities, either by out-of-water removal or by underwater cleaning. In this respect, underwater cleaning has come under some scrutiny out of fear that viable NIS are released and spread, rather than contained and disposed of by the operation. Several ports and countries have banned underwater cleaning out of concerns about pulse release of biocides and/or an increased risk of transferring NIS. Taking into account the delicate environment MYA II will be sailing in, this is an especially important issue for the researchers.

The underwater cleaning of Ecospeed can be regarded as a safe measure that prevents, rather than remedies, the spread of NIS. Firstly, Ecospeed can be cleaned on a regular basis without damaging the coating's surface. The cleaning interval is optimized to minimize fouling and the associated increase in fuel consumption. In other words, regular cleaning prevents macrofouling from building up and at the same time presents an opportunity to inspect so-called niche areas. Secondly, Ecospeed is a very durable coating that withstands abrasive cleaning for which very effective specialized tools have been developed. As a result, many of the fouling organisms will be destroyed during cleaning. As long as only microfouling or locally acquired macrofouling is cleaned off the hull and niche areas, the risk of translocation of NIS via hull fouling is minimal. Standard use of Ecospeed is the key to resolving the hull-borne NIS issue.

Summary

The use of an environmentally safe underwater ship hull coating was essential in fulfilling the ecological goals of the Alfred Wegener Institute. During research in the Wadden Sea it needs to be ensured that the ecosystem being studied is not disturbed. Ecospeed offers a perfect lasting solution for any individual or company that takes its environmental responsibility seriously.



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RNLI Station, at MacDuff with two Atlantic 85 Class inshore Lifeboats, L to R, **B804 Lydia MacDonald** and **B870 John and Louisa Fisher**. Photo : Ian Forsyth ©

Legal issues, piracy & sanctions top shipowners' list of concerns

Legal and contractual issues, piracy and crime, and international sanctions are the most important areas of concern to merchant shipowners. Close behind are crewing and personnel, insurance regulation, loss prevention, environmental legislation, shipboard risk management, cargo preparation and stowage, and port state control. Consequently, owners want information and advice from their P&I clubs on how to tackle the problems associated with these areas. Their priorities have been revealed by the UK P&I Club's latest member survey.

As one of the world's largest marine mutuels, the UK P&I Club's 122 million gross tons of international merchant shipping provides a representative cross section of the industry. Some 259 people from among its member shipowners and their insurance brokers were interviewed, spread globally in relation to all major ship types and vessel ages.

Members indicated that financial stability was the most important aspect of their relationship with any P&I club. This was followed by speedy claims resolution, strong working relationships, comprehensive loss prevention and risk management advice, understanding members' business priorities, an extensive office and correspondents' network, high quality executives and avoidance of unbudgeted calls.

Nick Whitear, director at UK Club managers Thomas Miller, explained: "The aim of our survey has been to identify and understand the issues that really concern our members and those aspects of service and performance which are most important to them. The Club was very pleased with such a high level of participation across such a wide range of ship types, trade sectors, regional and international trades and corporate organisations.

"We are committed to being the leading shipowner-controlled provider of protection & indemnity insurance and place great value on the opinions of our members about how we can extend and enhance what we do for them. However, a survey can only tell us part of the story, so we are always listening to our members' views in all our dealings with them."

Overall, the UK Club scored a 96 per cent satisfaction rating from its shipowner members who recognised a consistently high level of performance. Over 80 per cent declared their contact with the Club's underwriting and claims staff was "just right."

The Club has worked closely with the International Group of P&I Clubs to create detailed guidance on piracy and international sanctions. An updated edition of Frequently Asked Questions---and matching responses---on piracy was published on the Club website in August. These FAQs reflected the greater incidence of piracy and other violent crimes against ships and seafarers off the Gulf of Guinea coast. FAQs on US sanctions against Iran have also been recently revised.

The Club has issued publications on handling dangerous cargoes in containers; environmental compliance in relation to ballast water management; and compliance with the Maritime Labour Convention which took effect on 21st August. The survey was undertaken independently by research firm Firebrand Insight under the codes of conduct of The Market Research Society and ESOMAR, the World Research Federation.

The United Kingdom Mutual Steam Ship Assurance Association (Bermuda) Limited is generally known as the UK P&I Club. As a mutual association, the UK Club has no outside shareholders and no financial links with other organisations. Since its establishment in 1869, the Club has existed solely for the benefit of its members. Its structure as a mutual insurance association enables it to respond to the changing needs of its assureds and allows it to provide superior service, attention and coverage.

The UK P&I Club is directed by the members. Overall control lies with the directors, elected by the members from amongst themselves. The directors normally meet four times a year to formulate policy on calls, the scope of cover, finance, underwriting and claims matters, reinsurance and issues affecting the P&I world. They resolve specific claims which may not fall clearly within the cover.

Thomas Miller, the Club's managers, is organised to respond promptly to requests for assistance and to provide informed advice and help with members' claims. Individual support goes far beyond that normally provided by a commercial insurer.

The UK Club's size and the scale of the managers' operations has enabled the latter to develop specialist skills and expertise seldom seen in marine P&I.

In 350 ports around the world, on-the-spot help and local expertise is always available to members and the masters of their ships from the Club's 460 correspondents and claims handling services and advice from the network of offices and branches in London, Piraeus, New Jersey, San Francisco, Hong Kong, Singapore, Tokyo, Beijing and Shanghai.

Source: UK P&I Club

Dutch court rejects DNB's Gulf Navigation claims

A Dutch court has rejected a creditor bank's request to sell the tanker **Gulf Sheba** owned by Gulf Navigation. The court has asked the bank, DNB, to negotiate with struggling **Gulf Navigation** instead over the coming month.

The court acknowledged that Gulf Navigation was trying to sell the tanker and was trying to negotiate with the bank. The VLCC was arrested last month in Rotterdam. Gulf Navigation has since said it is keen to exit the VLCC trades completely. Source : **GulfShipNews**

SITC firms up options at CSBC and extends 1,800 teu series to eight ships

The Chinese container line SITC, short for Shandong International Transportation Corporation, has converted its four remaining options for 1,800 teu container vessels to be built at CSBC Keelung in Taiwan. The four ships are part of an eight-strong newbuilding program which the carrier kicked off in April with two firm orders for ships of this type, followed by another two firm orders in June. Along with the contracts for the first vessels, SITC also placed options for sister ships and later successively converted these into firm orders. CSBC is scheduled to deliver the lead ship of the series in September 2014. The remaining seven vessels will then follow in one-month and two-months intervals until the series is completed in October 2015.

SITC will pay USD 23.8 million for each of the new vessels, which will be the largest in the carrier's fleet. Between 2011 and 2013, SITC had already completed a newbuilding program, as part of which the shipping line received 12 vessels in the 1,000 to 1,100 teu size class from various Chinese, Korean and Japanese yards. Source : **Linervision**

Eleven Pirates Captured By EU Naval Force Dutch Warship Are Convicted In The Seychelles

On Wednesday 2 October 2013 eleven pirates were convicted in the Seychelles Supreme Court of committing acts of piracy and operating a pirate vessel between 7 – 11 May 2012. Their sentences ranged from 18 months to 16 years.

The pirates had been apprehended by the Royal Netherlands Navy frigate, **HNLMS Van Amstel**, on 11 May 2012, after the warship's Lynx helicopter sighted a suspicious fishing dhow towing 2 skiffs, 400 nautical miles off the Somali coast.



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

When the warship's boarding team approached the dhow, the Dutch Navy crew found 11 suspected pirates of Somali origin and a total of 17 hostages on board.

After taking the suspected pirates to **HNLMS Van Amstel**, the Dutch boarding team found significant evidence that



linked the 11 men to an armed attack on Motor Tanker 'Super Lady' a few days earlier.

The 17 freed hostages, who were Iranian fishermen, were very grateful to the Dutch sailors for rescuing them from the armed pirates.

The Royal Netherlands Navy has contributed warships to the EU Naval Force since the EU counter

piracy operation began in December 2008. The current EU Naval Force flagship is **L 801 HNLMS Johan de Witt**, with Commodore Peter Lenselink embarked as the Force Commander. Source : Eunavfor

CASUALTY REPORTING



Passengers abandon ship as luxury yacht burns

Sixteen people have been forced to abandon ship after a luxury yacht caught fire and sank off the far north Queensland coast.



All 16 shocked survivors - eight passengers and eight crew members - arrived at Cairns marina about noon. They were exhausted and barefoot, and some wore only shorts after their rapid escape. An older passenger was asleep when the alarm was raised.



"One of the crew knocked on the door and said 'fire, fire,' he told reporters.

"We just got organised and got in the raft in the water."

A middle-aged man, who didn't want to be named, said

"We're all safe, that's all that matters." Harbour pilot Glen Alitt, who brought the survivors into Cairns, said none of the survivors were very talkative. "I think they're all in a bit of shock," he said. The 41-metre super yacht **SEAFARIS** caught fire in Cow Bay, about 50 nautical miles north of Cairns, about 6am on Thursday.

The 16 people on board were forced to jump into life boats as the Seafaris was engulfed by flames and sank.

The Australian Maritime Safety Authority deployed its Dornier plane from Cairns, but a nearby container ship responded to the yacht's mayday call and sent its own rescue boat to collect the stranded passengers and crew.

The group was safely on board the container ship by 7.30am. The Queensland Ambulance Service said there were no reported injuries. Two people have already been assessed by paramedics and given the all-clear.

The container ship took the yacht's passengers and crew to Cairns, where they were met by police and paramedics.

AMSA's emergency towage vessel **PACIFIC RESPONDER** is heading to the scene and will work alongside Maritime Safety Queensland and the Great Barrier Reef Marine Park Agency to respond to potential marine pollution issues.

A Cairns coastguard radio operator said everything happened "bloody quick" "We heard about it on the wireless and about 30 seconds later it had sunk," he said.

The **SEAFARIS** was used for luxury charters for high end tourists along the Queensland coast. It is owned by the McCloy Group, which has refused to comment. Senior Constable Heidi Marek told the ABC that there would be a "number of investigations into what has caused the incident". Source : **Brisbane Times**

NAVY NEWS



The former HMS **OTUS** moored at the U-boat museum in Sassnitz – Photo : **Walter de Groot** ©

Fleet review reflects how proudly the navy has served its nation

It was prime minister Andrew Fisher, observing the arrival of Australia's first naval fleet from the steamer Kubu, who summed it up rather well: "The thing is done, and there is no turning back". That thought was uppermost in most men's minds - the scores of thousands of them, on land and water, gazing at the ships back in 1913.

Today, scores of thousands of proud Australians will imitate that spectacle as great ships enter Sydney Harbour for the International Fleet Review on this, the centenary of what the Herald called the "Arrival of Australia's Navy".

The full meaning of the 1913 entrance with all its responsibilities shot home as these terrible engines of war, withal so stately and majestic, rode in triumph through the Heads. Terrible engines of war, maybe. But what timing and what foresight. Out of the mist of that morning on October 4, seven ships of war, led by HMAS Australia, rode in from the east. The sight of the flagship on the horizon must have been impressive indeed. HMAS Australia was a battle cruiser of the "Indefatigable" class, a type now consigned to history.



Under a lowering sky: Tall ships the Bark **Europa** from the Netherlands, **Spirit of New Zealand** and **James Craig** from Australia sail into Sydney Harbour. Photo: **Peter Rae**

The purchase was a naval fleet. Not second-hand ships but state-of-the-art ships. **HMAS Australia** was the best the Scottish Clydebank shipyard could deliver. And timely because 10 months after arriving, **HMAS Australia** left Sydney for German New Guinea and World War I. A siren that night in August warned ferries of its approach as it edged out of the harbour.

Of course it is the arrival of those seven grey warships 100 years ago that gives us a date for celebration. But it is the immediate achievement in World War I and after by which we really measure our debt to the Royal Australian Navy.

There was the contribution of those on the HMAS Submarine **AE2**, which penetrated the Dardanelles and was the first combat involvement of Australians in the Gallipoli campaign.

In World War II, **HMAS Australia** (II) and **HMAS Hobart** took part in the Battle of the Coral Sea, which caused the Japanese to abandon plans to assault Port Moresby by sea.

There's the Korean War with Australia's first operational deployment of an aircraft carrier, **HMAS Sydney** (III). Vietnam, East Timor and Iraq need to be included in what is a far from complete roll of honour.

Photo albums in so many homes contain the sepia images of proud young men in naval uniform who weren't even given the luxury of an unmarked grave. Even the naval base **HMAS Kuttabul** near Garden Island, from where preparations for the centenary have been masterminded, is a reminder of sacrifice.

In June 1942 a Japanese midget submarine, with the intended target of **USS Chicago**, hit the former harbour ferry, **HMAS Kuttabul**, commissioned to accommodate naval personnel, with the loss of 21 lives.

Behind the ceremony and celebration of the fleet review is an opportunity for training exercises with nations whose vessels are rarely in Australian waters. As warships gathered in Jervis Bay, as they did 100 years ago, there was the opportunity to practise boarding procedures, test lines of communication and rehearse procedures relating to maritime security.

Perhaps now more than ever, with policies to "turn back the boats" and the new wealth and stature of neighbouring Asian nations, that preparedness for such procedures is apposite. Commodore Peter Leavy, co-exercise director, stressed the need to protect maritime security, something no nation can do alone, he warned.

With the fleet review and the very visible military muscle on display in the harbour, nobody will question the transformation of the fleet and of its servicemen and women that has taken place and will, inevitably, continue.

Australia's first helicopter landing dock, **HMAS Canberra**, is scheduled to enter service next year and there is debate about the need to replace Collins-class submarines. Financial constraints and talk of relocation are familiar challenges.

The harbour spectacular with its light show and videos projected onto the pylons of the bridge will, in 30 minutes, narrate 100 years of proud Australian naval history. There's a lot to pack in. The navy's motto is "Serving Australia with Pride". We are confident, especially after the centenary, that it is assured of the nation's recognition for having done exactly that. **Source : Sydney Morning Herald**

Australian navy investigates defence firm over sex and bribery scandal



The tug **GLENN CALIFORNIA** assisting the destroyer **USS CURTIS WILBUR** in Puerto Princesa – Palawan

Photo : Piet Sinke ©

THE Royal Australian Navy (RAN) is investigating whether a company at the centre of an alleged US bribery and prostitution scam has infiltrated its own operations. **Glenn Defense Marine Asia**, which services US warships when they visit Australian ports, is accused of providing prostitutes to a US naval commander in exchange for secret intelligence on US naval movements to extort money from the US Seventh Fleet, The Australian reports.

RAN have paid the company for port services when berthing its warships in Singapore.

"As the investigation is ongoing, Defence will monitor overseas developments in this case and consider what, if any, investigative activity needs to be taken," a Defence spokesman said yesterday. The company's Singapore-based chief executive, Leonard Francis, was charged this month in California with bribery by providing prostitutes and rooms in luxury hotels to a US naval commander and also to a US special agent with the Naval Criminal Investigative Service.

The three men are accused of using confidential information about US ship visits in the region to manipulate decisions about the use of port contractors, which allowed **Glenn Defense Marine Asia** to massively overcharge the US Navy.

In August, the company serviced the amphibious assault ship **USS Bonhomme Richard** when it visited Darwin as well as more than a dozen US warships that visited Australia in July as part of the joint Exercise Talisman Sabre.

A spokesman for the US Seventh Fleet said yesterday: "The US Navy will not continue to do business with **Glenn Marine** in light of the recent charges." **Source: The Australian**

Crews begin repairing Florida bridge damaged by Navy ship

A hired bridge contractor began work Wednesday, Oct. 2, to fix a Jacksonville, Fla., bridge that was struck by a Navy ship last week. The ship was being towed along the St. Johns River when a raised ramp on the vessel struck a steel beam on the underside of the Mathews Bridge.

The Florida Department of Transportation says the final price tag could reach \$3 million, which includes the financial incentives offered to Superior Construction Co. to finish the work within 40 days. Crews will start by making temporary repairs from below to make the bridge safe for heavier construction vehicles, FDOT spokesman Mike Goldman says. "The potential weight and balance is so significant that if you have heavy construction equipment on the bridge now, it could potentially damage the bridge worse than it is," Goldman told Land Line.

The Mathews Bridge carries U.S. Route 90 over the St. Johns River. Goldman said commercial trucks make up approximately 1.1 percent of the bridge traffic, which amounts to 620 trucks per day compared with nearly 56,000 other vehicle types. Tugboats were towing the **USNS 1st Lt. Harry L. Martin** to a shipyard when a vehicle ramp in the upright position struck and severed the bridge beam. "This is about 150 feet up in the air, so this was a big Navy ship," FDOT spokeswoman Gina Busscher told "Land Line Now" on Monday. "What's so amazing about it is that it did hit the underside of a bridge that is about 150 feet up in the air from the water level." The Coast Guard is investigating the incident. Some media reports point to higher water levels than normal, while some point fingers at poor route planning for such a large vessel. FDOT has provided detour information. The agency suggests that traffic take the Isaiah David Hart Bridge, also known as the Hart Bridge, which carries U.S. Route 1 Alternate and Florida State Road 228 over the St. Johns River. **Source : landlinemag**

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Damen delivers tug to S. Walsh & Sons (UK)

Damen **Stan Tug 1606** was delivered to her new owner: **S. Walsh & Sons (UK)**, a company offering integrated and sustainable construction solutions for the Built Environment, the Company said in a press release.

The **Stan Tug 1606** is a very compact and strong tug from the Damen Stan Tug series. The improved design evolved from the STu 1 and the STu1605 designs, two Damen tug types of which, today, dozens of vessels sail and work worldwide to full satisfaction of their owners. Meanwhile, approximately 70 units of the **STu 1606** type have been delivered to clients worldwide. The **Anita G** was recently traded-in on a new vessel for another owner and was, since then, owned by Damen Shipyards Gorinchem.

Damen Trading displayed the tug at the Seawork 2013 exhibition, resulting in a widely displayed interest in this type of tug. This in turn resulted in the sale of the tug to S. Walsh & Sons. Walsh will deploy the Stan Tug 1606 to conduct tug assistance on the river Thames in London.

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

COMBI LIFT WINS TENDER FOR BORKUM RIFFGRUND 1 OFFSHORE WIND FARM



After having successfully completed the ocean transportation of 108 transition pieces and 108 monopiles for the West of Duddon Sands Wind Farm Project, we are pleased to inform that **Combi Lift** won the tender for ocean transportation of transition pieces and monopiles for the Borkum Riffgrund 1 wind farm project.



In 22 consecutive voyages the mv "**PALEMBANG**" will transport 77 transition pieces, weighing 360mt each, and 77 monopiles, weighing in excess of 700mt each. The transports will include use of Combi Lift's unique and innovative lashing- & securing system enabling the vessel to sail unrestricted from Bladt Industries site in Aalborg, Denmark to Eemshaven without any use of lashing wires. In addition to this and to

comply with the lifting demand required the vessel will undergo modifications. Combi Lift's Senior Project Director, Sune Thorleifsson, states that this project is a good example how **Combi Lift**, based on experience and innovative engineering, works together with the client to develop professional large scale solution within a limited time frame.
Source : **Combilift**

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The **DEEP CYGNUS** arriving in Den Helder with the pilot tender **WULP** alongside

Photo : **Paul Schaap** ©

ROTCYP 2013 – Team Boskalis / Dockwise - Two Companies sailing as one!

After a successful participation of Dockwise in 2012, this year, a team of 36 **Boskalis & Dockwise Young Professionals** will take on the challenge of participating in the annual Race of the Classics for Young Professionals. The Race with 25 classic sailing ships will start on 9 October 2013 from the Veerhaven in Rotterdam with the intention to reach Ipswich (weather permitting), where after the Race will finish in



Amsterdam on 13 October 2013. This means completing a total distance of 200 miles!

Integration

This race is the first combined activity of **Young Boskalis** (YB) and **Dockwise Young Professionals (DYP)** since the merger of **Boskalis** and **Dockwise** earlier this year. Both are platforms for young employees, whereby in an informal way knowledge and experience are shared.



Preparations

In order to get to know each other and to be well prepared for the Race, members of Team Boskalis / Dockwise organized an awesome evening of sailing and racing on the Kagerplassen with coaching from a professional sailing team: Team Boskalis. Also a workshop to learn about sailing and navigation was organized. Our campaign poster makes the participation of **Team Boskalis / Dockwise** in the race visible within the offices.

Loth Lorien

Team Boskalis / Dockwise will enter this race with the steel super yacht **Loth Lorien**. The spacious triple masted schooner was built in Norway in 1907 and sailed as a herring lugger. The total length of the luxury yacht on deck is 37.61 (123.4 ft) and the width is 6 meters / 19.7 ft. By participating in the Race, the **Loth Lorien** will be eligible for investments to the ship. This is made possible by the **Classic Ships fund (Klassieke Schepen Fonds)** established by the **Foundation Race of the Classics**. This fund aims to support classic sailing in financing projects that benefits the classic image of the ship.

Follow us!

During the race all ships will be equipped with a GPS tracking system. Follow **Team Boskalis / Dockwise** by logging in on the internet via www.rotcyp.nl. Also you can follow us via Twitter @ROTCYPBokaDockw or Facebook www.tinyurl.com/rotcfb. The Race is only a few days away, so follow or like and we will keep you updated!

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“K”Line announces the delivery of 88,000 DWT-type special coal carrier

Kawasaki Kisen Kaisha, Ltd., Tokyo, (“K”Line) announces the delivery of “CORONA ROYAL”, an 88,000 DWT-type special coal carrier at Marugame Shipyard of Imabari Shipbuilding Co., Ltd., Japan on October 2nd, 2013, the Company said in a press release. CORONA ROYAL is same type as “K”Line’s specialized fleet for transport of thermal coal known as the “Corona-series”. The Corona-series, which “K”Line originated and continues to develop, consists of epoch-making coal carriers equipped with wide beam and shallow draft, which are the most suitable type to enter ports of domestic Thermal Power Stations to discharge cargo. With this new latest deployment, the Corona-series has consisted of 16 carriers. “K” Line takes pride that its Corona-series has been so favorably evaluated for always ensuring customers steady and reliable thermal coal transport service with maximum safety. Source : PortNews

Anchor Chang, 51, takes Evergreen helm on death of Capt Wang, 61

TAIWAN major carrier Evergreen Marine has appointed Anchor Chang as chairman after the recent death of Wang Chung-jinn at the age of 61, who had served as chairman since 2011.



The EVER ULTRA in Vancouver – Photo : Robert Etchell ©

Mr. Chang, 51, who had served in New York, Dallas and London since joining the carrier in 1986, was promoted to chief executive vice-president in 2010 and then to president in 2011. The carrier also named Scott Chang, 53, as president. He joined Evergreen in 1985 and worked in New York, Hong Kong and Shanghai. Neither Scott or Anchor are related to founding chairman Chang Yung-fa. The late Capt Wang had served the Taiwanese line since 1976. He worked in Los Angeles and Thailand, before being promoted to vice-president in 2009 and president in 2010. Capt Wang, a graduate of the Kaohsiung Marine College, started at Evergreen in 1976 as a third officer and was made captain in 1985. He came ashore in 1987 and worked in Los Angeles and Taipei. He was a manager at Evergreen Container Terminal in Thailand from 1997 until 2000, when he transferred back to Taipei. Source : Asian Shipper

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UK, France, Germany ready to dilute hard line EU carbon tax demand

THE UK, France and Germany appeared ready this week to dilute the EU's hard line demand at the UN's International Aviation Organisation (ICAO) for an immediate global aviation carbon tax because of the risk of a general trade war, Reuters reports.

ICAO delegates have been meeting in Montreal to resolve the carbon tax dispute in which the European Commission planned to tax carbon emissions beyond EU airspace on planes going to and from Europe.

The European Union was to impose a unilateral tax - called a market driven trading scheme - but withdrew it after China boycotted Airbus and the US Government ordered its carriers not to cooperate amid widespread protest from other states. European Climate Commissioner Connie Hedegaard said earlier this week that ICAO's failure to come up with an immediate global tax would likely result in Europe re-imposing its original levy on international flights as an interim measure. The EU started to apply its tax measure after a decade of lobbying failed to arouse ICAO to regulate CO2 emissions, which environmentalists fear is a harmful "greenhouse gas", which contributes to global warming, a phenomenon absent for 15 years. **Source : PortNews**

.... PHOTO OF THE DAY



LNG carrier **BW GDF Suez Everett** bound for YLNG terminal Balhaf (Yemen).

Photo : Peter Broesder ©

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