



Number 283 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 10-10-2013**

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The Ned Marine services B.V. logo on the left includes a compass rose graphic and the company name. The background image shows a worker in an orange safety suit and white helmet inspecting a ship's hull. A text box in the center lists services: Thickness Measurements - Hatch Tightness Testing - Coating Inspection, Pré Conditional Surveys - Dry-dock Supervision - New Building Inspections, Non-destructive Testing - Sales & Purchase Surveys - Marine Surveyors, Technical 3D Design - Maritime Equipment - Sacrificial Anodes - Turbo Spares. The website 'WWW.NEDMARINE.COM' is at the bottom.

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Marine Assets Corporation Ltd (MAC) first CSS commenced sea trails on 8 Oct 2013

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The **CAP SAN NICOLAS** in Santos / Brazil - Photo : Cameron Webster (c)

Vinashinlines has sold nearly all vessels

At a press conference of the Ministry of Transport, Deputy Minister Nguyen Hong Truong said 90 percent of the ships that had anchored at overseas ports for a long time of the Vinasin Ocean Shipping Company or **Vinashinlines** were sold. The ships that were sold already include **New Phoenix, Sea Eagle, Lotus, Cai Lan 4, New Horizon** and **Diamond Way**.

Truong said the prices of these six boats are 10 percent higher than the assessment made by the Ministry of Finance. Particularly, the Hoang Son 28 ship has not been sold since it is now on lease and the sale faces some matters of administrative procedures.

Truong added that the sale of the seven ships of Vinashiplines would be completed this year.

The seven ships of Vinashinlines have a total tonnage of more than 210,000 tons, accounting for three percent of the national fleet capacity. All of them were anchored abroad for a very long time, with one of them being overseas since 2007. Stuck with these ships were hundreds of sailors who had to live in extremely poor conditions.

Regarding the crews on these ships, Truong said they received wages and welfares and have returned home. For the sailors on the unsold ship, the Ministry of Communications has instructed the Vietnam Shipping Lines Corporation (Vinalines) to send regular living expenses to them.

Related to the restructuring of Vinalines, Deputy Minister Truong said this task is underway towards downsizing the corporation to be consistent with its financial capacity and the market demand.

Specifically, the corporation will focus on three major fields of business, including shipping, ports and maritime services. At the same time, its number of subsidiaries will be reduced from 73 to 37 and some of them will be equitized.

The official said that Vinalines has basically divested from the businesses that do not operate in the three above-mentioned major areas of business and it would begin paying debt from 2014.

At the meeting, Mr. Nguyen Ngoc Su - Chairman of the **Vietnam Shipbuilding Industry Group (Vinashin)**, reported that **Vinashin** recently issued bonds domestically with an approximate value of VND12 trillion (equivalent to 30 percent of its debt). The foreign debt of nearly \$200 million was restructured completely through the entire buying of bonds with a value of below 30 percent.

"For the remaining amount of VND17 trillion, we are striving to issue bonds in the fourth quarter this year or early 2014 to complete the restructuring of the debt," Su said. For \$600 million debt of international credit institutions and banks, Su said Vinashin has reached an agreement with all creditors. In October, Vinashin will officially issue international bonds and finish the restructuring of this debt. **Source: VietnamNet Bridge**



The Waalhaven in Rotterdam with **TSHD WILLEM VAN ORANJE** bunkering next to **TAKLIFT 7** and on the right the "new" **Boskalis Nederland** office. **Photo : Teun de Ganz (c)**



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Ship sale and purchase broker gets no commission on legal sale of ship

Legal transfer of title will not be a basis for ship sale and purchase brokers to receive a commission, unless the terms of the brokerage agreement make that clear. The Queensland Supreme Court case of *Superyacht Technologies Pty Ltd v Mackeddie Marine Pty Ltd & Ors* [2012] QSC 401 will be of interest to those involved in the engagement of brokers

for ship sale and purchase. The case considered whether or not Superyacht Technologies Pty Ltd (Superyacht) was entitled to a commission fee under two separate brokerage agreements it had with Mackeddle Marine Pty Ltd (Mackeddle) in which it was to manage the sale of the luxury yacht Platinum. The decision highlights the importance of understanding how vessels are sold and setting out in clear terms the basis or circumstances upon which a broker is entitled to receive a commission. Legal transfer of title will not be a basis to receive a commission, unless the terms of the brokerage agreement make that clear.

The first agreement authorised Superyacht on and from 19 May 2008 to manage the sale of **Platinum**. On 27 June 2008, Mackeddle transferred 24 of 64 shares in Platinum to Peninsula Searoad Transport Pty Ltd (Peninsula) under a bill of sale. Superyacht alleged that this transfer entitled it to a fee pursuant to clause 4 of the first agreement.

Applegarth J noted that the court will seek to ascertain what the parties meant by the words they have used, and the starting point for this analysis is the natural and ordinary meaning of the words. According to Clause 4, the transfer of a legal interest in a share of the yacht was not an event which gave rise to an entitlement to the fee. The bill of sale transferred a legal, as distinct from a beneficial, interest in Platinum.

As a result of an oral agreement reached between Mackeddle and Peninsula, Applegarth J held that Peninsula acquired a 37.5% beneficial interest in the ownership of Platinum prior to the first agreement coming into existence. A fee was not payable when the shares were transferred in order to reflect the acquisition of a beneficial interest in the ownership of the yacht, an acquisition that occurred prior to the commencement of the agreement.

The second agreement commenced on 4 August 2008, authorising Superyacht and the Burgess Group, an overseas broker, as Joint Central Agents, to manage the sale of Platinum.

On 15 October 2009, notice was given to Superyacht terminating the agreement. Platinum was sold to AM Bennett Pty Ltd (AM Bennett) and the sale was completed in or about August 2010. AM Bennett became the sole registered owner of Platinum on or about 10 September 2010. It was not disputed that none of the Joint Central Agents or their Sub-Listed Brokers introduced AM Bennett to Platinum.

The main issue in dispute was whether Superyacht was only entitled to commission under clause 9(b), if Platinum was sold to a purchaser introduced to Platinum by the Joint Central Agents or one of their Sub-Listed Brokers. The relevant terms of clause 9(b) provided:

"If this Agreement is terminated and the Yacht is transferred, sold or conveyed (or in the event that a Buyer acquires a beneficial interest in the Yacht in accordance with Clause 4) within twelve (12) calendar months thereafter to a Buyer who was introduced to the Yacht during the term of this Agreement, then the full fee as set out in Clause 4 shall be payable to the Joint Central Agents." Superyacht and Mackeddle submitted to the court different interpretations of clause 9(b). Superyacht argued for a plain reading of clause 9(b). Mackeddle argued that words should be read into clause 9(b) so as to mean that Superyacht would be entitled to commission if AM Bennett was "introduced to the Yacht by the Joint Central Agents or by a Sub-Listed Broker".

On the decision of the interpretation of clause 9(b), Applegarth J held that the "plain and unambiguous words" of clause 9(b) support Superyacht's interpretation. His Honour declined to read words into the clauses, and emphasised that the meaning of clause 9(b) should be ascertained by considering its text in the context of the agreement. His Honour noted that both interpretations of the clause had the potential to produce a "seemingly unjust, unreasonable or uncommercial result" however he preferred the interpretation which permitted Superyacht to obtain the benefit of a maturing sale, when the buyer was introduced to the yacht by an outside agent. Such an interpretation was consistent with an agreement which appoints Central Agents to manage the sale "on a Central Agency basis" and is supported by the clear words of 9(b). The decision of Applegarth J emphasises that courts will not be inclined to read words into a contract or clause where they are not required. Although dependant on the individual agreements and clauses within, the decision also suggests that agreements which appoint Central Agents to manage the sale of a vessel, may be read to allow Central Agents to recover a fee even where they did not introduce the Buyer to the Seller. Ultimately however, the decision emphasises that each agreement will be read in the way which best reflects the parties intentions.

Source: Norton Rose Fulbright Australia

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The **MAJESTIC MEARSK** during her maiden call to Felixstowe –
Photo top : Andrew Moors – Photo below : John K.Simpson (c)



G6 Alliance announces low season contingency plan

The **G6 Alliance** has announced to implement eight blank sailings for its mainline strings from the Far East to Europe and the Med in the coming months. The move is part of the carrier group's efforts reduce capacity on these trades routes for the winter slow season and for the Chinese new year lull. five sailings will be dropped from northern Europe services (L1, L4, L6, L7) and three cancellations concern services to the Med (EUM).

The below departures will be void, as will the corresponding eastbound return trips:

Loop 1: One blank sailing out of Ningbo on 5 January 2014

Loop 4: One blank sailing out of Ningbo on 23 November 2013

Loop 6: Two blank sailings, out of Kaohsiung, on 25 November and 26 December 2013

Loop 7: One blank sailing out of Qingdao on 30 October 2013

EUM: Three blank sailings out of Busan, on 28 October, 25 November, 2013 and 10 February 2014.

Source : Linervision



Wagenborg's **TIBERBORG** moored in Callao (Peru)

Photo : André Ligthart - Chief Engineer MV Tiberborg (c)

Singapore court hears defence from ex-bunker trader charged with abetting in stealing fuel

Former Singapore bunker fuel trader Chua Boon Chye's defence lawyers put forward their closing statements Tuesday in response to charges that he abetted in stealing marine fuel oil.

The final judgement on the case will be given on November 13, 2013, the judge said. The judgment was initially due Tuesday.

The defence also took the opportunity to respond to the prosecution's closing statements which had been submitted to the judge in writing, prior to Tuesday's hearing. Chua was formerly managing director of Aegean Bunkering (Singapore) Pte Ltd and the alleged incident took place during his tenure at Aegean on October 29, 2007.

Chua was charged last year by Singapore's Corrupt Practices Investigation Bureau on April 20, 2012, according to court documents.

At that time, Chua was charged with abetting "by instigating one Thet Lwin to commit an offence of dishonestly receiving stolen property ... by instructing ... Thet Lwin to receive 105 mt of marine fuel oil valued at S\$69,106.70 belonging to Chevron Singapore Pte Ltd., when ... [Chua] had reason to believe the said marine fuel oil to be stolen property," the documents said.

He was charged with committing an offence "punishable under Section 411(1) read with Section 109 of the Penal Code, Chapter 224."

In the closing remarks, the defence lawyers said that the evidence before the court showed the accused was not on board the bunker barge when the allegedly stolen marine fuel oil was received by the bunker clerk, Thet Lwin.

The bunker clerk was also the only one on board when the fuel was received and the "issue of receipt" here was essential to the charge of "receiving stolen property," Chua's defence lawyers said.

In his role at Aegean, Chua "sourced" the fuel but did not receive the physical fuel nor receive commission for the bunker fuel transaction, his lawyers said in defence. The prosecution chose to rest on its closing submission.

Source: Platts



The container ship **MED** making her first visit into the Otago Harbour. Photo : Ross Walker (c)

Financing secured at home for Omani VLOCs

A signature ceremony took place for a long-term financing agreement, worth OMR137m, financing a four VLOC project for **Oman Shipping Corporation**. The VLOCs are part of the **Vale shipping** expansion project, each one roughly 400,000 dwt in size.

Dr Ahmed Bin Mohammad Al-Futaisi, the minister of Transport and Communication, and vice president of Oman Shipping, said that the agreement comes within the company's orientations to widen the base of strategic partnerships with local partners, in order to help the Omani local economy, affirming that Omani banking institutions are capable of financing giant projects in the Sultanate, without the need to source finance overseas.

This financing agreement is considered to be the largest of its kind to be undertaken by the Omani banking sector. The finance came entirely from two banks, Muscat Bank and Dhofar Bank. The agreement lasts for the next 12 years with the line paying installements every six months. Source : Gulfshipnews

North American ports have 'lost their way'

Ports have "lost their way in North America" as a result of a lack of focussed investment, PortMiami director Bill Johnson told TOC Americas delegates.

Calling for an increase in smart and strategic public-private partnerships, Mr Johnson said that investment in North American ports paled in comparison with commitments elsewhere.

"There is an ongoing need for strategic investment in ports. I see the investment in China and in other parts of the world and they have outpaced the United States of America significantly for decades," Mr Johnson said at the conference in Miami. He added that America's inability to safely and efficiently move goods caused him "great concern". "The US has historically been a leader in building smart infrastructure, but for decades now we have lagged."

Not only am I talking about port infrastructure but you have to connect that infrastructure through a smart and intelligent road system, by rail, and through intermodal centres.”

However, Mr Johnson believes the North American port industry has had a wake-up call and appealed to the industry to “pull rank together to get through these tough times”. “It’s about moving our port, our community, our State and our nation forward through smart, strategic public private partnerships.” **Source: Port Strategy**

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Three more cranes for **London Gateway** delivered by **Zhen Hua 24** with onboard left only one crane bound for **MARPORT** terminal operators in Turkey. **Photo : Graeme Ewens (c)**

Ukrainian Peacekeepers to Fight Piracy Off African Coast

Ukrainian peacekeepers will join international forces fighting piracy off the coast of Africa, Ukraine’s parliament decided on Tuesday.

According to a presidential decree approved by the parliament, up to 250 servicemen will join EU and NATO counter-piracy operations in the northwestern part of the Indian Ocean.

Ukraine will also send its navy flagship, the Soviet-made **Hetman Sahaidachny**, a Krivak-class frigate, carrying a Kamov Ka-27 military helicopter (NATO reporting name “Helix”).

A memorandum for the decree says the mission’s main tasks are to patrol the area, to prevent and thwart pirate attacks and to help civilian vessels in distress. Global powers have launched anti-piracy missions in response to a rising amount of piracy off the Horn of Africa and in the Western Indian Ocean.

NATO warships and aircraft have been patrolling the waters off the Horn of Africa as part of the organization’s Operation Ocean Shield since August 2009. The operation was to end on January 3, 2014, but last year it was extended until the end of that year. The European Union launched its own counter-piracy mission, Operation Atalanta, off the coast of Somalia in late 2008. The mission’s mandate expires in December 2014. Russia joined the international anti-piracy effort in the region in 2008. Russian warships from the Pacific, Northern and Baltic fleets operate in the Gulf of Aden on a rotating basis. **Source : RIA Novosti**



The **CARNIVAL LEGEND** outbound from St.Johns- New Foundland – Photo: Wibbo Hofman (c)

Ocean carriers are doing some things right to secure profitability, but cascading is really hurting North-South trades

Drewry Maritime's latest annual Container Market Annual Review and Forecast 2013/14 highlights that while there is a good deal of excessive market behaviour resulting in weak freight rates, ocean carriers are getting half of it right. With over 25 ULCVs (ships of at least 10,000 teu) delivered so far this year, carriers have coped pretty well with deployment of tonnage in the main East-West trades. As of 1 October, we estimate that headhaul capacity in the three main East-West routes has increased by only 2.3% year-on-year. However, there is still a structural over-capacity, and Asia to North Europe spot rates have fallen in 33 of the 39 weeks so far this year.

Given the weak fundamentals, carriers have been much more focused on their costs in order to achieve any kind of decent profitability. We calculate that the industry will save \$5.5 billion on fuel this year, partly because of lower physical market prices, but also due to network changes, slow steaming, the introduction of more fuel-efficient ships and bunkering in Russia. The importance of bunker savings was clearly demonstrated by Maersk in its surprisingly strong second-quarter financials this year.

Furthermore, there now seem to be considerable gaps between the best and worst performing lines in the industry. Part of this may well be down to cost savings and it could be that some of the operators with a higher percentage of ULCVs in their fleets are now starting to reap the true benefits of their economies of scale.

However, the constant supply-side pressures mean that the global cascade of tonnage is hurting the North-South trades – regions where all operators are placing their faith for the future. Rates in the once-stellar Asia to East Coast South America trade have fallen 61% to \$780 per teu this year. And in the Asia to Australia trade, they have plummeted 65% to an unsustainable \$400 per teu in the same time frame.

Global fleet growth is forecast to be 7.4% next year, which will continue to challenge carriers' stability.

Unless carriers limit capacity growth at the trade route level to realistic market levels, they run the risk of ruining the trade lanes that they see as the future. We do not forecast annual global trade growth rising above 6% between now and 2017, and so carriers need to find another way of defending their profitability beyond the futile monthly GRI attempts. The formation of the P3 alliance is we believe one way of stabilising operational supply, but much more work is needed. With global idle activity at around 2-3% only, this does not appear to be the way forward.

Neil Dekker, Drewry's head of container research, stated: "Good strategies on one side of the equation are being unravelled quickly simply because the carriers cannot have it both ways. Pouring too much capacity into the system means that at some stage it will overflow and we would argue that this has already happened to some extent. Although 2013 will turn out to be an OK year for the industry and the main stakeholders should make a small profit, many carriers will still be in the red. Liner companies can no longer treat the ULCVs as a secure passport to profitability unless they release the pressure elsewhere." **Source: Drewry Maritime Research**



The brandnew **OCEANEX CONNAIGRA** moored in St. John's – New Foundland ready for the christening ceremony
Photo's : **Wibbo Hofman** ©



The **OCEANEX CONNAIGRA** the latest vessel to join the company's fleet, is an impressive sight that dwarfs buildings along St. John's waterfront. The ship, which is 210 metres long and cost \$108 million, was put together in Germany by shipbuilding company **Flensburg**. Moving all the steel are two engines combining for 22,000 horsepower, allowing the ship to reach a top speed of 23 knots. Sid Hynes, executive chairman at **Oceanex**, said the new vessel has been a long time coming.

"It's been an exciting year for us at **Oceanex**. We've been awaiting the arrival of this ship. I guess we started talking about a new ship [and] new tonnage maybe five years ago, and finally here she is," he said. Sid Hynes says the big cost of the ship was well worth it. (CBC) Hynes said it will cost about \$1.5 million to fill up the Connaigre with fuel, but added it's still a "clean ship." He also defended the \$108-million pricetag.

"You have to build it right, because if you build it too small you can't go out in three years and build a new ship. It's just not something you do every other day," he said. "It's good for 40 years, so you get it right the first time and you do it right." One of the five decks alone on the **Connaigre** is three times the length of an NHL rink and can hold 1,000 regular size shipping containers. This massive amount of space will increase the amount of cargo the company can

transport between St. John's and Halifax by 50 per cent. Hynes couldn't say if the increased capacity would take away business from Crown corporation Marine Atlantic.

"I don't know, we'll have to wait and see," he said. "We have the capability, of course, but at the end of the day it's the almighty dollar that drives things. But we're a competitive operator, so ... we're betting that we're going to do alright in the future." The Connaigra was scheduled to leave St. John's Harbour on its first trip to Halifax early yesterday (Wednesday) morning and will return again on Sunday. **Source : CBC**



The **ANSAC SESODA** inbound for Melbourne – **Photo : Dale E.Crisp (c)**

Semi-submersible P-55 leaves Rio Grande Shipyard, heads for the Campos Basin

Platform P-55 left the Rio Grande Shipyard 1 (ERG-1), in the city of Rio Grande (state of Rio Grande do Sul), on Sunday (Oct. 6), after the completion of the platform's module integration and commissioning services and of the testing and inspections required to secure the needed certifications, Petrobras said in a press release.

The semi-submersible P-55 is among the nine new units to be deployed at the oil fields in 2013, thus contributing to increase oil production and achieve the goal of producing 2.75 million barrels per day in 2017.

With capacity to produce 180,000 barrels of oil and to treat 4 million cubic meters of gas per day, the P-55 will start operating in late 2013. It is one of the world's largest semi-submersible rigs, and the largest ever built in Brazil.

A project that is part of Roncador Field Module 3, located in the Campos Basin, the P-55 will be anchored at a depth of about 1,800 meters and connected to 17 wells, of which 11 producers and six water injectors. Oil and natural gas will be offloaded from the platform over submarine pipelines coupled to the unit. The works created about 5,000 direct and 15,000 indirect jobs and reached 79% of domestic content, mainly on account of the fact that construction and

integration were done entirely in Brazil. The platform was built in two parts, the hull and topside, which were constructed simultaneously and subsequently joined.

The work done for the unit's hull were performed at the [Atlântico Sul Shipyard \(EAS\)](#), in Pernambuco, from where it went to the ERG-1, in Rio Grande (state of Rio Grande do Sul), where services continued. The deck and modules were installed and platform systems integrated at ERG-1. The Sulfate Removal and Gas Compression modules were also built there; the CO2 Removal, Compression Booster and TEG modules, meanwhile, were built in Niterói (state of Rio de Janeiro) and transported to Rio Grande after completed.

The operation that engaged the two main parts of the platform (deck and hull), known as Deck Mating, is considered the most challenging landmark in the unit's construction and one of the biggest ever done in the world on account of the weight of the structure (17,000 tonnes) and of the height to which it was raised (47.2 meters). The maneuver was carried out at ERG-1's dry dock in June 2012.

It will take approximately 12 days to tow the [P-55](#) to the Campos Basin, when the procedures required to anchor the unit and interconnect it to the 17 wells will get underway. **Source : Portnews**

Kalmar introduces the world's first real hybrid straddle and shuttle carriers for container handling

[Kalmar](#), part of [Cargotec](#), introduces the world's first real hybrid straddle and shuttle carriers consuming up to 40% less fuel than existing machinery. In addition to the best fuel efficiency in the market, the new Kalmar hybrid models meet the tightest engine emission regulations, reducing the carbon dioxide emissions by over 50 tonnes per year compared to a traditional diesel-electric machine, the Company said in a press release.

Besides advanced hybrid technology, Kalmar presents upgrades and new features over its entire offering of straddle and shuttle carriers in response to customer needs.

"In designing our next generation machines, we have been guided by the port and terminal industry's requirement for low total cost of ownership, environmental sustainability, excellent usability and ergonomics, safety, productivity and automation," said Dr. Tero Kokko, Kalmar's Vice President, Horizontal Transportation. "We think that the new Kalmar hybrid straddle and shuttle carriers are a true leap forward in terminal yard equipment, and are confident that they will offer significant customer benefits throughout the equipment life time."

In the Kalmar hybrid straddle and shuttle, a regenerative energy system converts electrical braking and spreader lowering energy into electric power that is stored by means of state-of-the-art battery technology. An automated start-stop system chooses the optimal balance between engine and battery power. This extends engine and generator lifetimes as well as maintenance intervals.

The system can deliver a remarkable 40% decrease in fuel consumption compared to existing machines on the market. This not only adds up to significant cost savings for the terminal, but also improves the sustainability of operations.

Created in close cooperation with customers, the redesigned cabin features a more spacious interior as well as new window geometry reducing night-time reflections. The user interface is intuitive, the cabin has more ergonomic seating, reduced noise level and excellent visibility into all directions.

The new automatic stability control ensures smooth and safe driving by continuously monitoring speed, turn radius and the spreader's position, slowing the vehicle automatically when needed. This makes the machine safer to operate without decreasing performance. The new active stability control comes as a standard for Kalmar hybrid and electric straddle and shuttle carriers.

The new wheel setup allows Kalmar hybrid and electric shuttle carriers to manoeuvre with greatly increased precision and speed. Each wheel can be individually controlled and there are four different steering modes according to the operating situation. The radical increase in agility enables shorter work cycles and reduces terminal congestion.

All Kalmar straddle and shuttle carriers can be equipped with remote connection and monitoring enabling diagnostic applications with remote problem solving capability.

Efficient automation solutions can bring significant gains in productivity and safety in container handling logistics. All the Kalmar models are future-proofed for automation and integrate seamlessly with the Kalmar SmartPort automation solutions. The automation level of new machines can be customised based on the terminal's needs. Straddle carriers help optimise terminal productivity by decoupling waterside and landside operations. Their speed, reach and flexibility

allow terminals to use a single type of equipment for all container operations. Shuttle carriers, in turn, are the ideal horizontal transportation system for terminals designed around automated stacking cranes or rubber-tyred gantry cranes. For both straddles and shuttles, Kalmar provides three models for the customers to choose from: the hybrid, the electric and the classic.

Kalmar's new generation hybrid carriers draw upon an unparalleled technical heritage and experience of over 70 years. To date, over 5,000 units have been delivered to customers around the world. The first automated Kalmar straddle carriers were used in commercial operations in 2005 in Brisbane, Australia. The home base for straddle carrier R&D and testing is Kalmar's Technology and Competence Centre in Tampere, Finland, where Kalmar focuses on the development of energy-efficient, safe and intelligent machinery and automation solutions. **Source : Portnews**

Race of the classics for young professionals 2013



Photo's top and below : Roderick van Hasselt ©



In Rotterdam yesterday the **Race of the classics for young professionals** started from which events herewith some photos, left seen the the **Flying Dutchman** and the **Marie Galante** passing Maassluis , **Photo : Hans van Overbeek ©**

Scorpio Bulkers announces the acquisition of 15 dry bulk vessels

Scorpio Bulkers Inc. has entered into various agreements for the purchase of eleven Ultramax dry bulk vessels of 60,000 DWT to 64,000 DWT and four Kamsarmax dry bulk vessels of 81,000 DWT to 84,000 DWT from yards in Japan and China, the Company said Monday in a press release. The total purchase price for the announced agreements is around \$455 million.



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NAVY NEWS

SA NAVY FRIGATE DEPARTS ON PATROL TO WEST COAST AFRICAN COUNTRIES

By special correspondent **Bob Johnston**

The Valour Class frigate, **SAS SPIOENKOP**, departed Wednesday, 09 October 2013 for a patrol on the west coast of Africa on. The ship will visit Namibia (Walvis Bay), Angola (Luanda), Ghana (Tema), Nigeria (Lagos) and Senegal (Dakar).



En route, the ship will exercise with various African Navies and allow naval officers of different countries to sail on board and enhance their experience. She will also conduct various training exercises, including anti-piracy boarding training. The aim of the operation is to build and maintain co-operation with navies along the west coast of Africa. Official functions will be hosted in each port that the ship will visit.

Once alongside in Senegal, the ship will participate in the Sea Power for Africa Symposium (SPAS) from 4 – 8 November 2013. **SAS SPIOENKOP** will also act as a display platform for the South African Defence Industry, where they will be showcasing various defence industry products. The ship's crew, which includes women, will carry a Lynx maritime helicopter with



an aircrew from South African Air Force and various specialists from the South African Military Health Service. [Photo's : Bob Johnston \(c\)](#)

Russia's New Nuclear Submarine Completes White Sea Trials

Russia's new-generation nuclear-powered submarine has successfully completed the first round of sea trials in the White Sea, the manufacturer said Tuesday. The [Vladimir Monomakh](#), a Project 955 Borey-class submarine, spent 25 days at sea, testing all of its systems and equipment, the Sevmash shipyard said in a statement. It added that the submarine would soon conduct a final series of sea trials to be completed by year-end.

Sevmash chief Mikhail Budnichenko said in July that the Vladimir Monomakh would join the navy in mid-December. But the submarine, to be armed with the Bulava submarine-launched ballistic missile (SLBM), had its trials put on hold earlier this month following an unsuccessful Bulava launch. Defense Minister Sergei Shoigu also ordered five additional launches of the troubled SLBM, a ministry spokesman said. With the September 6 failure, eight of 19 or 20 test launches of the Bulava have been officially declared unsuccessful. However, some analysts suggest that in reality the number of failures is considerably higher. Despite several previous failures officially blamed on manufacturing faults, the Russian military has insisted that there is no alternative to the Bulava. A total of eight Borey-class submarines are to be built for the Russian Navy by 2020. Russia's fleet received its first such submarine, the [Yury Dolgoruky](#), in January. Borey-class submarines are to become the mainstay of the navy's strategic nuclear deterrent, replacing the aging Project 941 (NATO: Typhoon-class) and Project 667 class (Delta-3 and Delta-4) boats. [Source : RIA Novosti](#)

SHIPYARD NEWS



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Barrow ship building campaign receives county council funding support

A campaign to secure the future of naval ship building in Barrow has received financial backing from Cumbria County Council's Barrow Local Committee. Committee members agreed to support the [Keep Our Future Afloat Campaign \(KOFAC\)](#) with a contribution of £5,000 a year, for up to three years. The campaign was formed in Barrow in April 2004 by UNITE and GMB, as a trade union and community-led group of interests in the North West region. It seeks to sustain naval surface warship and nuclear-powered submarine building, and sustain the core workload at [Barrow Shipyard](#). The committee's financial contribution will help KOFAC to campaign effectively to build public, industrial

and political support ahead of a government decision on whether to proceed with a new submarine programme, which is expected in 2016.

KOFAC will also seek to highlight the potential economic implications for Cumbria and Barrow if the programme does not go ahead.

Councillor Kevin Hamilton, Chair of Barrow Local Committee, said: “**The Keep Our Future Afloat Campaign** is playing major role in highlighting the huge importance of the Successor programme to our area. Up to 1,000 jobs are likely to be created directly in Barrow if the full 11 boat submarine programme goes ahead, so the committee is delighted to support this vital campaign with a financial contribution for up to three years.”

Source : The Westmoreland Gazette

NDSQ Receives Certification for Management Systems

The Qatari shipbuilder's quality, environmental and safety management systems are aligned with internationally approved standards



Qatari shipbuilder **Nakilat Damen Shipyards Qatar (NDSQ)** has received certification from Lloyd's Register Quality Assurance (LRQA) for aligning its quality, environmental and safety management systems with internationally recognized standards. A certificate of approval for the ISO 9001:2008, ISO 14001:2004 and OHSAS 18001:2007 management standards was presented by LRQA to NDSQ during a ceremony at Erhama Bin

Jaber Al Jalahma Shipyard in Ras Laffan on Thursday 3rd October.

The ISO environmental and OHSAS safety management system approvals were awarded to NDSQ for the first time this year, along with reconfirmation of the ISO quality management system approval, which was originally awarded to NDSQ in 2011. On the occasion of the certification ceremony, NDSQ Managing Director **Jan-Wim Dekker** commented: “We are proud to be building boats in Qatar using management systems that match these highly regarded international standards. By adhering to these globally-recognized best practices, we are positioning Qatar as a center of excellence for shipbuilding in the Middle East and contributing to the sustainable growth of the Qatari economy.” **NDSQ** is a joint venture between **Nakilat** and



Dutch shipbuilder **Damen** and is based at Erhama Bin Jaber Al Jalahma Shipyard in Ras Laffan, Qatar. NDSQ began operations in 2010 and builds ships in steel, aluminum and fiber reinforced plastic (FRP), up to 170m in length. For more information visit: ndsq.com.qa

Ingalls starts work on Coast Guard cutter

Huntington Ingalls Shipbuilding has started construction on a sixth national security cutter for the Coast Guard. The vessel will be called the **Munro (WMSL 755)**. Ingalls was awarded the contract in May. A third cutter, **Stratton (WMSL 752)** was commissioned in 2012. Two more are currently under construction at Ingalls in Pascagoula. Ingalls has delivered the first three of eight planned cutters. **Bertholf (WMSL 750)**, **Waesche (WMSL 751)** and **Stratton** are in service. The Legend-class ships are the Coast Guard's newest class of technologically advanced cutters. They are replacing Hamilton-class cutters built in the 1960s. The new cutters can be used for a multitude of tasks. Ingalls' fourth NSC, **Hamilton (WMSL 753)** will be christened Oct. 26. The fifth, **James (WMSL 754)**, will launch in next spring. Source : Miami Herald

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the '**BOURBON ALEXANDRE**' and Tidewaters '**JONATHAN ROZIER**' stern to at ilogs base, Pointe Noire, Congo.

Photo : Iain Jamieson ©

Fairmount Fuji assisted Saipem in Congolese waters

Fairmount Marine's multipurpose vessel **Fairmount Fuji** has assisted Italian contractor Saipem with her operations offshore Congo. Fairmount Fuji has performed several cargo runs between Saipem's Boscongo yard in Pointe



Noire and the offshore Congo moored drilling ship **Saipem 1000**. **Fairmount Fuji** also took care of the transport of Saipem crew. Drilling ship **Saipem 1000**, a 5th generation drilling ship for ultra deepwater operations, was moored offshore Congo pending her next assignment. **Fairmount Marine** was contracted to assist in the crew change and in the transfer of cargo. **Fairmount Fuji** transported around 150 personnel to and from the ship.

Fairmount Fuji is equipped with a spacious 280 square meters deck. This makes her ideal for the transport of goods.

Fairmount Marine is a marine contractor for ocean towage and heavy lift transportation, headquartered in

Rotterdam, the Netherlands. Fairmount's fleet of tugs consists of five modern super tugs of 205 tons bollard pull each, especially designed for long distance towing, a multipurpose support vessel and a large submersible transport barge.

Fairmount Marine is part of **Louis Dreyfus Armateurs Group**.



The **FAIRMOUNT FUJI**
– Photo : Lim Fook Meng ©

Alianca names another 3,800-TEUer for Brazilian coastal service

ALIANCA, a Hamburg Sud unit, has named the 3,800-TEU **Fernao de Magalhaes**, the second of four newbuilding for the carrier's coastal fleet. The ceremony was held at Porto Chibatao, a container port on the Rio Negro in Manaus, Brazil. The **Sebastiao Caboto**, which was named in Santos, Brazil, in May, was the first ship built in the series of

four by the [Shanghai Shipyard Co.](#) With a capacity of 3,800 TEU, the four ships have almost twice the number of container slots as the previous Alianza ships on the service. **Source : Schednet**



The **ZHEN HUA 24**, spotted outbound on the Thames, after discharging some containercranes at the **LONDON GATEWAY PROJECT** enroute Turkey to deliver the last crane at **MARPORT** - Photo : Capt. Julian Jager - Master m.v. Norstream ©

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Bahrain seaport operations reviewed

Operations at the Khalifa Bin Salman Port (KBSP), the kingdom's main seaport, and steps needed to improve ongoing co-ordination came up for discussions at the latest quarterly stakeholder meeting.

It featured participation from Transportation Ministry and Bahrain Chamber of Commerce and Industry (BCCI), representatives of customs clearing and transport agents and from APM Terminals Bahrain, the port operator.

Director of ports operations Bader Hood Al Mahmood held discussions with BCCI board member and chairman of the transportation committee Abdulhakeem Al Shammary. Mr Al Mahmood said the purpose of the meeting was to ensure

closer co-operation between all relevant stakeholders in regard to developing and streamlining operations at KBSP and to clear any obstacles faced by clients with the aim of further enhancing the maritime industry in Bahrain.

These regular meetings come as part of the ministry's continuous efforts to strengthen Bahrain's commercial status and to position KBSP as a preferred maritime destination for commerce and trade heading to the Northern Gulf.

To this end, the ministry strives to provide all possible facilitations to enable Bahrain's ongoing growth and development, of which the maritime industry is a key contributor. Mr Al Shammmary said the opinions and ideas that resulted from the meeting will further facilitate the services presented to customers using the port.

Source: Gulf Daily News



ROV support vessel "**Union Sovereign**" delivering mooring chain to FPSO "**OSX-3**" during installation offshore Brasil. In background "**Fairmount Expedition**" as position tug. Other position tugs are "**Fairmount Glacier**", "**Union Princess**" and "**Magnus**". Photo : Kees Pronk (c)

Laurin Maritime opts to build in China for first time

Sweden's **Laurin Maritime** has ordered its first Chinese ships, albeit at an affiliate of Korea's Samjin Shipbuilding. Laurin has opted for four 50,000 dwt chemical tankers, which will deliver in 2015. The deal comes with options, which would deliver in 2016. The ships will be owned by Laurin's Isle of Man subsidiary Anglo-Atlantic Steamship. Source: Sino Ship News

Diana Shipping Inc. announces the acquisition of a Capesize dry bulk vessel

Diana Shipping Inc., a global shipping company specializing in the ownership and operation of dry bulk vessels, announced that yesterday it signed, through a separate wholly-owned subsidiary, a Memorandum of Agreement to purchase from an unaffiliated third party the m/v "**JK Pioneer**", a 2013 built Capesize dry bulk vessel of 179,134 dwt, for a price of US\$52,000,000. The vessel, to be renamed "**P. S. Palios**", is expected to be delivered to the buyer in mid-November 2013, the Company said in a press release. The vessel is currently chartered to Oldendorff Carriers

GmbH & Co. KG, Luebeck, Germany, at a gross charter rate of US\$11,500 per day, minus a 5% commission paid to third parties. Based on the existing charterparty, the charterer has the option to redeliver the vessel at any time before, but not later than March 30, 2014.

Excluding the newly acquired vessel, as well as a Kamsarmax dry bulk vessel expected to be delivered to the Company on October 10, 2013, **Diana Shipping Inc.'s** fleet currently consists of 34 dry bulk vessels (2 Newcastlemax, 9 Capesize, 3 Post-Panamax, 2 Kamsarmax and 18 Panamax). In addition, the Company also expects to take delivery of 2 new-building Ice Class Panamax dry bulk vessels between the fourth quarter of 2013 and the first quarter of 2014, and 2 new-building Newcastlemax dry bulk vessels during the second quarter of 2016. As of today, the combined carrying capacity of our fleet, excluding the six vessels not yet delivered, is approximately 3.8 million dwt with a weighted average age of 6.7 years. **Source : PortNews**



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Newcastle Port Corporation dismisses dredging concerns

Plans to dredge Newcastle harbour to create new shipping berths are being slammed by a local bird observers club, saying the Hunter estuary is already in crisis. Newcastle Port Corporation has dismissed environmental concerns as it proposes to dredge nearly two million cubic metres of sediment in the Hunter River to make way for a dozen new shipping berths.

An environmental impact statement was released in April, prompting 10 submissions. Concerns about stockpiling contaminated sediment at Walsh Point reserve have been dismissed by the Corporation which says any stockpile would only be temporary and have no significant impact.

There were also concerns raised about inadequate sampling of contaminants in the harbour, highlighted by the failure to locate a reported contamination "hotspot" near Walsh Point. But the Port Corporation says its sampling was thorough and subject to detailed analysis. The Hunter Bird Observers Club says the dredging is likely to change tidal flows in the estuary, resulting in the loss of Coastal Saltmarsh. The group's Chris Herbert says migratory shorebirds and the local fishing industry be drastically affected if the dredging goes ahead.

"It's the usual thing, it's the cumulative impact of all these things and this will just exacerbate the problem that's already going on right at the moment," he said. "The Hunter estuary is pretty low topography and any slight increase, a millimetre to a centimetre in the tidal range, will inundate more of the salt marsh and distort the ecology of the estuary."

Mr Herbert says it is crucial long-term management plans are put in place. "It's another nail in the coffin, that's all," he said. "I don't think we're ever going to stop the development of the port and so on, and I don't think we intend to, but we need to put in compensatory measures to compensate for what they're doing. "They're destroying habitat because of this, they have to then provide compensatory habitat." **Source: ABC**

Super funds, investors size up Port of Melbourne

Australia's busiest container port, the Port of Melbourne, with a Port of Hastings add-on, would sell for more than the \$5.07 billion netted this year on NSW Ports Botany and Kembla, according to potential buyers. For the nation's major superannuation and industry funds to bid for the last major publicly-owned port on the eastern seaboard, the Victorian government would have to guarantee the expansion of Hastings to satisfy capacity concerns.

"The big issue is with capacity. Melbourne ships more containers than Botany but without Hastings its growth prospects are not as good," one potential buyer said.

"If the government didn't show it had procured the project (Hastings) to get it to completion, they would be selling to an entirely different market – the likes of Lindsay Fox and other developers.



07-10-2013 : **CS Sacha**, IMO 9237395, 2001/16963gt, Ex Capitan Corelli, out from Melbourne anchorage off Sorrento, 7-10-2013. Photo : Andrew Mackinnon – aquamanship.com ©

"Super funds just wouldn't take the risk." Speculation has been mounting for months that the state government is preparing to sell the port. Victorian Treasurer Michael O'Brien has been on a roadshow this week to New York and Canada, spruiking the state's assets – of which Port of Melbourne is one of the biggest – to overseas investors.

"There is not enough Australian money to make (Port of Melbourne) a competitive race without going overseas," one industry source said.

Major infrastructure buyers expect Port of Melbourne to hit the market within five years and many have it as a watching brief.

Provided Hastings was locked into the deal, the bidding line-up would look largely similar to that for Port Botany and Kembla. "You would certainly expect a price around, if not higher, than Botany and Kembla," one industry source said.

The Melbourne port has a similar property profile to Botany but ships more containers. Now that Port of Melbourne is taking centre stage, industry veteran Mark Birrell has a task on his hands juggling his position as chair of both Infrastructure Partnerships Australia and the Port of Melbourne Corporation.

Australian superannuation funds will need to bid as part of a consortium, given no single national fund can front the \$3-odd billion in equity needed for a sale.

Buyers could accept a minimum lease period of 50 years but were likely to push for 99 years. Other key funds likely to be interested include the Future Fund and NSW State Super. This year IFM, Abu Dhabi Investment Authority, AustralianSuper and QSuper (as part of the NSW Ports Consortium) paid \$4.31 billion for the 99-year lease of Port Botany in Sydney's east and \$760 million for the smaller Port Kembla, 90 kilometres south of Sydney.

The Queensland Government's sale of the Port of Brisbane netted \$2.1 billion.

NSW Treasurer Mike Baird is understood to have been pleased that a huge portion – 80 per cent – of the two NSW ports went to Australian super funds, given the "social privatisation" of assets by Australians is more politically palatable than its foreign alternative.

The Port of Melbourne in 2011-12 had a 37 per cent market share of national container trade, shipping 2.58 million in 20-foot equivalent units or TEUs, the industry standard measurement for container freight. An expanded Port of Melbourne would be able to ship 5.1 million TEUs by the early 2020s, while the planned development of the Port of Hastings would create a second container port with a capacity of 9 million TEUs. Source: **Business Spectator**

PIL to launch intra-WAF feeder 'WA2'

Singapore's Pacific International Lines is to launch a new single-ship intra-West Africa feeder in November. For this purpose PIL has chartered the geared 630 teu container-multipurpose vessel **PLATRES** and deploy her under the new name **KOTA MOLEK**.

As of 7 November, the vessel will commence fortnightly sailings between Lome, Conakry, Freetown, Monrovia, Lome. PIL will advertise the new service as its 'WA2'. Via Togo's capital Lome, PIL will offer transhipment between the new 'WA2' and its 'SW2' service to the Far East. Additional transhipment options are offered through the carrier's service to the Middle East and the Indian subcontinent. **Source : Linervision**

.... PHOTO OF THE DAY



Skidding 7750 mTon from the **H331** barge to the submersible barge **Eide 33** by **Mammoet** in Wismar, Germany

Photo : Peter Martin-SMB ©

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