



**Number 284 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 11-10-2013**

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The **COASTAL VANGUARD** arriving in Harlingen – Photo : Jan van de Witte (c)

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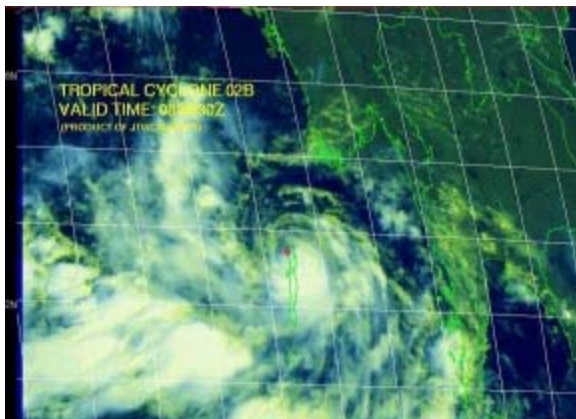
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## EVENTS, INCIDENTS & OPERATIONS



The bulker **MAGSENGER 16** moored at the EECV in Rotterdam-Caland canal – Photo : Krijn Hamelink (c)

## TC 02B forms over the Bay of Bengal



**Tropical Cyclone (02B)** has formed over the Bay of Bengal and was moving WNW at about 6 knots with max winds of about 40 knots. Forecasts suggest that TC 02B will deepen to hurricane strength over the next 24-36 hours then makes landfall along the east coast of India about 18Z on the 12th with max winds of about 75-85 knots.

Source : Ocean Weather Services



## Duikers vinden twee lichamen in gezonken schip Noordzee

Bij het wrak van het maandag gezonken schip **Maria** op de Noordzee zijn twee lichamen ontdekt. Duikers van de marine hebben de twee doden geborgen.



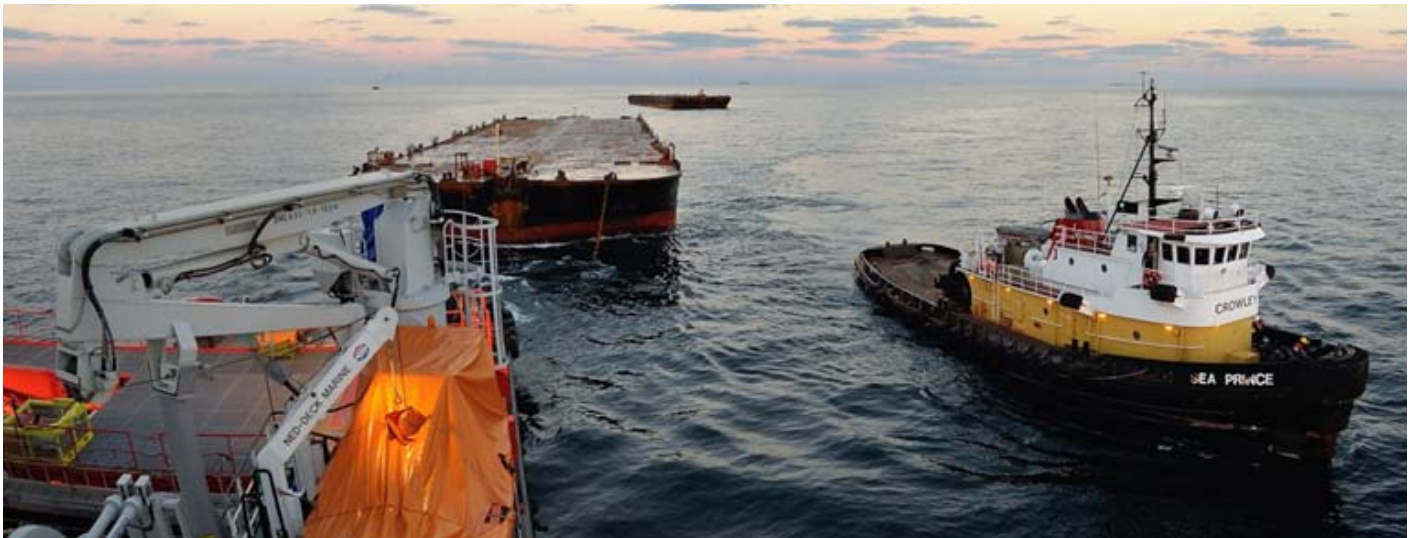
Wegens een verslechtering van de weersomstandigheden is de zoektocht naar een derde opvarende, die ook als vermist werd opgegeven, gestaakt, meldt de politie woensdag. De identiteit van de twee gevonden doden is nog niet bekend. Forensische experts gaan de identiteit vaststellen wanneer de lichamen later vanavond in Den Helder op de marine basis aan land zijn gebracht.

Het schip **Maria** zonk in de nacht van zondag op maandag na een botsing met een Texels vissersschip op de Noordzee, veertig kilometer ten zuidwesten van Den Helder. Twee Kaapverdische bemanningsleden konden vlak nadat het schip

was gezonken, worden gered.

"Die drie opvarenden zeelieden die sindsdien vermist waren na de aanvaring op de Noordzee hadden makkelijk gered kunnen worden". Dit zegt schipper **Cor Daalder** van de Texelse viskotter **TX68** dinsdag tegen Radio Televisie Noord Holland (RTV N-H). De kotter kwam in de nacht van zondag op maandag in botsing met 'guardvessel' **Maria**, zo'n veertig kilometer ten zuidwesten van Den Helder. Na de botsing werden twee opvarende van de **Maria** gered en drie waren er sinds het ongeluk vermist. "Ze konden zo overstappen, maar ze bleven in de kajuitopening staan."

De bemanning is zeer emotioneel en vol ongeloof over de aanvaring. Schipper Cor Daalder wil niet ingaan op de vraag hoe het ongeluk heeft kunnen gebeuren zolang het politie onderzoek loopt. De maritieme politie en de Onderzoeksraad voor Veiligheid doen onderzoek naar de oorzaak van de botsing. Of en wanneer het wrak wordt geborgen, is nog onduidelijk, meldde Rijkswaterstaat afgelopen woensdag.



Crowley's **SEA PRINCE** approaching Heerema's **BYLGIA** in order to take over one of her barges at the Orange Seabuoys USA. Both barges were towed by the **BYLGIA** in tandem from Rotterdam to the Gulf of Mexico **Photo : Capt. Jan Berghuis – Master Bylgia ©**

## Searchers find remains of another body at Costa Concordia wreckage

Crews searching the **Costa Concordia** wreckage off the Italian coast may have found the remains of one of two people still missing, officials said. Officials said they believe the remains are those of Russel Rebello, an Indian crew

member, ANSA reported. Searchers are still looking for remains of Maria Grazia Tricarichi, an Italian passenger on the luxury liner when it crashed into rocks off Italy's Tuscan coast Jan. 13, 2012, and eventually sank, killing 32 people.

Meanwhile, in a theater being used as a courtroom in Grosseto, the ship's navigator confirmed Tuesday that Capt. Francesco Schettino ordered him to alter the ship's route on the night it crashed off Giglio island. Navigator Simone Canessa was the second prosecution witness in the trial against Schettino, who faces up to 20 years in prison if convicted on multiple manslaughter charges and dereliction of duty.

Schettino was accused of ordering the ship's detour as a salute to people he knew on the island and has been criticized for allegedly abandoning ship without overseeing its evacuation. Schettino claimed his image and actions were misrepresented by investigators and media, saying his actions prevented the disaster being even worse, ANSA said. "Before leaving Civitavecchia, Commander Schettino told me to wait on the bridge. Then he told me to program a modification of the route Civitavecchia-Savona to pass next to Giglio," Canessa testified. The prosecutor also played an audio recording of Schettino talking to Canessa in the control room while the ship was still in Civitavecchia. "So see what speed we have to do. Let's go by Giglio," Schettino can be heard saying. "Let's do this bow to Giglio. Let's go do this f---g Giglio thing." A "bow," Canessa explained, was the practice of making a small detour in the ship's route to greet or salute someone. **Source : UPI**

## Asia-Europe container volumes surge 10pc in August to 1.3 million TEU

AUGUST Asia-Europe container volumes posted a 10 per cent year-on-year increase to 1.3 million TEU, the highest monthly throughput in 2013, according to Container Trades Statistics. Year-to-date, Asia Europe container volumes were 3.2 per cent higher year on year to 9.4 million TEU. The biggest monthly increase in 2013 came in July when volumes increased 9.5 per cent.



The **SHANGHAI EXPRESS** outbound from Rotterdam – **Photo : Teun Put ©**

The biggest August gain on Asia-Europe trade lane was posted by Asia-eastern Med/Black Sea run, where volumes soared 17.6 per cent to reach 216,260 TEU. Year-to-date, they were up 11.2 per cent year on year to 1.7 million TEU. Asia-west Med/North Africa volumes posted a 14.2 per cent increase in August to 219,404 TEU with year-to-date throughput coming in at 1.6 million TEU, up 4.3 per cent year on year.



The **MSC MARIA SAVERIA** leaving the Berendrecht locks in Antwerp – **Photo : Stan Muller ©**



Nonetheless Asia-Europe volumes for 2013 were still down 1.6 per cent against the highs of 2011 when west Med/North Africa throughput was down 14.3 per cent from the year before. Source : Asian Shipper



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## Handysize Cross-Med dirty product freight rate at two-year low

The cost of sending 30,000 mt Handysize dirty product cargoes on routes across the Mediterranean hit a two-year low Tuesday due to ample availability of tonnage in the region, shipping sources said Wednesday.

The Handysize freight rate on the Cross-Med route dropped \$0.20/mt to be assessed Tuesday at \$10.13/mt, the lowest since June 26, 2012, when it reached \$10.09/mt.

Shipbrokers continued to report weaker sentiment into Wednesday, pegging the rate at Worldscale 115, equivalent to \$9.70/mt. One shipowner said shipping operations were running smoothly due to good weather, with enough cargoes being supplied from the Black Sea to the Mediterranean. Source: Platts



The **SKANDI TEXEL** seen arriving at Valletta, Malta on the 09-10-2013. Photo : Gaetano Spiteri. ©

# NATO Shipping Centre - Weekly Piracy Update

## Regional Considerations:

### Horn of Africa

#### Masters

Masters are advised to remain vigilant at all times inside the High Risk Area (HRA) and follow the guidance and protective measures, as set down in BMP4.

#### Sailing yachts

Sailing yachts should avoid transiting the HRA. Past activity has shown that pirates will attack both large and small yachts passing their way. Despite the fact that attacks on merchant vessels appear to have decreased, the possibility of attacks and the successful pirating of sailing vessels remains likely due to their vulnerability and the reduction of revenue sources from pirated merchant vessels.

#### Reporting

There have been a number of incidents reported to counter-piracy organizations in the HRA involving small craft approaches on merchant vessels.

When reporting, information should be complete, in particular reports to include any piracy related equipment /weapons (ladders/RPGs). Many of these incidents have been assessed as non-piracy related activity and are associated with common patterns of life in the area. These activities include fishing, small vessel trade, smuggling and other local vessel movements.

#### Fishing activities - possible mix up with piracy

Fishing vessels may approach merchant ships to maximize fishing opportunities or to safeguard fishing nets which have been set. Furthermore fishermen in the region regularly carry small arms onboard their vessels, so the visual identification of a small arm is not a positive indicator of pirates. It is not uncommon for fishing vessels to follow merchant and large vessels in order to capitalize on the often increased numbers of fish in the resultant wake. Please note that, if the NATO Shipping Centre assesses an approach or incident to be piracy-related, we will issue relevant warnings. Please see further information on NSC webpage The Dhow and Skiff Recognition Guide

#### Weather in HOA:

SW monsoon influence is showing gradual decline. These conditions will last until the North East Monsoon begins, historically around Mid-November. Small boat activity may be observed earlier than this in the more prominent fishing areas and Coastal waters depending on the local conditions.

#### Piracy Threat:

The threat of piracy against merchant shipping continues throughout the HRA. Successful disruptions by naval forces, in conjunction with masters' adherence and implementation of BMP4, have significantly reduced the pirates' ability to capture vessels. Pirates retain capability of conducting acts of piracy against vessels of opportunity.

#### Pirate Tactics:

Pirate Attack Groups (PAGs) have made "soft-approaches" on merchant ships transiting the HRA. Skiffs have been known to approach vessels in order to probe the reaction of the crew and any possible Privately Contracted Armed Security Personnel (PCASP) onboard. If the pirate approach does not elicit a response, the pirates may then proceed with an attack, using additional skiffs. However, the use of BMP4 and the reaction of PCASP have recently been effective in warning off any small boats which might otherwise have had close contact with the transiting vessel.

#### Continued Vigilance and the use of BMP:

It is imperative that merchant vessels remain vigilant at all times in transit and/or at anchorage and fully implement protection measures set down in BMP4 across the whole High Risk Area (HRA) as it can make the critical difference of being approached, attacked, or pirated. NSC would like to remind masters that BMP4 highly recommends maintaining best possible vessel speed when transiting the HRA to deter pirate boarding.

#### Registration & Incident Reporting:

As per Section 5 of BMP4, early registration with MSCHOA before entering the HRA and initial and regular reporting to UKMTO are highly recommended to ensure military authorities are aware of a vessel's passage and vulnerabilities.

It has been observed that some Masters are choosing to phone their Company Security Officer (CSO) first in the event of a piracy incident. However, one of the fundamental requirements of BMP4 is that UKMTO is the primary point of contact for merchant vessels during piracy incidents in the HRA. This aims to avoid unnecessary delay and prevent



inaccurate or incomplete information from reaching military commanders. CSOs should ensure their ships' security plans reinforce the BMP4 recommendation that UKMTO be immediately telephoned at +971 50 55 23215 in the event of any piracy activity. UKMTO will then make it a priority to contact the CSO with any information received whilst ensuring the relevant information reaches the military commanders without delay. Masters should provide as much accurate information as possible. This will ensure the incident can be fully assessed and information is quickly provided to other ships in the area for their awareness and vigilance.

Masters should provide as much information as possible about the incident. If Masters are able to take pictures and/or video of the suspicious activity safely, please provide these via email to UKMTO at [ukmto@eim.ae](mailto:ukmto@eim.ae), NATO Shipping Centre (NSC) at [info@shipping.nato.int](mailto:info@shipping.nato.int) or MSCHOA at [postmaster@mschoa.org](mailto:postmaster@mschoa.org). This information will be used by Counter Piracy forces. Pictures supplied from an attack on a merchant vessel have previously led to the rapid release of a pirated dhow. Masters are encouraged to monitor navigational, coastal and local warnings and Notice to Mariners.

Source: NATO Shipping Centre

## Man overboord bij Bergen aan Zee



Voor de kust van Bergen aan Zee is woensdagavond, 9 oktober, een man overboord geslagen. Dat meldt de **KNRM**. Het gaat om een opvarende van de **THALASSA**, een barketijns zeilschip dat wordt gebruikt voor evenementen en zee-zeilreizen. Het ongeval vond rond 20.00 uur plaats.



Photo links : [Theo Bakker](#)

Photo top : [HFV](#)

Petten en Callantsoog uitgevaren om hulp te bieden. Rond 20.30 uur werd de man uit het water gered. De kustwacht meldt dat de man onderkoeld is maar stabiel. Hij is met de helikopter naar Alkmaar gevlogen waar hij bij het AFAS stadion van AZ is geland. Daar is de man overgedragen aan de ambulance die het slachtoffer naar het ziekenhuis in Alkmaar heeft gebracht.

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# High safety requirements for ships in the North-East Passage

The **Stena Polaris** is one of the tankers in Stena Bulk's fleet with the necessary technology, equipment and crew competence for a safe voyage via the Arctic. This is the ninth time that one of Stena's ships will have sailed through the North-East Passage since 2011.

The Russian authorities responsible for administering the North-East Passage have exacting requirements on technology and equipment. Additionally, only during a few months every year does the ice situation allow ships to pass through the North-East Passage. Even then, they are escorted, often in convoys, through the most difficult sections and the **Stena Polaris** has been assisted by the Russian nuclear-powered icebreaker **Taymyr** with a crew of 110. Also, throughout the voyage there are so-called "ice advisors" on board **Stena Polaris** who are used to navigating in Arctic waters.



The **Stena Polaris** has been built to ice class 1 A specifications in accordance with Det Norske Veritas (DNV), which means that it is well equipped to sail in ice-covered waters where

broken ice can be up to 0.8 m thick. In addition to an ice-strengthened hull, her rudder and propellers are technically adapted for operation in icy waters and her main engines have been modified to deliver greater power.

In order to raise competence on board still further, Stena has been collaborating for some years now with Russian Makarov State University in St. Petersburg, which specialises in navigation in icy waters. 25% of the officers on board Stena Bulk's tankers are Russian, and most of them were educated and trained at Makarov.

Patrik Svahn, Manager Commercial Operations in Stena Bulk's office in Gothenburg, is now on board the **Stena Polaris** and blogs directly from the ship. "As always, Saturday is drill day and today was no exception. On the menu was a safety drill with helicopter launching, an abandon ship drill and again a fire drill but this time it was time for fire in the paint store. At 15:30 the alarm sounded and all crew and passengers went to their respective muster station. We started off with the helicopter launch drill which today consisted of the 3rd Officer verbally going through the different scenarios where helicopter launching could be necessary such as during a medical emergency, so called helivac, and what to think of if this would come into reality. Past experiences were shared and those who had questions had the opportunity to ask them. Before we were finished with this drill the 3rd Officer advised that after the remaining drills we will all meet inside in the ship's office where we will watch an educational movie about helicopter launching". Source: Stena Bulk



The **BULGARIA** in Rio Grande – Photo : Marcelo Vieira ©



## Clarkson new ship building price index showed WoW improvement

According to the latest data from [Clarkson](#), new shipbuilding prices continue to show improvement. Last week, Clarkson new shipbuilding price index rose to 130 versus 129 a week ago. Clarkson new shipbuilding index bottomed at 126 in June and has risen 3.2% since then. Prices of all major ship types with the exception of LNG carriers have shown recovery in the last 3.5 months with mid-large size containerships, capesize bulk carriers and aframax tankers showing 4-10% price hike.

We remain positive on the prospects of ship price hikes, even though magnitude of the hikes is unlikely to be huge as ship owners continue to suffer from low freight rates and weak balance sheets. YTD global new ship orders are up 63% YoY (CGT terms) and recent contracts signed by shipyards continue to point to better pricing environment for large fuel-efficient ships. As there are only a limited number of shipyards globally that can build large fuel efficient ships on time with slot availability for early deliveries, we expect upward pressure on ship prices to continue in the near term. **Source:** CNFOL



The chemical tanker **YELENA** which is seen arriving at Auckland on her maiden call. - **Photo :** Robbie Nutbeam ©

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## Russia claims Greenpeace ship carried illegal drugs

New charges being prepared against 30 activists being detained, say investigators

Russian investigators have raised the stakes in their battle with [Greenpeace](#), claiming illegal drugs have been found aboard the organisation's ship, the [ARCTIC SUNRISE](#)

They also said a number of Greenpeace activists had put the lives of Russian coastguards at risk with their actions, and announced that new charges are being prepared against some of the 30 people currently in detention. All of those arrested, who are from 18 countries, have already been charged with "piracy as part of an organised group", a charge which carries a sentence of between 10 and 15 years in prison.

The 30 were arrested and their ship seized during a protest against the [Prirazlomnaya](#) oil rig, located in the Arctic waters of the Pechora Sea and operated by Russian energy giant Gazprom. Vladimir Markin, spokesman for Russia's powerful Investigative Committee, said in a statement yesterday that criminal investigators and experts were examining documents and equipment seized during a search of the [ARCTIC SUNRISE](#)

"It has already been established that some of the equipment seized has a double use and can be used not only for environmental goals," said Markin, without elaborating.

"Narcotic substances" had also been found on board the boat, which preliminary tests suggested were heroin and poppy straws, he added. In a final accusation, Markin said a number of activists had deliberately attacked a coastguard boat during skirmishes during the storming of the [ARCTIC SUNRISE](#), thus "endangering the lives and health" of Russian officials.

"Given the information acquired during the investigation of the criminal case, we will have to correct the charges laid against all [the activists]" said Markin. "It is very clear that a number of them will be charged with committing other serious crimes." Greenpeace dismissed the drugs allegations as a "fabrication, pure and simple" and said the only drugs on board were locked in a safe and carried for medical purposes as dictated by international maritime law. The ship was searched by Norwegian authorities with a sniffer dog before leaving for the Russian Arctic and no illegal drugs were found, it said. **Source : Irish Times**

## Man goes missing on Sun Princess cruise ship bound for Darwin

**A 73-YEAR-OLD man has gone missing on a cruise ship bound for Darwin.**

A statement from [SUN PRINCESS](#) has confirmed its crew is trying to locate the man onboard the ship, which is currently sailing from the Kimberley Coast in Western Australia to Darwin, the NT News reports. The elderly passenger was reported missing from the Sun Princess by his wife at 9am (WST) this morning.

"Public address announcements have been made onboard but there has been no response," the statement to the NT News said. "A missing person's procedure is currently underway and [SUN PRINCESS](#) has turned around to retrace the ship's course.



The [SUN PRINCESS](#). Photo : Bas van Vegchel ©

The ship is sailing from Fremantle to Darwin and was 40 nautical miles north of Cape Londonderry when the alarm was raised. The [SUN PRINCESS](#), which holds up to 2432 passengers, was on day nine of a 16-day cruise from Fremantle to Sydney. The Australian Maritime Safety Authority (AMSA) is coordinating the search, which involves the [SUN](#)



**PRINCESS**, two more vessels and three aircraft. The AMSA plane Dornier, a Customs Dash 8 aircraft and an NT Police aircraft are involved in the search, as are a merchant vessel and the **HMAS MARYBOROUGH**.

An AMSA spokeswoman said the search would continue until last light, and then a decision would be made on the potential survivability for anyone in the water for an extended period of time. The **SUN PRINCESS** was due to dock in Darwin on Wednesday. **Source : Perthnow**



MV **BBC SKANDINAVIA** offloading a 116tons umbilical reel in Cape Town.

**Photo: Capt. Christian Schmidt ©**

## **Greenpeace International responds to Russian Investigative Committee's latest allegations**

In response to allegations made by the Russian Investigative Committee that narcotics were found on board the ship **ARCTIC SUNRISE** and that more charges were being considered, Greenpeace International made the following statement.

We can only assume the Russian authorities are referring to the medical supplies that our ships are obliged to carry under maritime law. The ship was first searched by Russian officers weeks ago, they scoured every corner of it, so we assume this announcement is designed to deflect attention from the growing global outrage over the continued imprisonment of the detainees. Any claim that illegal drugs were found is a smear, it's a fabrication, pure and simple.

There is a strict policy against recreational drugs on board Greenpeace ships, and any claim that something other than medical supplies were found should be regarded with great suspicion. Before leaving Norway for the Russian Arctic, the ship was searched with a sniffer dog by the Norwegian authorities, as is standard. The laws in Norway are amongst the strictest in the world, and nothing was found because nothing illegal was on the ship.

The **ARCTIC SUNRISE** is sovereign Dutch territory, it was seized in international waters, and is therefore subject to Dutch law. It is illegal to sail a Dutch flagged ship without the right medical supplies. The ship had on board a fully qualified doctor with over ten years experience in Russian hospitals. Certain medical supplies are kept in a safe that only the captain and the doctor have access to. We know that the safe was broken into by the Russian authorities during the searching of the ship. We can assume these are the medical supplies that the Russian security services are referring to. **Source : PortNews**



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## MV Smart Stern Refloated and Sunk Off South Africa

Salvors working to remove the **MV Smart** shipwreck in Richards Bay, South Africa successfully refloated the stern section of the broken capesize bulk carrier before towing it out to sea where it was sunk.



**Photo : SMIT Amandla Marine**

A salvage team made up of South African-based **Subtech Group** and **SMIT Amandla Marine** said this week that the stern section was successfully refloated by the 181 ton bollard pull tug, **Smit Amandla**. The section was then towed out to sea where it was intentionally sunk.



**Photo's Courtesy Subtech Group**

As gCaptain reported previously, the 151,279 dwt bulk carrier **MV SMART** ran aground August 19th as she departed the port of Richards Bay with 147,650 tons of coal, eventually breaking up and coming to rest along a sandbar just outside the port. Prior to the stern's refloating, crews from **Subtech** and **SMIT Salvage** worked to remove all fuel oil and coal on board. **Source : gCaptain**

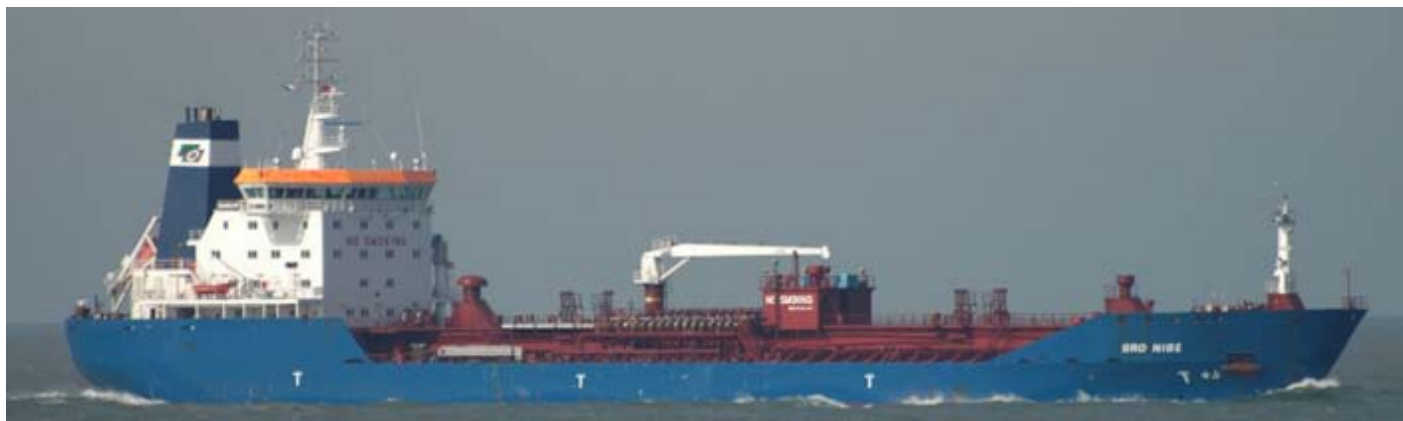


## Norwegian Cruise Line names its two newest ships

**Norwegian Cruise Line (NCL)** has announced that a contest that it conducted from September 10 through September 24, 2013. The contest yielded the names of its two newest ships, which are part of the line's Breakaway Plus class. Introducing **NORWEGIAN ESCAPE** and **NORWEGIAN BLISS**!

The contest received over 100,000 votes from NCL fans across the world, including the United States, Canada (excluding Quebec), Spain, Germany and the United Kingdom. All of those who submitted a vote for their favorite names were entered into a random drawing to win a trip for two to the first **Breakaway Plus** ship's (which one has not yet been announced) inaugural festivities, including round-trip coach airfare for two, ground transportation, balcony stateroom accommodations (double occupancy) and on-board meals. Winners will be announced on Tuesday October 8, 2013, on Norwegian's Facebook page.

The new **Breakaway Plus** ships will be the largest in the NCL fleet at approximately 163,000 gross tons and 4,200 passenger berths each. They will be similar in design to the Norwegian Breakaway, launched in May in New York and the Norwegian Getaway, scheduled to launch in January 2014 and arrive in her homeport of Miami in February. No schedule has been announced for the deployment of the **NORWEGIAN ESCAPE** and **NORWEGIAN BLISS**. Source : examiner



The **BRO NIBE** inbound at the Westerschelde – Photo : Henk de Winde ©

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## Maersk increases old November rate hike from US\$600/TEU to \$950/TEU

**MAERSK Line** will increase its Asia-Europe rate US\$950 per TEU from November, the company announced, having already announced a \$600 increase, which has now been replaced by the higher rate. "Maersk Line continues to face unsustainable market rates and the rapid decline of rates in the past few weeks has made it apparent that the

previously announced increase of \$600 per TEU will be insufficient to run the service at financially viable levels," the company statement said. **Source : Asian Shipper**

## TOUGH P&I OUTLOOK

Declining investment income is expected to trigger an average premium rise of 7.5% for shipowners, according to a new report on protection and indemnity clubs. According to insiders the 2013 P&I renewal had been "one of the most difficult ever" with the clubs' perceived need for premium rises conflicting with shipowners' desperate need to cut costs.

It has been noted that in 2012 general increases varied between 5% and 16.5%, with 7.5% being the most common. This time round increases in the range of 2.5% to 12.5% with an average of 7.5% are expected, and there will inevitably be another substantial increase in reinsurance costs as the 'Costa Concordia' reserve has risen from \$684m (£425.4m) last year to \$1.2bn (£750m).

It has been claimed that P&I clubs would argue that increases similar to last year were needed on the basis that investment returns will be lower and combined ratios were generally more than 100%, because of the continued effect of 'churn' and the increasing cost of large casualties.

Perhaps unsurprisingly the bigger P&I clubs would be generally best equipped to meet the challenges expected in the years ahead, those being: increased administration expenses, including the cost of regulatory compliance and IT costs; the perceived importance of an A rating; pressure on clubs to hold massive free reserves; and increasing claim values, particularly for serious casualties. **Source : ShipTalk**

## Obama hopes to sign transpac trade deal with or without all partner nations

THE Obama administration is making a last ditch effort to finalise the proposed Trans-Pacific Partnership (TPP) that would establish a free-trade zone stretching from Vietnam to Chile with 800 million people, representing a third of world trade and 40 per cent of the global economy.

Negotiations can continue before the end of 2014 after three years of talks already. US President Barack Obama hoped to join other leaders at the 12-nation Asia-Pacific Economic Cooperation (APEC) summit in Indonesia, but the US Government shutdown kept him the US, reports Reuters. US government officials have indicated the free trade pact might not eliminate all tariffs among the 12 countries, consisting of the United States, Japan, Canada, Mexico, Australia, New Zealand, Peru, Chile, Vietnam, Malaysia, Singapore and Brunei.

The United States is under pressure to scrap import curbs on politically sensitive products such as sugar, dairy items, footwear and clothing. In exchange, its partners would adopt new rules on digital trade and the operations of state-owned enterprises. "I don't think that President Obama not being here will delay things at all," said Alan Bollard, executive director of APEC. "But there is a risk that others could potentially use that as a bargaining excuse and everybody needs to be aware of that ... this is a very complex negotiation." **Source : Schednet**

## CASUALTY REPORTING



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## Ship runs aground in Oslob

A cargo vessel carrying 10,517 bags of fertilizers ran aground in the waters off Bonbon in Oslob town while in transit to Dipolog City from Isabel, Leyte at 10 p.m. last Monday.

The 19 crewmen of **MV Anna Jinky** including the ship captain Ricky Amario were safe. The vessel is owned by Cebu City-based Lilygene Sea Transport Corporation. Benson Leones, 21, from Alegria, Surigao del Norte, said their vessel was about to take shelter at the coastline of Oslob because of the strong waves but it ran aground in the shallow area. Leones said one of the crewmen called up his father in Dalaguete who in turn coordinated with the Oslob Police Station for a rescue operation.

When the waves calmed down at 1 a.m. Tuesday, Leones and another crew member decided to leave the ship to bring the personal belongings of all the crew members to safety.

They are staying in the police station while 17 crewmen remain on board the vessel which is still stuck in the area. Leones further revealed that at 6 p.m. Sunday, they also took shelter in the waters off Apo Cement Corp. in Naga City because of strong waves.

When the waves subsided at 4 a.m. Monday, they went on with their voyage but the seas became rough again at 7 a.m. so they decided to stop at the coastline off Argao town. He said they got scared because they experienced engine trouble. At 6 p.m. Monday, they left Argao until they ran aground at 10 p.m. in Oslob town. Cebu Coast Guard Station commander Weniel Azcuna said the owner of the vessel, Constantino Yu, informed him that he will hire a tugboat to tow the vessel. Azcuna said he also required the ship captain to submit a marine protest to the Coast Guard detachment in Talisay, Santander. **Source : Cebu Daily News**

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## Extension for submarines

The Defence Department is confident it can extend the life of the troubled Collins Class submarine while it develops a new fleet but admits to challenges keeping the vessels a match for modernising militaries in the Asia region.

It also revealed it has gathered a hand-picked team of international and local experts to start planning potential new designs for the Collins' successor, which is expected around 2030 or later.

Speaking at the Pacific 2013 maritime security conference in Sydney on Wednesday, Defence's top submarine manager, David Gould, said steps were already being taken to make sure the Collins did not become obsolete even if – as expected – the life of the six submarines needs to be extended by about seven years.

He said he was confident this additional lifespan would bridge the feared "capability gap" around the late 2020's when Australia would otherwise be at risk of having no reliable submarine fleet.

Maintaining the Collins so that the six submarines could safely go to sea for the extra few years was "not a particular concern", he said, given many potential problems were already being headed off now. But he added: "What could become operationally important in the future is the relative survivability of the submarine in a changing operational environment into the future, to 2030, when you've got more new, modern submarines being deployed in this area of the world and so forth."

Many countries in the Asia region – not just the big players China and Japan, but also Thailand, Singapore, Vietnam and Indonesia – are beefing up their naval power, including with submarines.

Mr Gould said there was work Australia could do on the Collins to ensure it wasn't outmatched in the region if its life were extended. But he declined to say what that work was.

Rear Admiral Rowan Moffitt, the outgoing head of the Future Submarine Program, said there would be "a gradually declining capability against potential adversaries" with the Collins but stressed it would be hard to predict how sophisticated other countries in the region would become by 2030.

One example of a future challenge, he said, was the growing sophistication of sonar detection on other countries' submarines, which meant the Collins – which has had noise problems – could find it increasingly hard to remain stealthy. "It's something that we're critically aware of ... and make our assessments periodically to make sure we're not caught unawares," he said. "There are capability enhancements for the Collins Class that are already on the books and in train, such as sonar upgrades."

The federal government is yet to decide whether to choose a totally new design or a so-called Son of Collins – an evolution of the current design.

While the Collins has been plagued by problems, Mr Gould and others say that Australia has learnt from the mistakes so that it is well-placed to design – with help from international colleagues – and build a better boat next time.

A team of about 30 people has started planning for possible fresh designs for the Collins' successor. It is headed by Englishman Simon Todd, who has previously worked on Britain's Astute-class submarine program. **Source :SMH**

## Pella shipyard completes sea part of official trials of tugboat RB-400 built for RF Navy

The sea part of the official trials of the tugboat "RB-400" building No 938, pr. 90600 is successfully completed, the company announced.



Before the end of October the tugboat will be put into operation within RF Northern Fleet. The tugboat is intended for towing and berthing operations in harbor, roadsteads and coastal areas which comply with R3 navigation area, refloating of ships and vessels, fire fighting operations at floating and shore objects, oil and petroleum content products, cargo transportation, ice breaking and erosion operations.

Technical characteristics: Length max – 25.4 m, width max – 8.8 m, draught – 4.2 m, speed – 11.8 knots, classification - KM Arc4 R3 Aut3 Tug by Russian Maritime Register of Shipping.

Deck equipment: bow electro-hydraulic anchor-towing-mooring winch Fluidmechanica providing 10 t of bollard pull and 847 kN of brake holding force; 23 t towing hook SWL with quick release device.

The tugboat is equipped with cargo crane PC 2300, Palfinger with lifting capacity of 150 kilos at the boom

of 5m. In order to fulfill fire-fighting operations the tugboat is equipped with external fire fighting system made by FFS (capacity is 800 m<sup>3</sup>/h, 2 water monitors, water curtains system). Leningrad Shipyard Pella was founded in 1950 and privatized in 1992. The holding incorporates a head company and a number of subsidiaries. The shipyard specializes in construction of tug boats for Russian customers. **Source : PortNews**

## Russia's First Attack Submarine To Complete Trials by Year End

Russia's first **Project 885M Yasen-class** attack submarine, the **Severodvinsk**, will complete final trials in November or December. The sea trial would decide whether to adopt it for service with the Russian Navy, the United Shipbuilding Corporation was quoted as saying by RIA Novosti. Earlier, the local media reports said the navy main command



refused to commission the nuclear-powered [Severodvinsk](#) over unspecified technical problems. The submarine has completed four rounds of sea trials since May 30, the manufacturer said, adding that all the trials had been a success.

Source : DefenseWorld

## SHIPYARD NEWS



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Mt " [GRAN COUVA](#) " (Dim: 183,21 x 32,26 x 12,20 mtr. ) at [Damen Shiprepair](#) Rotterdam drydock number 7 for outside hull cleaning and painting .Photo : [Joop Bartels](#) ©

## Shipbuilding industry struggles to keep head above water

Chinese shipbuilders have been sailing toward bankruptcy in recent years, with China trying to consolidate the industry and bail it out from the woe of overcapacity. With delays in deliveries, order cancellations and price decreases for

newly-built vessels, shipbuilding firms have been in a slump since late 2008, when the global financial system was in free fall. Cash-strapped shipping companies froze expansion plans by scrapping or delaying orders. The euro crisis from late 2009 made the situation even worse.

Statistics from China Association of National Shipbuilding Industry showed in the first half of 2013, 80 major enterprises made a combined business revenue of 120.3 billion yuan (19.6 billion U.S. dollars), down 18.5 percent year on year. Total profit dropped 53.6 percent to 3.58 billion yuan.

In terms of production, it is estimated there will be a fall of around 50 percent in 2013, according to a Ministry of Finance report in August.

"The color of the industry was gray in 2011. It was black last year. For this year, it's red, bloody red," said Chen Qiang, president of Rongsheng Heavy Industries Group Co., China's largest private shipbuilder. Operating revenue for 2012 at the company stood at 7.9 billion yuan (1.29 billion U.S. dollars), down 50 percent year on year.

China's shipbuilding industry was in a "golden age" in 2004, when shipyards, especially those with private investment like Rongsheng, mushroomed as a symbol of the country's booming economy.

Before 2000, the number of shipyards in China were in the hundreds. The industry quickly ballooned to more than 3,000 by 2007 under a "get-rich-quick" mindset. China entered the world's top three in terms of shipbuilding, together with Japan and the Republic of Korea (ROK). Now, the industry is a shadow of its former self.

Though bankruptcies remain rare despite mounting losses even at well-connected state-owned firms, many are teetering on the brink.

In eastern China's Jiangsu Province, the country's largest ship builder, companies have been warned that if there are no new orders, the backlog will merely be enough to "feed" enterprises for another two years.

According to the provincial commission of economy and information technology, ship completion and current orders in Jiangsu dropped by 32.9 percent and 17.5 percent year on year respectively in the first half of 2013. Among 66 shipbuilding enterprises, only 23 received new orders. Even those with orders are not positive. **Source : Xinhuanet**

## **Labour unrest to hit Navy shipbuilding**

The commissioning of the Indian Navy's high-end vessels, slated for this year-end, is likely to be delayed following labour unrest at the ship building yard of Bharati Shipyard Limited (BSL) here. The BSL, helped by its reputation for the speedy completion and delivery of large offshore vessels, had edged out its competitor ABH Shipyards Limited to bag orders for as many as six vessels of the Indian Navy, according to the company's financial results published on its website. Four of these vessels were being built at the BSL's Greenfield Yard at Tannirubhavi here.

About 700 labourers have been on strike for the last 21 days and 32 contractors are threatening a lockout over non-payment of dues since January. Result: the shipyard's prospects of honouring its contract and delivering vessels on schedule to the Indian Navy and Defence Research and Development Organisation appear bleak.

Bharati Shipyard Contractors' Association (BSCA) president Deviprasad Shetty said that since January, the BSL owed them an amount to the tune of Rs 6.32 crore. "The irregularity in payment began from October 2011, two years after its launch," Shetty said. They stopped work twice last year -- in March and August -- and again in July this year.

"Following assurances of payment by BSL Managing Director Vijay Kumar, we withdrew the strike and increased our labour force to 4,500 labourers and worked overtime to ensure that two offshore vessels were delivered on time (in June 2012 and March 2013)," Shetty said. When the BSL went back on its assurances, the disappointed contractors had no option, but to stop work from July 6 onwards. Following the Labour Department's intervention, BSL Mangalore shipyard head Sequeira released a payment of Rs 3,000 per labourer to the contractor on August 14. "Yet, payments for many contractors are pending since January," Shetty said. He added that their memoranda to Chief Minister Siddaramaiah, Minister of State for Labour P T Parameshwara Naik, Law Minister T B Jayachandra, Dakshina Kannada Deputy Commissioner N Prakash and MLAs drew no response. BSCA vice-president Devraj Fernandes said the plight of 22 contractors and their labourers hailing from other states was a matter of great concern. **Source : Indian Express**

## **Sembawang Shipyard to upgrade Diamond Princess**

Singapore's **Sembawang Shipyard**, a wholly-owned subsidiary of **Sembcorp Marine** has secured the upgrading of 115,875 grt cruise ship **DIAMOND PRINCESS** from Princess Cruises. Joint refit team from Princess Cruises, Carnival Australia and **Sembawang Shipyard** celebrates completion of **SUN PRINCESS** revitalization



The **DIAMOND PRINCESS** upgrade was awarded the shipyard after it successfully completed a two week make-over of the **SUN PRINCESS** that included adding a new atrium with Princess' signature International Café, a new sushi and seafood venue, an updated Horizon Court buffet, and a refreshed Lotus Spa.



**DIAMOND PRINCESS** moored in Vancouver  
Photo Capt. Mike Young ©

Mr. John G. Unner, Senior Vice President, Technical, Princess Cruises said "We are very pleased with the recent retrofit to our **SUN PRINCESS** by **Sembawang Shipyard**. The shipyard's team has shown dedication and commitment working closely with our team and successfully completing the revitalization work in a timely manner and to a high QHSE standard expected for all Princess dockings. As such, we are pleased to award the upgrading of **DIAMOND PRINCESS** to **Sembawang Shipyard**. Princess Cruises is also pleased to come onboard the long-term Favored Customer Contract which Carnival Corporation has with **Sembawang Shipyard** for our future dockings in Singapore. We look forward to a good partnership in the years ahead which will enhance the results of our

docking and revitalization program."

"We are very pleased to be chosen by Princess Cruises for the upgrading of **DIAMOND PRINCESS** and welcome Princess Cruises as a long-term partner of Sembawang Shipyard. We thank Princess Cruises for the support and the confidence in our Shipyard," said Mr. P. K. Ong, Managing Director of **Sembawang Shipyard**.

The Diamond Princess is scheduled to enter **Sembawang Shipyard** on March 12, 2014 after which it will join **SUN PRINCESS** for a cruise program from three homeports – Tokyo (Yokohama), Kobe, and an industry first, Otaru near Sapporo on Hokkaido. Sailing between April and October in 2014, the two ships will offer 42 departures featuring nine unique itineraries ranging from seven to nine days. The two ships will visit more than 20 ports in Japan, South Korea, Taiwan and Russia. The 2,670-passenger **DIAMOND PRINCESS** was built by **Mitsubishi Heavy Industries** in Nagasaki, Japan and delivered in 2004. Source : MarineLog

## Orders for new Korean ships jump 88.7 pct through Sept.

South Korean shipbuilders, led by **Hyundai Heavy Industries Co.**, saw their combined orders for new ships soar 88.7 percent in the first nine months of the year, industry data showed Tuesday.

According to data compiled by London-based market researcher Clarkson Research Services, South Korean shipbuilders won a combined 10.87 million compensated gross tons (CGTs) in new orders in the January-September period, compared with 5.76 million CGTs a year earlier.

The figure for the South Korean shipbuilders accounted for 36 percent of the total new orders placed globally in the first nine months of the year, compared with 31 percent a year earlier, the data showed.

Chinese shipbuilders clinched 11.68 million CGTs in the first three quarters, a 83.4 percent surge from a year earlier, and took a 38.7 percent share of the new orders placed during the cited period, according to the data.

All told, global shipbuilders' combined orders for the three cited quarters surged 62.6 percent on-year to 30.22 million CGTs, they showed. Meanwhile, new shipbuilding prices also showed signs of a recovery, according to the data.

Clarkson's index measuring new building prices stood at 129 in August, rising incrementally from 128 in July and 127 in June, spawning speculation that the sector may recover this year. Since November last year, the shipping research center's index has remained static hovering around 125 points. The index stood at 142.2 in 2011, but fell to 139 points in 2011 and 126.3 points in 2012. "New shipbuilding orders have been on a steady rise, hitting the bottom," said an

official at [Hyundai Heavy Industries](#), the world's largest shipbuilder. "But new shipbuilding prices still remain low compared with two years ago, which means a meaningful recovery is not in the offing." **Source:** Yonhap

## Xiamen Shipbuilding grabs more PSVs

**MK Marine** of Singapore has inked more deals at [Xiamen Shipbuilding](#). Clarkson's says the company has signed for five 3,600 dwt platform supply vessels. Delivery is from the end of 2014 to mid-2015. MK ordered two 3,300 dwt PSVs in January at the same yard. **Source:** Sino Ship News

## Walesa sees little chance of saving Gdansk shipyard

Former president Lech Walesa has said he sees just 5 percent chance of saving the Gdansk shipyard where the Solidarity trade union was born. Walesa was invited to mediate between shareholders in the company after bailout talks collapsed between the chief shareholder, Ukrainian Sergei Taruta, and the state-owned Industry Development Agency (ARP). "A 5 percent chance is not very much, but the situation had been worse, and we're going along a better track now," he said after meeting Roman Galewski, chairman of the Solidarity trade union's branch at the shipyard. "I will do everything possible to save the shipyard," Walesa assured.

Steel magnate Sergei Taruta, who owns a 75 percent stake in the company, stated earlier that he is prepared to pay about 80 million zloty (19 million euro) of the 180 million zloty (42.8 million euro) he says is needed to save the shipyard. Meanwhile, Galewski has revealed that Taruta may attend a meeting in Warsaw on Thursday, when the shareholders will take up the talks again. The situation has deteriorated at the shipyard to the extent that since May, workers have only been paid wages in gradual instalments. (nh) **Source:** PAP

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## Egypt: Transport Minister - Egp 300 Million to Develop Two Ports in South Sinai

Transport Minister Ibrahim el-Demery inspected Al-Tour's maritime and fishing ports in South Sinai on Friday 04/10/2013. The minister reviewed development plans for the two ports. He was accompanied by South Sinai Governor Khaled Fouda. The development process will start before the end of the year with investments worth EGP 250 million for the maritime port and EGP 50 million for the fishing port, Demery said. **Source:** AIIAfrica

## CMA CGM further strengthens Morocco coverage for citrus season

Further to the recent strengthening of its Morocco - North Europe route for the citrus season, CMA CGM is to inject three more vessels into the trade lane. The carrier will add to its recently relaunched fortnightly single-ship 'Dunkrus' service with a new 'wider' loop with three vessels on a 21-day roundtrip with weekly departures. The 1,732 teu EM



SPETSES has been chartered by the French Line to join the 1,347 **SHANTI** and **JAMILA** on the 'extended' 'Dunkrus' with the following rotation: Casablanca, Agadir, Dunkirk, Portsmouth, Rotterdam, Le Havre, Nador, Casablanca. CMA CGM innovates this year with the inclusion of a Portsmouth call into the 'Dunkrus' service. The loop will be the second service to offer a Casablanca-UK leg in addition to OPDR's Canaries - Morocco - Iberia - Northern Range loop 'CISS'.

Further to the aforementioned changes, CMA CGM will revise its St Petersburg 'Shuttle A' and move the service's Dunkirk call in order to shorten transit times between Morocco and Russia via transshipment in France. The revised rotation will be: Zeebrugge, Antwerp, Dunkirk, St Petersburg (two terminals), Zeebrugge. **Source : Linervision**

## Van Oord contracts Damen for DP2 cable-laying vessel for offshore wind farm construction

**First contract for the newly designed Damen Offshore Carrier 7500**

**Van Oord** has ordered a new cable-laying vessel. The ship will be built at **Damen Shipyards** Galati in Romania and will be completed at the end of 2014.



The vessel is intended for the installation of electricity cables for offshore wind farms. **Van Oord** is making preparations for the Gemini offshore wind farm which will be constructed 60 kilometres to the north of Schiermonnikoog, one of the Dutch Wadden Islands. The cable-laying vessel will be deployed at that site, among many others.

The vessel will be a multipurpose vessel with a length of 120 metres, a beam of 28 metres and a dynamic positioning system. It will be

equipped with a cable carousel of more than 5,000 tonnes and a heavy crane that will enable it to lay heavy and long export cables. On board 90 people can be accommodated.

The cable-laying vessel forms part of the **Van Oord** strategy to offer a complete package for the construction of offshore wind farms as an EPC contractor. Furthermore, this contract endorses **Van Oord's** drive to continuously serve new and existing markets by investing in new technology and marine ingenuity.

### **Damen Offshore Carrier 7500**

The new **Van Oord** cable layer is based on the **Damen Offshore Carrier**, a new multipurpose vessel design with a flush working deck, Heavy Lift or RoRo transport as well as offshore installation capabilities suitable for multiple markets. To this purpose, a large number of (offshore) installation equipment can be mounted on the vessel and the design can be adapted to create a dedicated ship, such as the vessel desired by **Van Oord**.



## Hong Kong Government pledges to support Shanghai's pilot free trade zone

SENIOR Hong Kong officials including the Chief Executive say the territory can contribute to the pilot free trade zone scheme in Shanghai, the Journal of Commerce reported. "The Shanghai pilot free trade zone has great significance in deepening the economic reform and liberalisation of our country," said Hong Kong's Chief Executive CY Leung, in a written statement. "We hope to contribute to the economic development of our nation through sharing our experiences on various fronts, including administrative management, free trade and the legal system." Hong Kong's

Financial Secretary John Tsang also explained that the Shanghai pilot free trade zone would further liberalise various service industries and would bring more business opportunities to related industries in Hong Kong. "Hong Kong enterprises and professionals are more familiar with the mainland market than their counterparts in other countries and regions are," Mr Tsang added. "They should capitalise on the opportunities for further strengthening their first-mover advantage." **Source : Schednet**



Tidewaters PSV **PATTAROZZI TIDE** arriving in Cape Town at A-berth! **Photo : Capt. Christian Schmidt (c)**

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## Kwai Tsing port still important

There have been suggestions that **Kwai Tsing Container Terminals** is no longer needed. Some even suggest it would be better suited as a location for housing. This might alleviate the city's housing shortage, but how would this affect Hong Kong's logistics industry which employs some 200,000 people?

The phenomenal growth of southern Chinese ports has led some to say that the Kwai Tsing port operation is a sunset industry. But the success of mainland ports does not preclude the success of our own. As well as retaining a sizable trucked import and export throughput, Hong Kong is well-positioned to handle international trans-shipment cargoes destined for the East and West as well as intra-Asia. Hong Kong port consolidates these cargoes for onward shipment to final destinations. Rather than being in direct competition, Hong Kong and other Guangdong ports have a complementary relationship, in large part due to China's cabotage laws. Much like the Jones Act in the US, cabotage laws in China prohibit foreign flagged vessels moving cargoes from one mainland coastal port to another.



Under the principle of "one country, two systems", Hong Kong has a unique advantage as these cargoes, originating from a port in the mainland, are allowed to be carried by a foreign flagged vessel to Hong Kong to be trans-shipped to a hub port in China for export.

For this purpose only, Hong Kong is permitted to be considered as a "foreign port" and not subject to China's national cabotage rules. The same allowance is made for containers imported to the mainland through Hong Kong port.

Out of the 24 million 20-foot containers moved through Hong Kong port last year, 60 per cent were classified as trans-shipment throughput. Of that, a little over half was intra-Asia, including cabotage cargoes which are handled in mainland ports. As long as China does not give up this sovereignty right and maintains the cabotage rules in order to protect the Chinese shipping line fleet, then Hong Kong will continue its successful operations handling both southern China import and export cargo as well as Asian trans-shipments. We are working hard to rationalise yard and berth facilities to ensure the port remains a reliable and efficient entrepôt. The city has many advantages: free port status; operational flexibility; 400 weekly vessel calls with links to 500 port destinations. Perhaps it is a bit too soon to write off Kwai Tsing port. **Source : South China Morning Post**

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## **Cold, wet spell on way**

Wellington's summer cruise ship season starts today but it seems somebody forgot to tell the weather gods. The first of Royal Caribbean's 73 ships set to cruise through New Zealand this summer is due to arrive in Wellington Harbour today.



### **RADIANCE OF THE SEAS**

passengers appear to have struck a lucky break in the weather. MetService forecaster Dan Corbett said while today would be largely fine in Wellington with a high of 17degC forecast, a 'yucky, ugly weather system' was heading towards Wellington tomorrow and the wintry weather would stick around till Saturday. A low would arrive from the Tasman Sea, when

there would be rain, developing northerlies, and the high would drop to 14C and the overnight low would be just 8C. At the same time, a front was coming up the South Island, followed by a mass of cold air. It meant that by Wednesday afternoon Wellington would be "wet, yucky, cold". Southerly winds could reach severe gale force in Cook Strait and gale force in Wellington later on Wednesday. While the temperature on Wednesday night to Thursday morning would drop to 5C, the southerly wind could make it feel closer to 2C, Mr Corbett said. By Thursday, the wind would swing back to the north, and a round to the west by Saturday. While this meant warmer temperatures the rain was not expected to clear till Sunday. **Source : Stuff&Co**

## **Alewijnse successfully completes electrical repairs on Stornes**

**Alewijnse Marine Systems** has successfully performed electrical repairs and modifications on the flexible fallpipe vessel Stornes, within a very challenging time frame. The vessel has left **Damen Shiprepair Vlissingen** after just three weeks of repairs, modifications and the commissioning of its electrical systems by a team of 40 **Alewijnse** technicians.

**Damen Shiprepair Vlissingen** subcontracted the electrical repairs and modifications to long-standing partner Alewijnse Marine Systems, which has a permanent representation at the shipyard. With just a three-week window in which to complete the project, Alewijnse assembled a forty-strong team of technicians to ensure that the work was completed on time and to specification. Due to wear in the course of its offshore activities the **Stornes** required repairs and maintenance at **Damen Shiprepair Vlissingen**. The flexible fallpipe vessel is used for the protection and stabilization of offshore structures through the targeted application of rock material to subsea installations.

In its role in the modifications, **Alewijnse** was required to work on a number of systems. These included air humidification systems, air compressors, engine room ventilation, watertight doors, emergency systems and an exchanging port side shaft generator. The systems are located in the accommodation rooms, engine room and cargo areas.



Photo : Bert de Ruiter ©

**Alewijnse** service coordinator **Yuri Nieuwenhuizen** was delighted with the outcome

of the **Stornes** modification: "This is a project to be proud of. Our dedicated team worked hard to deliver a first class service within a demanding time frame. Because of the unique partnership with **Damen Shiprepair Vlissingen**, **Alewijnse** is able to match precisely the installation and system integration requirements of the vessels that use the facility for maintenance. The flexible attitude of both management and staff ensures that everyone involved can quickly and effectively respond to the unique demands of each electrical installation, and to the challenges that inevitably arise." The **Stornes** (26,000Te) is owned by **Van Oord Dredging and Marine Contractors B.V.** It is the largest flexible fallpipe vessel in the **Van Oord** fleet, with a length of 175 metres and a width of 26 metres. It has been operational since late September 2011, alongside the two other ultra-modern flexible fallpipe vessels in the **Van Oord** fleet; the **Nordnes** (24,000Te) and the **Tertnes** (9,785Te). The vessels are used to install rock in water depths up to 2,200 meters.

This is **Stornes'** second visit to the **Damen Shiprepair Vlissingen**. Alewijnse Marine Rotterdam was a partner on previous maintenance projects for both the **Nordnes** and **HAM 602**, as well as the **Stornes**. **Alewijnse** looks forward to winning further major repair orders in the near future, due to its unique service and maintenance partnership with **Damen Shiprepair Vlissingen** and its strong relationship with **Van Oord Dredging and Marine Contractors B.V.** Source: Alewijnse

## Boskalis awarded contract for removal of the Concordia onboard the Dockwise Vanguard

**Dockwise**, a wholly-owned subsidiary of **Royal Boskalis Westminster N.V. (Boskalis)** has been awarded the contract to load and transport the **Concordia** wreck from Isola del Giglio onboard the **Dockwise Vanguard**. The contract was awarded by Costa Crociere S.p.A. (the client).

Following the successful parbuckling of the **Concordia**, and in anticipation of the pending refloat, Dockwise and the client have been in discussion to seek a safe solution to remove the Concordia wreck from Isola del Giglio in Italy. In a unique operation the Concordia can be loaded as a whole onto the **Dockwise Vanguard** and safely transported to a location where she can be scrapped. The client has yet to make a decision in agreement with the local authorities on the final destination. Alternatives under review include scrapping the vessel in Italy. As part of the contract, certain modifications will be made to the **Dockwise Vanguard** to accommodate the loading of the **Concordia** in her current state. The operation is planned to take place around mid-2014 and contract value of the work scope as described amounts to approximately USD 30 million.

The **Dockwise Vanguard** is the world's largest semi-submersible ship uniquely positioned to lift and transport extremely heavy cargoes in a dry and safe manner. The ship was initially designed to transport offshore oil and gas structures, but can also carry other vessels and act as an offshore dry dock facility. The **Dockwise Vanguard** has an open and flat stern and bow-less deck measuring 275 meters by 70 meters allowing the vessel to transport cargo longer and wider than the deck dimensions. When the ballast tanks are flooded, the ship deck submerges below the surface, allowing her to handle deep draught cargoes. Once the **Dockwise Vanguard** is semi-submersed, the floating **Concordia** will be brought in position above the deck and as the ballast tanks are emptied, the entire ship including the **Concordia** is brought above the water line allowing her to transport the cargo in a safe and swift manner.

**Boskalis**, through its wholly-owned subsidiary **SMIT Salvage**, also provided emergency response services in the first months following the Concordia accident. **SMIT Salvage**, together with its local partner **Tito Neri**, successfully removed the bunker fuel from the ship and acted as caretaker from mid-January through to mid-March in 2012.

**Boskalis** views this project as strategically important demonstrating the opportunities for combining maritime services and assets across the breadth of the company. Furthermore, the use of the Dockwise Vanguard for this extreme salvage operation shows the versatility of the vessel. The recently announced transportation of a FPSO, a recent successful dry docking operation and this salvage transport contract award demonstrate the potential of the vessel.

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



The sheerlegs **TAKLIFT 6** equipped with 100m longboom, installing a part ( 385 mT, 60 m over the sea level) of the to be built Puente sobre Bahía de Cádiz. **Photo : Antonio Fernandez Acosta ©**



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