



Number 286 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 13-10-2013**

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



The FAIRPLAY 26 operating in the port of Rotterdam
Photo : Capt. Jan Plug – Master SEVEN WAVES ©

IN MEMORIAM

Uit liefde geboren, in liefde geleefd en omringd door liefde gestorven

Verbijsterd en verdrietig, maar bijzonder dankbaar voor alles wat zijn liefdevolle en toegewijde leven voor ons betekende, geven wij u kennis van het plotselinge overlijden van mijn grote liefde, onze geweldige papa en superopa, mijn lieve zoon, en onze grote broer



Teunis Gerrit Gijzel Teus

Hilversum, 22 april 1948

Hoogblokland, 7 oktober 2013

Echtgenote :	Erna Gijzel - de Bruin
Kinderen en Partners :	Marjolein en Wouter Susanne en Jean-Paul Ischa en Gert-Jan Teus en Sarah
Kleinkinderen :	Tommy Noah †, Yannick, Florian
Vader en Moeder :	Teunis Gijzel † Hermina Susanna Gijzel - van Dreven
Broer en schoonzus:	Jop en Gerda
Zus :	Lieke

Teus is thuis, alwaar geen bezoek.

De afscheidsdienst zal worden gehouden op woensdag 16 oktober om 15.30 uur in aula 2 van crematorium Amersfoort, Dodeweg 31 te Leusden.

Na afloop is er gelegenheid elkaar te ontmoeten in de ontvangkamer van het crematorium.

******* TEUS, RUST ZACHT *******

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
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Gardline's **OCEAN RELIANCE** at the river Tyne – Photo : Kevin Blair ©

Power outages deal major blow to operations at ports in region

The power outage following the strike called by electricity department employees has dealt a major blow to the port sector in the region with key operations involving cargo handling and evacuation of shipments being disrupted in the last three days. Industry sources said that nearly 70% of the cargo handling had been affected at Visakhapatnam Port Trust (VPT), though authorities at the major port claimed that "there was no effect". "The operators are facing major

issues because of the non-availability of power. Some of the terminals can't run because they are not able to dispatch the rakes leaving clients angry. They have become jittery because cargo is stuck and we are not able to load it," said an industry source. "Some customers have also diverted cargo to other ports. Now, because of the ongoing strike, customers are uncertain and are wondering if the ships would be able to unload cargo when it reaches this port," he said.

"One of the terminals usually handles around six rakes in a day and in the last three days should have handled about 18 rakes. However, till now it has been able to handle only five rakes. Each rake is about 3,600 tonnes and we are talking of a delay of nearly 46,000 tonnes of cargo in one terminal alone," he said. The chief executive officer of Vizag Seaport Limited, Rajam Kishore, admitted that they had felt the impact of the power outage. "We did have operations, but one berth was completely paralysed because it is 100% dependent on electric power. We have two lines loading two rakes at the same time and one rake is fully mechanised wagon loader. That cannot operate at all. The second rake can be loaded conventionally using diesel driven generators," he said.

"All the ports are affected and the country will pay for it by way of demurrages," said Kishore, who is also the president of Indian Private Ports and Terminals Association.

"It has not just caused a delay in unloading vessels here. The whole shipping schedule has been jeopardized," said another industry source. "If some of the vessels are headed to Chennai, that port would have left a window for them. That gets cancelled and the vessels will be penalized," he said. However, VPT deputy chairman G V L Satyakumar said, "There was no effect. Only on the first day was there a disturbance in two shifts. But we reorganised and there is not much of a problem."

"The united Andhra agitation has affected the overall industrial activity in the coastal region and Gangavaram Port is no exception. There has been an adverse impact on the port operational efficiency because of unscheduled power cuts and the general slowdown in casual labour movement. Steps have been taken to ensure efficiency in operations and delivery," according to Gangavaram Port Limited management.

"Nobody can escape the effect and it impacts efficiency," said a senior official of the Kakinada Seaports Limited on condition of anonymity. **Source : indiatimes**



The **GREEN HONDURAS** arriving at the anchorage of Gibraltar – **Photo : Francis Ferro ©**

21st century shipping – how will the industry evolve?



What will the increasing sophistication of the shipping industry mean for the people within it? This question will be examined from the standpoints of all the interested parties at a conference organised by the London Branch of **The Nautical Institute** to be held in Bristol, UK, on 25-26 October.

Developments in technology, regulation and offshore activity are affecting the design and operation of ships and will continue to do so. What will be required of those at sea, and owners and managers ashore, as ships become more complex, new methods of powering them are developed and industrial use of

the seabed increases?

Issues such as crew sourcing, retention and training; the transition from ship to shore, mentoring and manning levels are considered crucial now. Sessions covering these issues will give delegates the opportunity to evaluate the coming

challenges before they become even more urgent. There will also be sessions devoted to future challenges in shipbuilding and operation, propulsion systems, navigation and automation. The implications for ship owners, managers, mariners and Masters will be assessed.

Everyone with a professional interest in the shipping industry needs to think ahead and this conference is for everyone. Not just Masters, mariners, ship owners and operators – but also charterers, harbour authorities, surveyors, trainers, naval architects, claims handlers, maritime lawyers, P&I insurers and marine consultants.

For more information please contact the Hon Secretary, London Branch, hg@nautinst.org or visit the London Branch website <http://www.nautinstlondon.co.uk> Register online at <http://nilbconference2013.eventbrite.co.uk>

The Nautical Institute is the international professional body for qualified seafarers and others with an interest in nautical matters. It provides a wide range of services to enhance the professional standing and knowledge of members who are drawn from all sectors of the maritime world. Founded in 1972, it has over 40 branches world-wide and some 7,000 members in over 110 countries. In 2012, it was the proud recipient of the Training Award for its range of human element video clips at the Lloyd's List Global Awards.



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The 2011 built VGB flag super yacht **LIGHT HOLIC** entering Grand Harbour, Malta for the first time on Friday 4th October, 2013. Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

High-speed ferry link from Pingtan to Taipei opens route

Cross-Strait connections between the Chinese mainland and Taiwan are growing. The high-speed passenger liner Haixia made its first voyage between Pingtan Island in Fujian province and Taipei on Wednesday.

The **Haixia** has been making regular crossings to Taichung in Taiwan for nearly three years. But it's now also sailing to Taipei, and it's the first mainland passenger ship to enter the port. The 92 nautical miles route between Pingtan and Taipei takes less than three hours, carrying up to 700 passengers. It's scheduled to make two round trips a week.

Source : globaltimes.cn / Ferries outside Europe



The **TERAS SUNRISE** jacked up in Batam, saving on mooring ropes! having thruster work done by the looks of things. **Photo : Capt. Shaun Beal - Master Networker ©**

Oil Theft, Piracy: FG To Impound Erring Ships

In a bid to deepen its strategy for fighting piracy, oil theft and other criminal activities in the nation's waters, the federal government is to begin impounding vessels that enter Nigeria's territorial waters without prior notification to the respective government agencies in line with extant laws. This is coming on the heels of incessant reports of pirates attacks on ships on Nigerian waters, most of whom have been discovered to have entered the country illegally for criminal activities. The senior special assistant to the president on maritime matters, Olugbenga Leke Oyewole, made the disclosure yesterday, on the sidelines of a sendoff for 655 qualified student cadets organised by the Nigerian Maritime Administration and Safety Agency (NIMASA).

The presidential adviser told journalists that the federal government was making arrangements to ensure that vessels no longer loiter on the local water. Rather they were taking measures to observe immediate anchorage.

"If a ship is coming to Nigeria, there is no point loitering on the waters, but should come to the anchorage which is being secured by the Nigerian Navy.

"The fight against piracy is beyond shooting guns," he said.

According to Oyewole, Nigeria has been having a sustained piracy records on tanker ships and none on cargo ships, pointing out that most of the affected tankers were not even captured in the list of ships that reported their arrival into the Nigerian waters in order to perpetrate oil theft and other criminal activities.

He said, "Piracy do not happen to cargo ships in Nigeria; it's been happening to tanker ships. It is either the mother ship that wants to evade payments to the Nigerian government that loiter in the water to avoid being captured by the Nigerian Ports Authority (NPA) or NIMASA, or somebody is trying to steal oil. Those are the two classes of people to which these attacks happen. What we need to do is ensure all mother vessels coming to Nigeria reports at a particular place, which is the anchorage. We only need NPA and NIMASA to ensure all ships coming to Nigeria are being captured, if not we get the customs after them.

"It's in the Customs Excise Duties and Management Act (CEMA) law that if a ship comes to the country without report, it's an illegal ship. We reserve the right to impound such ships. By the time we impound one or more ships, we are talking about equipment worth \$50 million dollars. Then nobody anywhere in the world will risk that anymore."

He noted that the Nigeria Customs Service (NCS) presently has a limited presence offshore but are now acquiring capacity to begin to go offshore to enforce the new regime of impounding non compliant vessels.

He said government was making sure there was synergy among all the government agencies that has a responsibility to carry out a duty on ships entering the country. These include NIMASA, Customs, NPA, and Nigeria Immigration Service (NIS) "We need to ensure there is synergy to ensure they do what is needed on every vessel that enters the country. The need for a forum for them to discuss is what is important. There is need to have a total surveillance of our maritime space, where all of them can begin to analyse and address issues. These are the only areas where we need to tidy up; Government is doing very well about that," he said. **Source : leadership.ng**



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PATTAROZZI TIDE loading materials in Cape Town on October 10, 2013

Photo : Ian Shiffman ©

SAUDI TABUK – last of NSCSA conro quartet bows out after 30 years of service

The National Shipping Company of Saudi Arabia (Bahri) has announced the disposal of the 1983-built container ro-ro vessel **SAUDI TABUK**. Bahri has therewith ended an era and sold the last unit of its well-known quartet of Swedish-built conros to an Indian shipbreaker. The phase-out of the four 30-year old ships goes hand in hand with a fleet replacement program, under which Bahri is to receive a total of six slightly smaller conros from South Korea's Hyundai Mipo Dockyard.



The "**SAUDI TABUK** Ro Ro Container Carrier during a close to shore sail past on her way south out of the Halifax Harbour. **Photo by René D. Serrao - Portuguese Cove NS.** ©

The original quartet consisted of the **SAUDI ABHA**, **SAUDI DIRIYAH**, **SAUDI HOFUF** and **SAUDI TABUK**, which Bahri (at the time trading as NSCSA) ordered at **Kockums shipyard** of Malmo, Sweden. The gearless vessels were delivered between January and October of 1983 as hull numbers 585 to 588. With a length of 248.72m and a panamax beam of 32.31m, the ships were among the largest conros of their time and they offered space for 2,025 teu in addition to spacious vehicle garages. The ro-ro decks were served by a large slewing ramp aft and by internal ramps. Powered by a 7 cylinder B&W Gotaverken diesel engine with 20,015 kW, the four ships had a service speed of 18.5 knots.

The vessels' mainstay was NSCSA-Bahri's container ro-ro service between the Middle East and the North American East Coast. A rare feat in this day and age, the four sisters served together under the same names for the same owners and operators over a period of three decades. A truly successful career and testament of the high quality that Kockums delivered.

While Kockums still exists as a company, the Mamlo shipyard site has since been closed and converted into a new residential and business district. The giant gantry crane under which the four conros were built was dismantled in the summer of 2002 and shipped to Ulsan, after being sold to Hyundai Heavy Industries for the symbolic price of USD 1. Ironically, the crane now stands just a stone throw from the docks in which Bahri's six new vessels are built. **Source :** **Linervision**

Will Japanese Diet Approve Long-Awaited Counter-Piracy Bill?

It is expected that the Japanese government will resubmit very soon a counter-piracy bill to the extraordinary Diet, scheduled to resume deliberations in mid-October, allowing foreign security contractors aboard Japanese flag vessels to carry firearms with them while sailing in piracy-infested areas. In an earlier Diet session this year, the bill was passed by the Lower House but failed to clear in the Upper House, due to its running out of time for careful deliberation. Eventually the bill was withdrawn.

The expected upcoming action underscores not only the degree to which Japan's economic well-being is dependent on secure maritime transportation, but also its admirable and on-going balance between historical lessons and current threats and possibilities. The trial in a Tokyo court earlier this year of Somali pirates was a vivid reminder of how Japanese merchant crews, unlike those sailing under many other countries' flags, were incapable of real self-defense in the Gulf of Aden and a large swath of the Indian Ocean—this even as the dangers of maritime marauders off West Africa were coming to the fore. As AdvanFort International President William H. Watson has noted elsewhere in Piracy

Daily, the current reassessment by the land of the sword and the chrysanthemum of its stance is crucial in retaining its global status as a leader in manufacturing, shipping and other critical industries.

Under the Sword and Firearm Control Law under consideration, vessels registered in Japan are not permitted to carry private armed guards onboard. In the bill drafted by the Ministry of Land, Infrastructure, Transport and Tourism, warning shots will be permitted but firing at people will not, unless the situation is clearly one of self-defense.

Ship owners will be required to submit to the government for prior approval their security plans, details of the equipment, and the capabilities of hired security guards. In addition, application is required to submit this paperwork for every voyage, in order that the government is informed properly.

In the previous bill, the legislation would have been limited to piracy-infested waters such as the coast of Somalia or in the Arabian Sea. However, given the increased threat level now apparent in the Gulf of Guinea a strong case can be made that jurisdiction should further be studied as well.

In the meantime, during his four-nation tour in the Middle East from August 24 to 29, Japanese Prime Minister Shinzo Abe made a quick but very productive visit to Djibouti, where he inspected the Japanese Maritime Self Defense Force base, the only permanent SDF security presence of that kind outside of Japan. Abe reminded SDF troops who are under counter-piracy mission in that African nation since 2011 that the international community has high expectations of them, referring in particular to their role of protection from sea piracy in the area.

Thus, in addition to its already-significant contributions to the safety of the international maritime community, expectations are high that the Japanese government would take further steps to get the legislation passed in the upcoming extraordinary Diet session and allow Japanese vessels carry armed security personnel to improve their defense measures. **Source : maritime-executive.**

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The **SONANGOL ETOSHA** departed Cape Town after short bunker call and minor maintenance. – **Photo : Ian Shiffman ©**

Stephen McNeil says MV Miner clean up a priority



Nova Scotia's premier-designate says his government will finally take care of a crumbling bulk carrier that has been a worry for people in Cape Breton for more than two years. The **MV Miner** ran aground on Scaterie Island after it broke from its tow line on Sept. 20, 2011. The ship was heading to Turkey to be scrapped.

Ever since, the **MV Miner** has been deteriorating as the provincial and federal governments have scrapped over who should foot the bill to clean it up. Premier-designate Stephen McNeil said his

government will go ahead with the salvage. "We've said all along we would be removing that," said McNeil. "We would do it as a province and be looking for the federal government to be reimbursing us."

A New York-based salvage company was supposed to clean up the wreck in Nov. 2012, but the head of the Bennington Group walked away from the project when the province refused to cover insurance and equipment costs.

Source : CBC



GloMar Shipmanagement's latest fleet addition, the safety standby vessel **GLOMAR PATRIOT**, on seatrials on the Den Helder roads. – Photo : Paul Schaap ©

STX Pan Ocean Cuts Ship Orders to Save Cash Under Receivership

STX Pan Ocean Co., South Korea's largest commodities shipping line, canceled some ship orders as it seeks to revive operations under court protection. Contracts were canceled for four wood pulp-carrying ships and one container vessel, helping pare investments by 21 percent to \$827.2 million, the Seoul-based company said in regulatory filings today. The commodity carriers were ordered from **STX Offshore & Shipbuilding Co.**

Pan Ocean is working on a revival plan to help raise funds after a slump in cargo rates caused losses and prompted it to seek court protection in June. The shipping line sought the receivership after its main creditor and second-biggest shareholder Korea Development Bank decided against buying the company from debt-ridden STX Group.

Pan Ocean ordered 20 ships with **STX Offshore** for \$1 billion in November 2010 to haul wood pulp for Brazil's Fibria Celulose SA (FIBR3) under a 25-year contract. The Brazilian company said in August it was in talks to renegotiate the deal.

Shares of Pan Ocean closed unchanged at 1,975 won in Seoul before the announcements. The stock has dropped 58 percent this year, the sixth worst performer on South Korea's benchmark Kospi index. **STX Offshore** rose 2.3 percent to 3,930 won today. STX Offshore was building the ships at its yards in South Korea and China. The shipbuilder has been restructuring its debt with creditors since August as an excess capacity of ships led to a drop in orders last year and an investment in its China yard caused it to run out of cash. **Source : Bloomberg**



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The **SKANDI SAIGON** and **ASSO TRENTA** at the Medserve base in Malta – **Photo : Gaetano Spiteri ©**

Seadrill Limited sells the tender rig T-16 to Seadrill Partners LLC

Seadrill Limited has entered into an agreement to sell the company that owns the tender rig **T-16** to **Seadrill Partners LLC** for a total purchase price of US\$200 million, less approximately US\$93 million of debt outstanding under the credit facility secured by the T-16, the Company said in a press release.

Seadrill Partners will acquire the company that owns the T-16 in exchange for approximately US\$107 million in unregistered common units that Seadrill Partners will issue to Seadrill Limited. The number of common units to be issued to Seadrill Limited will be 3,310,622, at a price of US\$32.29 which is based on the ten-day volume weighted average closing price ending on October 10, 2013 for Seadrill Partners' common units. The transaction is expected to close within October 2013. The T-16 commenced operations in September 2013 under a five-year contract with Chevron in Thailand at an initial dayrate of US\$115,500. The debt secured by the T-16 matures in December 2017 and has an interest rate of LIBOR plus a margin of 3.25% per annum. **Source : PortNews**

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Seismic vessel **POLARCUS ADIRA** performing survey duties offshore Mauritania on depth more than 2000 m. for kosmos energy, as seen from the support vessel Ahts **GO ACAMAR**. **Photo : Pavel Rimko ©**

Iran Navy saves LNG carrying vessel from pirates

A top Iranian commander says the Navy has thwarted a fresh attempt by pirates to seize an Iranian vessel carrying liquefied gas near the Gulf of Aden off the coast of Somalia. Deputy Commander of the Iranian Navy for Operations Rear Admiral Siavash Jarreh said armed pirates on a speedboat attacked an Iranian vessel carrying liquefied gas on Friday, but they had to flee after Iranian naval forces took swift action to repel their attack.

The incident happened at Ras Al Mukalla near the Gulf of Aden, said the commander. He said the Iranian vessel, escorted by the Navy's 27th fleet, safely continued with its journey. This was the third time in as many weeks that the Iranian naval fleet had clashed with pirates, he noted.

In recent years, the Iran Navy has increased its presence in international waters to protect naval routes and provide security for merchant vessels and tankers. In line with international efforts against piracy, the Navy has also been conducting patrols in the pirate-infested Gulf of Aden since November 2008 in order to safeguard merchant containers and oil tankers owned or leased by Iran or other countries. The Gulf of Aden, which links the Indian Ocean with the Suez Canal and the Mediterranean Sea, is one of the world's busiest shipping lanes. Despite international patrols,

Somali pirates have hijacked dozens of ships in recent years and have taken in tens of millions of dollars in ransom. Iran's Navy has managed to foil several attacks on both Iranian and foreign tankers during its mission in the international waters. Source : presstv



The **HOOGE** passing the Kiel canal – Photo : Jan van Vuuren ©

How the Cruise Industry Can Overcome its Reputation Problem

From last year's deadly **Costa Concordia** disaster to the stranding of the **Carnival Triumph** in February (not to mention a number of smaller incidents), it has been a tough couple of years for the cruise industry. The publicity problem might seem like bad news for cruise travel agency franchises. Certainly, it's not something they're celebrating - but there are some positive points to note, too.

First, despite predictions to the contrary, online booking sites have not made travel agents obsolete. In fact, according to the Cruise Lines International Association, 90 percent of all cruise vacations are booked through travel agents. And when negative news stories arise, the personal touch a travel agent provides becomes particularly vital.

"Customers trust our franchise owners' judgment," says Dwain Wall, senior vice president and general manager of Cruise-One. "Franchisees help ease the customers' concerns, cut through the hype of the 24-hour news coverage and get to the facts." Vicky Garcia, COO of Cruise Planners-American Express Travel, concurs: "The value of using a travel advisor has never been higher." Both companies report that in 2013 their franchisees' cruise bookings are up in double digits, percentage-wise. Another point in cruise agencies' favor is simply the fact that they are franchises. Anyone who has shopped for a franchise has probably heard this saying over and over: "You'll be in business for yourself, but not

by yourself." Perhaps nothing proves that better than the way franchises are able to respond to bad publicity. Rather than being left to deal with PR problems on their own, as independent travel agents would, franchisees have the training, technology, resources and support of the franchisor behind them.

"Cruise Holidays franchise owners definitely rely on help from headquarters when situations like this arise," a company spokesperson says. When negative news stories pop up, she points out, "it's hard to keep up with what's fact and what's fiction." To help, Cruise Holidays' PR team issues regular recaps of the facts to franchisees so they can respond confidently to questions from customers or the media. If an incident occurs, she adds, the company pulls up a report detailing which customers might be affected and notifies their agents so that "they, in turn, can proactively contact their client." Negative publicity can plague any industry, but it needn't be a death knell. "Whenever industries have to experience unfortunate events, lessons are learned, providing an opportunity to improve," CruiseOne's Wall says. For the cruise industry, that meant adopting a "Passenger Bill of Rights" in May. For cruise travel agent franchises, it means recognizing that PR nightmares will probably still happen--and being prepared to help both franchisees and their customers get through them. **Source : Reuters**



The **CAP SAN LORENZO** during her maiden call to Durban – **Photo's : Trevor Jones ©**



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Logindo readies IPO, plans AHTS expansion



Offshore vessel operator PT Logindo Samudramakmur (Logindo) has set aside \$150m for fleet expansion in the coming 12 months. The company plans to operate around six to eight new anchor handling tug supply (AHTS) vessels by the end of 2014, up from the current two. It also controls a diverse range of other offshore related vessels.

Left the **LOGINDO ENERGY** – Photo : Capt Neil Johnston ©

Logindo is also preparing for an IPO in Jakarta.
Source : Seashipnews

\$30,000 went missing amid rescue of Capt. Phillips

Dramatic accounts of the Navy SEALs rescuing the captain of an American cargo ship made headlines around the world in 2009. The military said SEAL snipers killed a trio of pirates in a tense standoff. Three shots, three kills. It was the lethal, coordinated precision that has made SEALs famous and feared.

It was an unbelievable story, with a new retelling that hits the big screen Friday with Tom Hanks playing Capt. Richard Phillips. But the official version that unfolded in the Indian Ocean wasn't as tidy as Hollywood's, or the versions in Phillips' own book or in contemporaneous news reports. In fact, many more than three shots were fired, \$30,000 went missing and the integrity of the SEALs was questioned.

The unvarnished story begins on April 8, 2009. Four armed Somali pirates scurried up the side of a large cargo ship, Maersk Alabama, and took the crew and Phillips hostage. In a failed attempt to get the pirates to leave, Phillips gave them \$30,000 from the ship safe. The pirates eventually abandoned the Maersk, jumping into a lifeboat and taking the cash and Phillips at gunpoint.

The USS Bainbridge, a destroyer that had responded to the hijacking, gave chase as the pirates headed toward the Somali coast. Days later, a team of SEALs parachuted into the Indian Ocean and boarded the Bainbridge. During the crisis, the Navy persuaded the pirates to let the Bainbridge tow the lifeboat and then tricked the fourth pirate into coming aboard the Bainbridge.

As the Bainbridge reeled in the lifeboat for a better shot, the SEALs took up positions on the back of the warship and trained their sights on the three pirates.

On April 12, the SEALs acted. After a gun unexpectedly went off inside the lifeboat, the SEAL snipers opened fire. Seconds later, a SEAL, possibly two of them, descended the tow rope and onto the lifeboat. He quickly shot the pirates – one of whom was still alive. Former SEAL Matt Bissonnette recounted the episode in his memoir "No Easy Day." Bissonnette was deployed aboard the adjacent USS Boxer, an amphibious assault ship, when the rescue took place.

"Entering the life raft, they quickly and methodically re-engaged each pirate, making sure there was no more threat," Bissonnette recalls. "They found Phillips tied up in the corner unhurt."

In an interview, Phillips said he didn't know if the SEALs fired inside the lifeboat. But after it appeared the shooting had stopped, he said, one of the pirates closest to him was "gasping" and in a "death rattle." The young pirate had two serious chest wounds, he said. He didn't see the other two pirates at the other end of the lifeboat.

Attorney Philip L. Weinstein, who represented the surviving pirate later prosecuted in federal court, said his legal team had an expert examine photographs the government provided of the dead Somalis. The expert estimated about 19 rounds had been fired into the bodies, Weinstein said.

"There were clearly not three shots fired," Weinstein said. "They were riddled with bullets."

Under the Geneva Conventions, an enemy combatant who has been injured so severely that he no longer can fight is supposed to be protected and medically treated even as he is taken into custody. Scott L. Silliman, a professor at Duke University Law School and an expert on wartime legal doctrine, said he believes the SEALs did nothing wrong. He said the SEALs had to make the assumption that the Somalis were armed and a continuing threat. In other words, they were still combatants. "I think it is pretty clear under the military's rules of engagement that if the SEAL believed he still faced a threat against him he was authorized to use lethal force," he said. "I think it was an appropriate use of force under these circumstances."

The \$30,000 was never recovered. As part of the investigation by the Naval Criminal Investigative Service, SEALs were polygraphed, according to former and current law enforcement and military officials who spoke under the condition of anonymity because they weren't authorized to talk about the case. It's not clear if all the SEALs who responded to the hijacking were polygraphed.

Nobody was exempt from questioning. Investigators interviewed Capt. Frank J. Michael, who was the executive officer of the Boxer and among the highest-ranking Navy personnel to enter the lifeboat after Phillips had been saved, a former U.S. official said. Navy Lt. Cmdr. Courtney L. Hillson declined to discuss SEAL tactics or specifics of the case but said: "The case was ultimately closed without evidence of wrongdoing."

Weinstein said his client, who pleaded guilty and was sentenced to nearly 34 years, had no idea who took the money, and he didn't think the pirates threw it overboard. Weinstein said there were plenty of people who had access to the lifeboat after the shooting stopped. He said the crime scene was "contaminated." According to Phillips' account of the kidnapping, the money could have easily been concealed in a small bag or someone's pockets.

In his book, Phillips writes that while he was held hostage on the lifeboat, a pirate took the money out of the bag and began dividing up into piles. There were "two stacks of hundreds, one of fifties, then twenties, fives, and tens ... I never saw the money again. Later, when they gave me a sack to lean against, I felt the stacks of money inside, but I never spotted the cash out in the open again." Kevin Speers, a spokesman for Maersk Line Ltd., said the missing money remains a mystery: "We simply don't know."

In the new film "Captain Phillips," viewers shouldn't look to the movie for the complete story. It doesn't depict the aftermath inside the lifeboat or the criminal investigation that followed. Director Paul Greengrass said the movie wasn't intended to tackle every twist and turn but hews to the truth. Greengrass said he was aware of the shooting that took place inside the lifeboat and grappled with how much bloodshed to depict. In the end, he made narrative judgments. The final violence wasn't necessary. The result was the same: Phillips was saved, and the pirates were killed. What happened to the money didn't concern him. "Movies are not journalism," Greengrass said. "Movies are not history."

Source : ivpressonline.com

NAVY NEWS



Newport News Shipbuilding begins flooding Dry Dock 12 to float the first in class aircraft carrier, Pre-Commissioning Unit **GERALD R. FORD (CVN 78)**. Photo : **US Navy**

Dutch Navy Submarine Visits Cork City Quays



The Dutch Navy submarine [HNLMS Dolfijn](#) arrived into Cork Harbour, she is one of four 'Walrus' class which are among the modern sophisticated non-nuclear submarines in the world, writes Jehan Ashmore.

Photo : Aidan Fleming ©

The Royal Netherlands Navy submarine which draws 7.5m draught berthed at Cork City's J.J. Horgan's Wharf which has a 8.8m depth. She is a sister of lead class submarine [HNLMS Walrus](#) which visited Dublin Port several years ago.

The class were built using stealth technologies making them invisible and very difficult to detect by ships, aircraft or other submarines when submerged. The submarines can remain submerged for long periods to carry out their missions. 'Walrus'

class specifications: Length: 68 m Beam: 8.5 m Draught: 7.5 m Maximum diving depth: > 300 m Water displacement: 2,450 tonnes (surface), 2,800 tonnes (submerged) Propulsion diesel/electric: (3,132 kW) Maximum speed: 11 knots (surface), 20 knots (submerged) Ship's company: 55 Armament: MK 48 torpedoes

Dutch submarines in peacetime duties are used primarily for reconnaissance. During exercises, they are often used as targets for frigates and helicopters.

Should a nation not be cooperating with sanctions imposed by the international community, the submarines can contribute to enforcing the International sanctions. During the NATO Operation Allied Force, [HNLMS Dolfijn](#) helped to enforce the embargo off the coast of former Yugoslavia. Among the other missions the submarines are involved include: collecting intelligence; conducting coast reconnaissance; laying sea mines and putting special forces from the Netherlands Marine Corps ashore.

Photo : Aidan Fleming ©

On overseas deployments, for example [HNLMS Dolfijn](#) has patrolled in the Caribbean Sea with calls to the Netherlands Antilles capital of Willemstad

Source : afloat



SHIPYARD NEWS

RFA Orangeleaf leaves the dry dock at Cammell Laird shipyard

The UK Ministry of Defence extended its Royal Fleet Auxiliary through life support cluster contract with the **Cammell Laird shipyard**. The agreement saw **Cammell Laird** continue its maintenance contract for nine ships of the RFA Flotilla until 2018.

The vessel **RFA Orangeleaf** was included in the agreement and left the shipyard slowly backing out of the dry dock and into the River Mersey. **RFA Orangeleaf (A110)** is a Leaf-class fleet support tanker of the Royal Fleet Auxiliary. The ship began life as a merchant vessel, **MV Balder**, London, before joining the RFA Fleet. She had a major refit in 1985 which fitted her with gantries and other equipment, enabling her to carry out replenishment at sea (RAS). She is a single-hull tanker with a cargo capacity of 22,000 cubic metres of diesel, 3,800 cubic metres of Avcat (aviation fuel) and a limited capacity for refrigerated and general naval stores.

RFA Orangeleaf has had a long and distinguished life, serving the RN and other navies during the Gulf War of 1991. She saw action in 1982, carrying aviation fuel to the Falkland Islands from Ascension. At the end of the conflict, she entered San Carlos water. **RFA Orangeleaf** primary role for some years now has been as the Gulf Ready Tanker, refuelling American vessels and ships from Australia, Canada, the Netherlands, France and Oman. During early-to-mid-2004, the ship took part in a deployment with a French carrier battle group, centred around the **Charles de Gaulle** to the Indian Ocean. On 23 October 2009, she was moved from Birkenhead dry-docks into the River Mersey and so to the **Cammell Laird shipyard** to continue her major refit. Source : Bay TV Liverpool



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The **MAHU** at the slip at the **Oranje shipyard** in Amsterdam Noord – Photo : Hans Abels ©

Oakwell Engrg brings German shipyard to arbitration court

Oakwell Engineering has filed a request for arbitration against German shipyard, Fr. Fassmer GmbH & Co. KG, over a cooperation agreement which its unit, **Oakwell Shipbuilding Engineering and Construction (OSEC)**, entered into with Fassmer. The request was filed with the London Court of International Arbitration. OSEC's claim is based on

Fassmer's repeated breaches of the agreement through its failures to discharge its obligations and carry them out with "due skill and care", Oakwell said. OSEC is claiming for costs and expenses to rectify and mitigate these breaches, a refund of payments made by OSEC under the agreement, as well as other losses arising from the breaches. **Source :** [business times](#)

Tugboats to enhance naval shipyard's services

Shipbuilder and defence contractor **Boustead Heavy Industries Corp Bhd's (BHIC)** strategy to enhance technological capabilities and skills in smaller commercial vessels has reached a milestone with the delivery of two



tugboats to the Lumut naval shipyard. The tugboats (pic), costing RM5.75mil each, were designed by British firm Macduff Ship Design Ltd as part of a collaboration plan to strengthen BHIC's position in the region as a specialist producer.

Boustead Naval Shipyard operations director Datuk Yahya Hashim said in a press release that BHIC had submitted bids for the building of more such vessels to interested parties in the country as well as the region.

He also said the company would be working with Macduff on developing designs for vessels to support the needs of the oil and gas sector. Macduff's collaboration with BHIC has also been renewed for a further two years. The tugboats would provide harbour support services for the naval shipyard basin, and other support duties for the Royal Malaysian Navy. **Source :** [The Star](#)

HALIFAX RESIDENTS WARNED ABOUT NOISE AS SHIPYARD CONSTRUCTION RAMPS UP

As construction at Halifax's **Irving Shipyard** ramps up, the company is warning residents that things are about to get noisy in the city's north end. The shipyard siren signaling breaks and shift changes has been part of life in the north end for decades. However, century-old buildings are now being torn down and replaced, as part of the \$300-million expansion to build the next generation of Canadian Navy ships. A letter has been issued to residents, warning them that it's going to be noisy around the clock over the next few weeks.

"The idea of it going 24/7 is a little bit much, I mean, can't they shut off in evenings, like most businesses, and not on the weekends?" says north-end resident Pat Campbell. Area resident Mahood Fadhil says the noise is bad but he's also worried about the effect of vibrations from the blasting on his basement. "My understanding is, this whole thing is one big rock, so I did just take some photos of the foundation, just in case," says Fadhil. Some community members say the construction is also displacing wildlife. "We had a cat door, which became a raccoon door," says Erin Lawless. "So now, we no longer have a cat door, a raccoon came right into the house. We've actually had a lot of vermin in the

yard." While some residents are struggling to cope with the construction, others say they realize the work being done will ultimately benefit not just the community, but the entire province. "Yes, we're living with some noise pollution and a lot of dust and trucks going by, but a lot of Nova Scotians will benefit from the shipbuilding contract here," says Joe Morrisette. The shipyard falls under Coun. Jennifer Watts' district. She says the company is doing its best to keep disruptions to a minimum.

"This is really good communication, so people understand what's happening, when it's going to happen, and they can also provide direct feedback," says Watts. A spokesperson for Irving Shipyard says anyone with questions about the construction can call their information line and leave a message. They also say the noisiest work, such as a blasting and breaking concrete, will be done during the day only. **Source : [atlantic.ctvnews](#)**



The **ELAND** for **Edison Chouest** fitting out at Remontowa in Gdansk
Photo : [Jacco van Nieuwenhuyzen](#) ©

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The **MAERSK PALERMO** outbound from Antwerp passing Vlissingen – Photo : Peter Andriessen ©

SCI to cancel 3,500 teu order at Rongsheng

The **Shipping Corporation of India (SCI)** is said to have canceled its single order for a 3,500 teu containership newbuilding at **Rongcheng Shenfei Shipbuilding** in China. Ordered in July 2011, the ship was originally scheduled for delivery in August and SCI blamed delays at the yard for its decision to walk away from the contract.

SCI still has three 6,500 teu container ship newbuildings in the pipeline. The Indian company ordered these vessels in November 2010 at **STX Dalian Shipyard**. Ironically, these ships have also fallen behind schedule as a consequence of the STX group's insolvency filing and the resulting uncertainty over the future of the group's numerous affiliates and subsidiaries around the globe. Originally slated for delivery in the first half of this year, the vessel trio is now expected to be ready in 2014. Source : Linervision

Diana Shipping Inc. Announces Delivery of the Kamsarmax Dry Bulk Carrier m/v Myrsini

Diana Shipping Inc. (DSX), a global shipping company specializing in the ownership and operation of dry bulk vessels, announced that, through a separate wholly-owned subsidiary, it took delivery of the m/v "**Myrsini**" (formerly "**Stefania Lembo**"), a 2010 built Kamsarmax dry bulk vessel of 82,117 dwt. The acquisition of this vessel was originally announced on September 23, 2013. The "**Myrsini**" is time chartered to Clearlake Shipping Pte. Ltd., Singapore, at a gross charter rate of US\$15,500 per day, minus a 4.75% commission paid to third parties, for a period of minimum four (4) months to about six (6) months. The charter is expected to commence tomorrow.

This employment is anticipated to generate approximately US\$1.9 million of gross revenue for the minimum scheduled period of the charter. Including the newly delivered "**Myrsini**", Diana Shipping Inc.'s fleet currently consists of 35 dry bulk vessels (2 Newcastlemax, 9 Capesize, 3 Post-Panamax, 3 Kamsarmax and 18 Panamax). The Company also expects to take delivery of a secondhand Capesize dry bulk vessel in mid-November 2013, 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 five vessels not yet delivered, is approximately 3.9 million dwt with a weighted average age of 6.6 years. A table describing the current Diana Shipping Inc. fleet can be found on the Company's website, www.dianashippinginc.com. Information contained on the Company's website does not constitute a part of this press release.



The **MAERSK KAMPALA** (ex. Nedlloyd Clement) moored in Malaga - **Photo : Ernst Lohmann ©**

HARVEY GULF CLOSES ABDON CALLAIS OFFSHORE ASSET PURCHASE

New Orleans based **Harvey Gulf International Marine**, announced the closing of its asset purchase of **Abdon Callais Offshore**, a deal worth \$460 Million USD in cash, while simultaneously selling six of the older assets to Adriatic Marine for \$72 Million USD. CEO Shane Guidry commented:

"It's been a very busy year. Abdon Callais is the third company I have purchased in the last 12 months, adding 58 vessels to my fleet. Today, I have 14 vessels at 5 shipyards ranging in size from 220' to 340' in length under construction to meet our customer's needs today and for the future. Our Liquefied Natural Gas (LNG) vessels, LNG marine fuel dock and the large IMR vessels presently under construction are the future of vessel support services for the Gulf of Mexico and soon to be around the Globe."

Founded in 1955, **Harvey Gulf International Marine** is a marine transportation company that specializes in towing drilling rigs and providing offshore supply and multi-purpose support vessels for deepwater operations in the U.S. Gulf of Mexico. For more information on **Harvey Gulf**, please visit www.harveygulf.com.

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The Russian flagged **SERDOLIOK** navigating north of Terschelling – Photo : Jan van Vuuren ©

Scorpio Tankers Inc. announces newbuilding agreements for two LPG tankers

Scorpio Tankers Inc. announced that it has exercised options to construct two Very Large Gas Carriers ("VLGC") in South Korea. The Company also took delivery of the twelfth vessel under its newbuilding program, **STI Ville**, the Company said in a press release. The Company has exercised options it held with **Hyundai Samho Heavy Industries** for the construction of two VLGC for approximately \$75.0 million each. These vessels are 84,000 cubic meter tankers designed for the carriage of LPG and are scheduled to be delivered in the first quarter of 2016.

Delivery of STI Ville

The Company took delivery of the twelfth MR product tanker under its newbuilding program at **Hyundai Mipo Dockyard Co., Ltd.** of South Korea, **STI Ville**. Upon delivery, the vessel began a time charter for up to 120 days at approximately \$19,000 per day.

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.... PHOTO OF THE DAY



The **TAKLIFT 7** moored in Rotterdam-Waalhaven with rainbow in the background – Photo : [Remco Berkhof](#) ©