



Number 291 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 18-10-2013**

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Afgelopen zaterdag vond de jaarlijkse Zeeliedenherdenking op Terschelling plaats. Zoals gebruikelijk met een jaarlijks wisselend thema. Het thema van dit jaar was de Terschellinger kinderen die op zee om het leven zijn gekomen. Niet alleen uit de VOC periode is bekend dat er diverse Terschellinger kinderen op zee om het leven zijn gekomen door scheurbuik, ongevallen en piraterij, ook op de visserij was het voor kinderen een hard bestaan, waarbij verscheidene kinderen het leven op zee lieten. Na een korte indrukwekkende ceremonie in de terminal van Rederij Doeksen, ondersteund door het Shanty koor De West Aleta Singers en het Terschellinger kinderkoor, ging een stille tocht naar het Zeeliedenmonument. Daar werden door diverse instanties en scholen bloemen en kransen gelegd aan de voet van het monument.

Photo : Gerrit van Goor – Terschelling ©

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Van Oord's **STORNES** seen loading rock material at Halsvik Aggregates in Slovaĝia – Photo : Bert de Ruiter ©

Triple-E vessel Mary Maersk maiden voyage call to Qingdao Qianwan United Container Terminal

On Sept. 19, 2013, Qingdao Qianwan United Container Terminal Co., Ltd., invested by China Merchants International Container Terminal (Qingdao) Co., Ltd. and Qingdao New Qianwan Container Terminal Co., Ltd., welcomed the maiden voyage of triple-E vessel **Mary Maersk**, China Merchants said in a press release. Triple-E vessel **Mary Maersk** is the largest, most advanced container ship in the world. **Mary Maersk** is 400 meters long, 59 meters wide and 73 meters

high, which can hold 18000 20-foot containers, making it a new world record holder. Triple-E stands for "Economies of scale", "Energy efficient" and "Environmentally improved". The name indicates a new class of fuel-efficient container ships with increased intake that are designed for low speeds and low CO2 emissions. Source : PortNews

BBC CHARTERING VESSELS IN SINGAPORE



Last Tuesday two **BBC Chartering** vessels stopped at the Singapore Eastern anchorage both to take bunkers before continuing their voyage, as first the **BBC UKRAINE** which is enroute from Libreville to Tanjung Pelepas dropped her anchor, the **BBC UKRAINE** is built at the **Tianjin Xingang Shipyard** - Tianjin under hull No.: 323 and delivered to the owner **Briese Schiffahrts GmbH & Co** under the name **JUISTER RIFF** during 2000, the 100.6 mtr long 4710 DWT general cargo vessel was renamed **BBC JAPAN** in April 2001 followed by **BBC UKRAINE** in February 2010, the vessel is powered by an MAN B&W Diesel AG – Augsburg built 9 cylinder main engine of 3,960 kW (5,384 hp) at 750 rpm for a service speed of 15 knots.

The second **BBC Chartering** vessel which dropped her anchor during the afternoon was the **BBC ODER**, this vessel is also built **Tianjin Xingang**

Shipbuilding Industry Co Ltd - Tianjin Yard under number 355-12 and delivered in 2010 to **Briese Schiffahrts**



GmbH & Co, the 143 mtr long 16.953 DWT general cargo vessel is powered by 1 MAN-B&W, Yichang Marine Diesel Engine Co Ltd – China built 6 cylinder engine of 7,074 kW (9,618 hp) at 129 rpm for a service speed of 15 knots, The **BBC ODER** loaded in Huangpu cargo

for Porto Amboin and loaded materials in Caofeidian + Mokpo + Ulsan bound for Pecem. **BBC Chartering**, is a world leader in the ocean carriage of heavy lift and project cargoes. **BBC Chartering** supports leading clients with their fleet of currently 150 multipurpose and heavy lift vessels. The global organization helps charterers to plan and execute transport assignments on tramp, affreightment or liner services around the world. The **BBC Chartering** fleet portfolio

ranges from 3,500 to 37,300 DWT and features lifting capacities up to 800mt. Any capacity can be assigned to project requirements and hence guarantees a reliable, efficient, yet flexible transport solution engineered to charterer demands. **BBC Chartering** invites you to find out more about the services and the company by reading "[anchored by excellence](#)".

A black and white photograph of the BBC CITRINE, a large offshore supply vessel, sailing on the ocean. The ship has two large yellow cylindrical tanks on its deck and is equipped with cranes. The name 'BBC CITRINE' is visible on the hull.

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GREEN ENERGY



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Icebergs, insurance hamper top of the world shipping route

The new shipping route opened up through the Arctic by climate change will not be crowded any time soon. Cargoes of coal, diesel and gas have made the trip but high insurance costs, slow going and strict environmental rules mean there will not be a rush to follow them. Looser ice means icebergs. One vessel has already been holed, and large ice breaking vessels, not always on hand, are a must.

"Significant safety and navigational concerns remain an obstacle to commercial shipping in the Northern Sea route, despite recent media reports of 'successful' transits," said Richard Hurley, a senior analyst at shipping intelligence publisher IHS Maritime. "AIS (ship) tracking of vessels in the area shows all vessels are subject to deviation from direct routes as a result of ice, and many areas still cannot be navigated safely without the presence of large icebreakers able to provide assistance such as lead through to clearer waters."

Last month, a dry bulk vessel carrying coal from Canada passed through the Northwest Passage to deliver a cargo to Finland, in a trip its operators said would save \$80,000 worth of fuel and cut shipping time by a week. The world's top

oil trader Vitol brought tankers in October with Asian diesel to Europe via the Northern Sea route over Russia, potentially saving hundreds of thousands of dollars in costs.

The fast-growing liquefied natural gas market, in which Arctic players like Russia and Norway play a big role, has also seen maiden Arctic voyages. Hurley said the passage of the **Yong Sheng** cargo vessel in August from China to Europe via the Northern Sea was only possible with the aid of the world's largest nuclear powered icebreaker, **50 Let Pobedy**, to get it through the Laptev Sea. Ship tracking showed only four large icebreakers were available at any one time to cover the whole Northern sea route.



Photo : Francois Kwekkeboom. ©

Separately, a small Russian oil products tanker was holed in September in the Kara Sea, also off Russia.

"Even though damage was minimal and did not cause a pollution incident, the holing revealed fragility of emergency help," Hurley said. "Taken together, all the inherent dangers and concerns over potential Arctic pollution count heavily against time and cost savings alone when assessing the commercial viability of the seaway."

INSURANCE AND CONTAINERS

The market is also still nascent for insurers.

"The key obstacle here will remain the insurance, as it's still simply too risky a proposition for standard commercial insurers," said Michael Frodl of U.S.-based consultancy C-Level Maritime Risks, who advises insurers.

"The ships aren't ready, the support facilities and port infrastructure are not yet in place, and the risks haven't been figured out enough to price insurance correctly."

Others say the commercial potential is unlikely to be viable for container ships, which transport consumer goods, partly as trade flows develop beyond China in coming decades towards other regions including Africa and South America.

"The further away global trade moves from a totally China-centric export pattern, the more a short 'polar' route loses its appeal," said Jan Tiedemann, shipping analyst with consultancy Alphaliner.

"The Southern route - even if longer - will always have the advantage of serving numerous markets at the same time. Think of the Middle East. Think of transshipment via the (Malacca) Straits to Australia and New Zealand. Think of transshipment in Arabia for East Africa. Think of Med and Black Sea loops."

Until recent years harsh weather conditions, which can drop to 40 to 50 degrees centigrade below zero, had limited Arctic shipping mostly to small freighters and ice-breakers that supplied northern communities in Canada, Norway or Russia.

According to French ship classification society Bureau Veritas, there were 40 Arctic route trading voyages in 2012 for all vessel classes including oil tankers, with around one million tonnes of cargo moved. That compared with 700 million tonnes transported through the Suez canal. Knut Espen Solberg of Norwegian shipping and offshore classification group Det Norske Veritas, said dry bulk vessels carrying coal were best suited for Arctic shipping as the potential for environmental potential was less. "Oil and container spills have a much bigger potential environmental impact than coal, so their shipping is likely to be restricted heavily," said Solberg, a former Arctic mariner. **Source: Reuters**



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The ferry **FLANDERS** arriving in Portugal Cove – New Foundland – Photo : Wibbo Hofman ©

M/V "VENEZIA" banned

On 9th October 2013 the **M/V "VENEZIA"** with IMO number 7726093 has been banned, Paris MoU said in a press release. The ship was detained in Marina di Carrara (Italy) on 9 October 2013 . This was the third detention in the Paris MoU region within the last 36 months. The ship flies the flag of the United Republic of Tanzania, which is black on the current Paris MoU WGB list. As this is the first refusal of access order the period of the refusal of access will be 3 months. Source : PortNews



The ferry **MABUHAY NUSANTARA** in the Selat Gelasa, Photo : Capt. Shaun Beal - Master Networker ©

N-icebreaker 50 Years of Victory sets off form Murmansk to N. Pole



On October 15, 2013, Rosatom's icebreaker **50 Years of Victory** left the port of Murmansk to the North Pole in order to deliver the Olympic flame of Russia's first Winter Games, IAA PortNews journalist reports.

The farewell ceremony commenced with the musical greetings of the military band of RF Navy's Northern Fleet. The Olympic flame was placed at the scene in front of the icebreaker.

Industrial climbers from Murmansk jointly with the specialists from the Sochi 2014 Organizing Committee and Rosatomflot had prepared the icebreaker for the voyage. Additional equipment had

been installed onboard the ship, banners with the Olympic symbols had been placed on the icebreaker. According to Vyacheslav Ruksha, Atomflot Director General, this is a historical event, as for first time in history the Olympic flame will be lit at the Geographical North Pole with the participation of Russia's fleet of nuclear icebreakers.

Artur Chilingarov, the honored Arctic and Antarctic explorer and the expedition leader notes that it is the first time in history that the Olympic flame will visit a place known as the "top of the world". "I believe that carrying the Olympic flame to this very place is highly symbolic given that the Olympic values have endured for hundreds of years," Chilingarov said. The Olympic Torch Relay will involve sportsmen and polar explorers from Russia and other countries of the Barents Euro-Arctic Region who contributed a lot

into the exploration of the Arctic and the conservation of its resources. The North Pole Relay leg will be conducted on board the icebreaker and on the ice cap. The official Lighting Ceremony will take place at the Geographical North Pole.

The Olympic flame arrived at Murmansk on October 14. It was delivered by the plane. Total length of the route will make some 5,000 km. **Source : PortNews**



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The 140 mtr long Heavy load carrier **DONGBANG GIANT No 3** eastbound in the Singapore Straits –
Photo : Piet Sinke © Just **CLICK on the photo** , to see the photo in **HIGH RESOLUTION**

The LNG shipping fleet could have been halved

Ever heard about LNG cargoes changing hands several times across the Atlantic because traders are... eh, trading? Or LNG carriers meeting each other on the oceans with full cargoes in opposite directions?

I have heard those stories for a long time, so I wanted to find out how inefficient LNG shipping really is. Now, bear with me dear traders and commercial guys, this is just a theoretical exercise.

In 2012, a fleet of about 350 LNG carriers sailed about 41 million nautical miles to transport 328 billion cubic meters of natural gas. The BP statistical review shows the sources and destinations for those volumes. We put that into a spreadsheet, and we asked the spreadsheet to calculate the optimal routes to transport these volumes under the constraint that all countries should export or import the same volumes as they actually did in 2012.

The result was that a fleet of 191 LNG carriers could have sailed 29 million nautical miles to transport the same 328 billion cubic meters of natural gas. That's a 45% reduction in the number of LNG carriers, and its a 29% reduction in sailed distance. The fact that the number of LNG carriers is reduced by more than the sailed distance indicates that there are other inefficiencies in this market as well, such as waiting times for whatever reason. But the choice of contract counterparts is the source of 2/3 of the inefficiencies in LNG shipping.

This translates into two things; a lot of money can be saved, and a lot of carbon emissions can reduced. I'll leave the monetary opportunity with the traders, but the environmental impact is easy to estimate: The total CO2 emissions from the 41 million nautical miles in 2012 can be estimated to 25 million tons of CO2. If 29% of that could be avoided, it would mean a CO2 emissions reduction of 7 million tons of CO2. **Source: DNV**



The 1971-built research vessel **L'ESPOIR** arriving at Hull from Lowestoft. Registered in Den Helder she is operated by **Tranship BV**. She was built at Messina by Cantieri Cassaro as a stern trawler but converted to a seismographic research vessel in 1977. **Photo : Simon Smith ©**

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The 1998 built DEU flag cruise liner **DEUTSCHLAND** anchored off Mgarr Harbour, Gozo for the first time on Sunday 13th October, 2013. Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

Lauritzen: Focus on Handysize in the years to come

It is time to narrow the field. Time to put an even tighter focus on J. Lauritzen's dry bulk division, Lauritzen Bulk. As a result, the carrier plans to focus primarily on the Handysize segment in the coming years, says Peter Borup, who became President of Lauritzen Bulk back in February.

"We're currently focusing on making sure that we're expanding our position in Handysize. That's our top priority. We have a name and a market position that we plan protect and expand, and this is where we'll pick the fuel efficient ships and where we can really focus on our customers," he says.

Lauritzen Bulk currently operates in four segments: Capesize, Panmax, Supramax, and Handysize. The long term plan, however, is for the company to leave both Capesize and Panmax. Lauritzen is more or less out of Panmax, though the carrier still has four large bulk ships on charter contracts. But Lauritzen Bulk's size makes it difficult to operate in all four segments, says Peter Borup. The Lauritzen Foundation still has faith in J. Lauritzen



Lauritzen's **BIANCO OLIVIA BULKER** in Rio Grande - Photo : Marcelo Vieira ©

"We don't want to be active in those segments, as our fleet is so small that we'll never be able to have enough decisions."

Opting for ships in Handysize

And this is exactly what Lauritzen is able to do in Handysize, where the carrier currently has a fleet of around 85 ships. A mix of many owned, partially owned, chartered ships. And this is also the segment where the carrier is currently taking on ships, through so-called structured deals, explains Peter Borup, where the ships are being built by another carrier, typically in Japan. When the ships are delivered after a few years, Lauritzen takes them on through charter contracts at five to seven years, with options to either extend the contract or purchase the ships.

Do you want to stay up to date on the latest developments in Danish and International shipping? Subscribe to our newsletter – first 40 days are free "This is an excellent way for us to expand our fleet. This kind of deal gives us a fuel efficient ship with large cargo capacity, and we won't have to pay more than two weeks or a month's worth of

employment when the time comes, so we're not talking about a huge capital investment. But we're still exposed to the asset market, as we have options to buy the ships," he says.

"As long as we can get that kind of business, we'd like to get more of these ships."

Peter Borup does not wish to elaborate on the exact number of ships, though he does state that the plan involves more than a handful, to be delivered in 2015 and 2016. And the contracts are not the only interesting thing about Handysize. The fleet's age profile also makes it interesting, as an increasing number of ships are getting old and will need to be retired. And unlike the other bulk segments, the number of new ships contracted in Handysize is fairly low.

"This is probably because Handysize is a more complex market. There is a lot of small ports and specialized trades out there that require keen shipping insight," says Peter Borup.

When the Handysize fleet is "finished," as Peter Borup says, the crosshairs will be pointed toward the Supramax segment. "There's no doubt that we're first and foremost interested in the Handysize ships. My second priority after that is to grow in Supramax while we're getting out of Panmax and Capesize." **Source: Shipping Watch**



The 2013 delivered **KOTA BANGGA** in Cape Town for bunkers - **Photo : Ian Shiffman ©**

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Swire's **NGANKIN** anchored off Singapore, the 183.8 mtr long 22,900 DWT Container Ship (Fully cellular) is built at the Stocznia Szczecinska SA - Szczecin Yard under hull No.: B170-3/4 and delivered under the name **DEIKE RICKMERS** in 1996, the vessel sailed in the period 1996 until July 2013 (owned by Rickmers Reederei GmbH under the names **SCORPIO CHALLENGER, P&O NEDLLOYD KOWIE, DEIKE RICKMERS, LIBRA RIO GRANDE, DELMAS BONNY** until July 2013 when she sold to **Swire & Sons** in Hong Kong and was renamed **NGANKIN**, the vessel is powered by an 6 cylinder Sulzer engine with an output of 13,320 kW (18,110 hp) for a service speed of 19 knots **Photo : Piet Sinke ©** - Just **CLICK on the photo**, to see the photo in **HIGH RESOLUTION**

Longer oil routes to buoy large tanker owners

By Keith Wallis

Shifting trade patterns and China's growing love affair with the car will help fuel an increase in shipping costs for very large oil tankers, ship brokers and owners said.

A rise in charter rates could help shipowners return to profitability: earnings from very large crude carriers (VLCCs) currently fail to cover ship operating costs.

Spot charter rates for a 300,000 deadweight tonne (dwt) VLCC are around \$10,000 per day, but operating costs including crew, repair and maintenance plus insurance are around \$12,300, according to estimates from shipping consultant Drewry.

"Very big structural changes are coming with more long-haul trades," said Nicolai Hansteen, senior shipping analyst at Pareto Securities. This will see more oil shipped on VLCCs from West Africa and the Caribbean to China and the rest of Asia, he said. While China has ramped up its imports of crude from West Africa in the last few months, the shift in trade patterns "is a story for next year", said Henry Curra, head of research at shipbroker ACM Shipping in Singapore.

"Although with the return of Libyan crude exports and Iraq coming out of maintenance, Nigeria is probably already looking for Asian buyers to replace lost European demand for West Africa barrels," Curra added. Peter Sand, chief shipping analyst with trade group BIMCO, said China would be shopping around.

"This trend is here to stay, as China will avoid being too dependent on a few suppliers. This is also a geopolitical game, as China seeks to diversify its sources of imports," he said. Imports could also favour sulphur-rich sour crude from Venezuela and Colombia because refineries in China are geared to processing sour crudes rather than sweet crudes from countries such as Nigeria and Angola.

Around 25 million tonnes of crude oil was transported from the Caribbean to Asia in 2010. That had doubled to around 50 million tonnes in 2012 and Hansteen said it was expected to double again towards the end of this decade.

CHINA OFFSETS U.S.

U.S. imports have been falling since 2005 due to rising domestic production and increased fuel efficiency. "The increase in Chinese seaborne imports is effectively making up for the decline in U.S. shipments," said Peter Illingworth, managing director of the crude oil and LNG tanker group at DVB Group Merchant Bank (Asia) in Singapore.

"West Africa to China is now an established trade for Chinese state-owned charterers, while Venezuela is in its infancy with enormous increases planned by 2015," he said.

At 13,000 miles (20,900 km), the sailing distance and transit time from Venezuela to China is double that from the Arabian Gulf to China.

Around 40 VLCCs are committed to the West Africa-China oil trade and this is expected to climb to 77 by 2017, Hansteen said. China's oil imports are set to climb to 7.9 million bpd in 2018 from 5.6 million bpd in 2012, based on figures from the International Energy Agency. Consultancy Wood Mackenzie has forecast it will overtake the United States as the world's biggest crude importer by 2017.

Imports into the rest of Asia will also rise, Hansteen said, to 17.6 million bpd in 2018 from 15.7 million bpd in 2012, using IEA forecasts. China's surge in oil imports is fuelled by increasing vehicle ownership, Hansteen said. Vehicle sales grew 12.7 per cent in the first nine months of this year compared with January-September 2012, the China Association of Automobile Manufacturers said. However, shipowners say there are still too many ultra-large tankers in the market.

"Changing trade patterns will help, but it's getting the fleet back to a sensible balance which will determine prosperity," said Tim Huxley, chief executive of Wah Kwong Maritime Transport Holdings, one of Hong Kong's biggest independent owners of VLCCs.

"The lack of ordering in the past couple of years has helped, but we still need more scrapping and a lot of resilience from owners to try and get rates above break-even ... There is certainly a bit more optimism about, but we need a bit more justification for that optimism," he added. **Source : Reuters**



The **SBS CIRRUS** enroute Hansweert for drydocking
Photo : Wim Kosten – www.maritimephoto.com (c)

Acquisition provides more opportunities for innovative solutions for oil spills at sea

On August 1 2013, The **Bodewes Group** acquired **Koseq BV** from Puttershoek. Koseq is a designer and manufacturer of mechanical oil recovery equipment. The innovative Koseq sweeping arms are very successfully used worldwide for oil spills on inland waterways and at sea. The acquisition of Koseq fits into the Bodewes Group strategy to raise its profile in innovative, shipbuilding and related niche markets. The combined expertise of both companies is a response to the growing demand for effective oil recovery equipment.

Koseq will operate within the Bodewes Group as an independent organisation under its own name. The combination of both organisations specialties will raise developing, manufacturing and servicing to an even higher level. Their combined activities means approximately 40 professionals are available to service customers wishes. The **Bodewes Group** comprises three shipyards, namely **Bodewes Shipyards** in Harlingen, **De Kaap Shipyard** in Meppel and **Gebr G. and H. Bodewes Shipyards** in Hasselt, each with its own specialty. Hasselt is involved mainly in the repair and maintenance of inland vessels, while mostly newly-built vessels are built in Meppel and Harlingen, including

specialised vessels, towboats and lightweight inland vessels. In addition to these three shipyards, Maritima Green Technology is especially responsible for innovative projects.

Koseq

Gert Kampers, a genuine developer and manufacturer of ship structures, founded Koseq BV in Puttershoek in 2003. As a specialist in the field of wheelhouses, column systems and special constructions, in recent decades, Kampers Scheepskonstructie has laid the basis for some very innovative products. Koseq is best known for the sweeping arm, which has proven itself worldwide as the most effective way to clean oil spills. Based on this sweeping arm, Koseq has developed more innovative and highly effective products in the field of combatting oil pollution.

Why is govt "silent" on merchant vessels carrying arms

Expressing concern over the seizure of a merchant vessel with unauthorised arms and ammunition in Indian waters, BJP today sought to know why the government is "silent" on the details and suggested the issue of piracy be taken seriously post-26/11.

BJP spokesperson Nirmala Sitharaman said only "sketchy reports" have come out in the open about [MV Seaman Guard Ohio](#), a ship registered in Sierra Leone, Africa, with ten crew members and 25 armed guards. The vessel was captured and brought to Tuticorin sea port in Tamil Nadu.

"Till date, the legal status of those on board is unclear and the complete papers carrying permissions and licenses are unavailable," Sitharaman said. Claiming to have raised its voice and alerting the government in the past on piracy in high-seas, BJP said India needs to be proactive in protecting the country's vessels in piracy-infested waters. "Now, in the context of the capture of this vessel, we demand that the government tell the people of this country if they have progressed in that direction. The floating armouries of this kind and their legal status being unclear, raise a lot of questions. Legal or otherwise, the risk of their falling in wrong hands is very high and raises issues of national security," Sitharaman said.

The opposition asked why the vessel was allowed to go with the arms and ammunition at its last port of call Kochi. Moreover, the vessel has been in Indian waters for 15 to 45 days.

BJP insisted Indian coastal security is of critical importance. "Post-Mumbai attacks (26/11), this country has realized how important it is to guard its coasts. It is important for clearly stating the Centre and state's responsibility in this matter," the spokesperson said. The party referred to other similar instances like the capture of a Somali boat with 17 men on board who were Yemeni nationals and an unmanned vessel- MV Pavit- found in 2011. Source : [Indiatimes](#)

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Sinking Cargo Ship Off South Korea, 19 Crewmen Missing

A Panamanian-flagged cargo ship was reportedly sinking Tuesday off South Korea's coast, leaving all of its 19 crewmembers missing. The ship had anchored off the port city of Pohang, but high waves forced it against a seawall, the South Korean Coast Guard reported. Officials also confirmed that 18 Chinese and one Vietnamese were aboard the ship at the time of the incident, and were missing more than nine hours following. The ship had unloaded its freight and was scheduled to leave for Japan; it was carrying about 130 tons of bunker oil and diesel fuel. Most of the ship had sunk when authorities arrived. Rescue efforts were complicated by strong winds and severe waves.

The ship, **CHENGLU15**, is reported to belong to China's Lishen International Shipping Group Corp. in the Zhejiang province. Source : MAREX

ZHEN HUA 20 ARRIVED IN TOW OF THE DE ZHOU IN CAPE TOWN



The Chinese **ZHEN HUA 20** arrived under tow of the tug **DE ZHOU** in the port of Cape Town, the **ZHEN HUA 20** encountered an engine failure on Oct 4 off the South African western coast whilst en route from Hong Kong to La Plata, Argentina. – Photo top : Glenn Kasner © below : Aad Noorland ©



Cargo Ship Blazes in China

Twenty-three crew members, including seven Chinese nationals, were rescued on Monday after a foreign ship loaded with logs caught fire near the Yangtze River mouth in eastern China. According to reports, the fire first broke out in the engine room of the Panama-flagged ship, "**SUPER SUN**". Rescue workers were dispatched by the East China Sea

Rescue Bureau and all crew members evacuated. The fire was later brought under control and no damage was caused to the logs on-board. See the video of the fire [here](#) Source : MAREX

NAVY NEWS



The French destroyer **D 614 CASSARD** arrived in Malta – Photo : Gaetano Spiteri ©

New Khareef Class Corvette Enters Service with the Royal Omani Navy

The Royal Navy of Oman (RNO) has recently accepted a new corvette – **AL SHAMIKH** – the lead ship of **Khareef class**. The 99 meter corvette has a displacement of 2,660 ton. It was constructed by **BAE Systems** at Portsmouth, UK and is designated 'Ocean Patrol Vessel' (OPV). **AL SHAMIKH** was launched in 2009 and accepted by the Royal



Oman Navy in the UK June this year. Work at Portsmouth continues on the other two vessels of the class – **AL RAHMANI** and **AL RAKISH**.

As part of the sea trials that followed the vessel conducted an operational naval firing of its VL MICA anti-air missile. **AL SHAMIKH** is the first

deployment of the MICA VL Marine (MICA VL M) missile system, developed by MBDA. The live firing took place at the French MoD's test range off the coast of the Ile du Levant in the Mediterranean Sea under the supervision and control of the French DGA – EM (Direction Générale de l'Armement – Essais de Missiles).

According to MBDA the VL MICA missile successfully intercepted and destroyed at very low altitude the target which was simulating a sea skimming anti-ship missile. "The success of this firing is evidence of the operational capability of the RNO with its new vessel and weapon system." the announcement added.

VL MICA is the latest generation of air defence systems and deploys the MICA missile vertically launched from a canister which serves for both storage and launch purposes. In its naval version, VL MICA provides both area air defence as well as self-defence of the host vessel. MICA fire-and-forget missiles can be equipped with either IR or

radar seekers and are capable of dealing with the full range of airborne threats as well as saturating attacks. Worldwide to date, 12 armed forces have selected the MICA missile Source : defense update

SHIPYARD NEWS



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The 1988 built NLD flag cruise liner **PRINSENDAM** entering Grand Harbour, Malta to **Palumbo Malta Shipyards Ltd** Dock 6 for repairs on one of her stabilisers. Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

ZNT Yard launches second search-and-rescue boat of project 23040

On October 15, **ZNT Yard OJSC** launched the third and forth serial search-and-rescue boats of project 23040 built for RF Defense Ministry, the shipbuilding company says. 23040 project boat is a continuation of a series of ten diving boats (project A160, construction numbers 801-810) built by ZNT Yard in 2010-2012 for the state sea rescue service Gosmorspassluzhba, and diving boat Pelikan (project ZT28D) developed by the shipyard's design department.

As compared with the most known Flamingo boats and their successors, boats of project 14157, these rescue boats have larger dimensions, higher specific power and ice class, which enables them to work at and beyond the roads, of up to 50 miles from shelter.

According to ZNT Chief Designer Andrey Chichagov, the boat's additional function is the possibility to conduct search/examination/inspection works with the help of small-size remotely operated vehicle and towed sonar. Besides, joystick control is a novelty for such boats.

The boat's major characteristics: length overall – 28.09 m, breadth overall – 5.56 m, draught – 1.5 m, full displacement – about 118 tonnes, speed – about 13.7±0.3 knots, crew - 3 prs, divers - 5 prs.



In late March, 2013, ZNT Yard OJSC signed a state contract for construction of 16 search-and-rescue boats (project 23040) by the order of RF Defense Ministry. The keels of first four vessels of the series were laid down on June 27, 2013. ZNT Yard plans to deliver all the four boats by the end of the current year.

The first vessel of the series was launched on September 17, 2013.

"According to the contract, the shipyard will fulfill its obligations within 3 years. First 4 vessels will be delivered and dispatched to Novorossiysk (Black Sea fleet). Next vessels will be built and delivered to the Caspian Flotilla (3 units), Baltic Fleet (3 units – to Kronshtadt and 6 units – to Baltijsk)," told ZNT Director General Sergey Konovalov.

ZNT Yard OJSC was set up in 1911. The main competence of ZNT Yard is construction of workboats and auxiliary ships, port equipment and marine engineering products. The company is experienced in implementation of complete cycle projects – from designing to building and maintenance of different vessels. **Source : PortNews**



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Germans look to sink Swedish sub maker

A German industrial giant is waging a campaign of "internal warfare" against one of its own firms - Sweden's flagship submarine manufacturer **Kockums** - putting key defence deals at risk, sources have told The Local.

German industrial conglomerate ThyssenKrupp bought Kockums in 2005 to form part of what is known as ThyssenKrupp Marine Systems (TKMS), a firm which also owns German submarine maker HDW, a direct competitor of Kockums.

A source told The Local that the purchase was aimed at getting rid of Germany's Swedish submarine rival and that TKMS was jeopardizing Swedish export deals for submarines with the Australian and Singaporean governments.

"The purchase of Kockums wasn't aimed at consolidating the naval industry and creating synergies, but at getting rid of a competitor," a source in Germany with direct knowledge of the situation told The Local.

Kockums and its predecessors have been building ships for the Swedish navy for centuries at the Karlskrona shipyard in southern Sweden that now serves as the base of the company's Swedish operations.

But according to a German naval manufacturing consultant with ties to TKMS, ThyssenKrupp is actively trying to sabotage Kockums export operations to the advantage of Germany's HDW, a strategy he dubbed "TKMS über alles" and slammed as "suicide". The Germans' efforts to sink Sweden's submarine industry have been ongoing since at least 2011, according to the source, when TKMS CEO Hans Christoph Atzpodien denied Kockums the opportunity to bid on a project in Singapore for the construction of new submarines, despite the Swedish firm's long-standing relationship in the country. Earlier this year, the German firm decreed that the Swedish shipbuilder officially change its corporate

name to ThyssenKrupp Marine Systems, scrapping the Kockums brand name that has been a part of Swedish industry since the early 1800s.

'A raging war is taking place'

In August, during a meeting in Bonn, Germany with officials from Singapore defence agency DSTA held, Atzpodien claimed that Kockums "would no longer be capable of designing and building submarines", according to the source.

"A raging war is taking place between Kockums and TKMS," he said, explaining that the Singapore deal has brought the situation into sharp relief.

Among other things, Atzpodien disparaged Kockums plans for a new A26 class of submarine, claiming the Swedish firm didn't have enough engineers to complete the project, and that it was sure to be plagued with cost overruns and delays.

"Atzpodien has systematically ejected Kockums from the discussions and has barred Kockums from Singapore," the source explained.

TKMS has also complicated Kockums' chances for new contracts in Australia, another country where the Swedish shipbuilder has a strong presence, having designed and built six Collins-class submarines in the 1990s in what was one of the largest export deals ever at the time. But Kockums found itself left out of a 2012 initial call for proposals from Australia to replace the aging subs with an off the shelf solution, while its German-based competitor and sister company HDW was one of three European firms asked to participate.

Earlier this year, however, Australia and Sweden did ink a deal allowing for Kockums to take part in the project, dubbed SEA 1000, which calls for the building of 12 new submarines. But in the meantime, TKMS purchased an Australian naval defence firm, Australian Marine Technologies, that "could do the same job as Kockums could have done on its own," the source said.

"TKMS has here again torpedoed all the efforts of Kockums to run this future competition because it has already created its own footprint," the source told The Local.

A Swedish saviour?

The Swedish government, as well as officials with the primary defence procurement agency, the Defence Materiel Administration (FMV), has been made aware of the situation and have become so unhappy they have asked Swedish defence contractor Saab to look into a possible purchase of Kockums, a source within the Swedish defence industry told The Local.

"Discussions are taking place right now," according to the source, who agreed that TKMS is trying to strangle Sweden's ship building industry. "The only reason TKMS owns Kockums is to stop them from exporting," the Swedish source explained, adding that the Swedish firm "could not exist" without export contracts.

Allan Widman, a Liberal Party (Folkpartiet) MP from Malmö and the party's defence policy spokesman said he is "worried" about Kockum's future in light of the rift with TKMS.

"Submarine building capabilities are essential for our armed forces and our ability to defend ourselves," he told The Local, adding that he had heard a number of "industry rumours" about the discord between TKMS and Kockums.

Adding to his concern is the fact that two years have passed since the Swedish parliament Riksdag approved funding for the development of the A26 submarine for the Swedish navy, but nothing has happened, reportedly due to concerns over ThyssenKrupp's ownership of Kockums.

"I hope Kockums isn't prevented from doing business with other countries. It's not constructive," said Widman, adding he would welcome Swedish ownership for the Karlskrona-based shipbuilder.

"I would have no objection to private Swedish ownership of Kockums," he said when asked about the Saab deal.

However, if the Swedish and German firms can't strike a suitable deal to resolve the situation, Widman said the dispute may require a "political solution".

"This is a matter that's vital to our national security," he said, stressing that he hopes both Germany and Sweden can maintain submarine building capacity. "In the end, however, it may require a political dialogue between Sweden and Germany to find a suitable solution."

When reached by The Local for comment on the Saab-Kockums negotiations, a Saab spokesman refused to comment.

"We don't speculate on rumours like that," the spokesman said. A spokesperson with FMV also chose not to comment citing an "ongoing procurement". A spokesman with Kockums in Sweden also refused to comment on the reported disunity within TKMS, while spokeswoman with TKMS in Germany said the company was "unable to comment on market rumours". **Source : The Local**

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A photo made on **February 4th 2012** the **MAERSK ESSEN** in an icy Hamburg – Photo : Jan Ove Mühlforte ©

Schulte Group takes delivery of MSC ARBATAX (9,403 teu)

The Chinese shipbuilder Jiangnan Changxing Heavy Industries, based on Changxing Island near Shanghai, has delivered the 9,403 teu container vessel **JOHANNA SCHULTE**, the second of six compact wide-beam units for German and Greek non-operating owners Schulte Group and Costamare. The new ship was handed over under the charter name **MSC ARBATAX**. It follows the series' lead ship **MSC ANTALYA (JUDITH SCHULTE)**, which was delivered in August. The **MSC ARBATAX** is a twin-island design with the bridge located at the one-third forward position. The ship is 299.00m long and 48.20m wide, with a design draft of 14.00m and a deadweight of 111,000 tons. With a maximum container intake of 9,403 teu and a homogenous intake of 7,100 teu at 14 tons, the vessel offers electricity supply for 1,000 refrigerated containers.

A super long stroke MAN B&W 9S90ME-C9.2 main engine, rated at 52,290 kW (MCR) drives the ship at up to 22 knots. Thanks to an exhaust gas by-pass system, the main engine is capable of super slow steaming down to the speed of 13 knots. The **MSC ARBATAX** is equipped with high capacity alternative marine power system enabling vessels operation in port on the shore power supply.



The **MSC ANTALYA** in Cape Town – Photo : Ian Shiffman ©

MSC schedules already saw the ship assigned to various services, only to postpone the newbuilding's phase-in again and change the vessel's assignment. The ship is now believed to start its career with a trip from Asia to South Africa as part of the 'Ipanema' service, with further deployment yet to be advised. (MSC frequently uses South Africa related services to position newbuildings from Far Eastern yards to Europe or the ECSA.) The new ship is named after the small Italian port city of Arbatax, located on the Island of Sardinia. Source : Linervision

Titanic II model test held in Germany

Blue Star Line Chairman Clive Palmer said the company in conjunction with German hydrodynamic service and consulting group the **Hamburg Ship Model Basin (HSVA)** has conducted the first model testing of the proposed **Titanic II** in Germany, the Company said in a press release.



Mr Palmer said in what was HSVA's 5000th model test in the company's centenary year, a 9.3m wooden model of **Titanic II** was put through propulsion and power testing in a 300m long tank at HSVA's Hamburg facilities over four days from September 9-12. **Titanic II** is scheduled to be launched from its construction base in China in 2016, before her maiden passenger voyage retracing its original journey from Southampton to New York.

"The model testing by HSVA, including resistance and open water

tests, is an important part of the process in the **Titanic II** project," Mr Palmer said. "The **Titanic II** model was tested by HSVA at speeds of up to 23 knots and this testing is crucial for assessing the speed and power performance of this prototype vessel design.

"Blue Star Line was represented at the tests by the World Project Director of Titanic II, Baljeet Singh. We look forward to receiving the results later this year."

HSVA Director of Resistance and Propulsion, Dr Uwe Hollenbach, said HSVA was delighted to be part of the historic **Titanic II** project. The **Titanic II** model was given the HSVA model number 5000," Dr Hollenbach said.

"In honour of **Titanic II** and Blue Star Line, we also held a naming ceremony and launched the model on a traditional slipway." Dr Hollenbach said model testing was the only accurate and reliable method for a passenger vessel prototype such as **Titanic II**.

"**Titanic II** is a prototype as present day passenger vessels have a completely different type of main hull parameters and therefore are unsuitable as references," Dr Hollenbach said.

"The speed and power performance model testing is one of the critical aspects for a prototype vessel and needs to be verified before a construction contract is completed. "Self propulsion tests determine the optimal sense of wing propeller rotation, the neutral wing thruster angle and optimal load distribution between wing and centre units."

On April 30, 2012, Mr Palmer announced to the world his intention to build and launch Titanic II. The announcement came 100 years after the original vessel last sailed. The **RMS Titanic** was commissioned by White Star Line and was the largest liner in the world at just under 270m long, 53m high and weighing approximately 40,000 tonnes.

Mr Palmer said **Titanic II** would have similar dimensions as its predecessor, with 840 rooms and nine decks. The only changes to the original Titanic would be below the water line including welding and not riveting, a bulbous bow for greater fuel efficiency, diesel generation and enlarged rudder and bow thrusters for increased manoeuvrability.
Source : PortNews



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Three bulk carriers run aground in Suez Canal, blocking northbound convoy

A 194,000-ton Panama-flagged bulk carrier suffered engine failure and ran aground at Kilometre 126 in the Suez Canal, temporarily blocking the northbound convoy, reported GAC Hot Port News. The two ships following, also bulk carriers of 58,500 and 31,600 deadweight tons, ran aground too because of sudden engine failure of the ship ahead, inducing the Suez Canal Authority to cancel a northbound convoy until the grounded ships were re-floated.

While the canal is now clear and ships in the southbound convoy, transits have resumed transit though delays or congestion affecting canal was expected. For more information, contact GAC Egypt at suezcanal@gac.com

Source : Schednet

ARTIST CORNER

Ships and Sea Maritime Art at its finest

The 2013 ANL Maritime Art Prize and Exhibition
The Mission to Seafarers Victoria, 717 Flinders Street Docklands,
Dome Gallery Exhibition on 5th - 31 October, 2013



This year the **Mission to Seafarers** received hundreds of entries into the **Maritime Art Award and Exhibition** from across Australia as well as internationally. The biggest



fundraiser of the year for MtSV, 95 works will be on display and vying for the coveted **ANL Maritime Art prize** was announced 3 October, **Joel Rhea (left)**, is the Winner of the 2013 ANL maritime art prize and exhibition the winner was announced in front of 300 people at the **Historic Mission to Seafarers Victoria**



Artists works. In Collision the landscape can be interpreted as both collapsing in its own self destructive and also ascending to take on new forms. Joel was born in 1983 and spent all his life on the ocean, he graduated from

Queensland college of art with a Bachelor of Fine art in 2003, In the summer of 2013 featured in American magazine art Business magazine as one of the thirty

artists under the age of thirty who are revolutionizing the world of fine arts and maritime.



The Mission to Seafarers Victoria (MtSV) introduced the Maritime Art Awards in 2002 and this year marks the 11 Year anniversary of the exhibition. According to Curators Georgia Melville and Catherine McLay, the exhibited works range from panoramic seascapes that capture both the power and stillness of the open ocean, as well as the industrial regularity of the shipping trade and the many ways in which human kind interact with the sea."

Ms Melville said "The underlying theme of all art works is the link between humanity and the Sea, which has been expressed through a variety of subject matter in both contemporary and traditional ways".

According to the curators and heralded by MtSV CEO Andrea Fleming, the exhibited works convey the importance of the ongoing work of the Mission, which is to provide for the welfare of individuals from all over the globe that make a living on the world's seas. Ms Fleming added, we also explore deeper themes such as the devastating impacts of pollution on marine life the treacherous ocean journeys of asylum seekers and the poignancy felt when vessels capsize in tumultuous waters."

Judges include **Richard Watson** and **Graeme H. Williams**

The **Mission to Seafarers Victoria** categories include, The **ANL Maritime Art Award**, **ASP Group Best in Traditional Maritime Art Award** and **Bendigo Wealth Emerging Maritime Artist Award** The exhibition is hosted by MtSV at the historic seafarers centre DOME Gallery open 12pm to 7pm daily. at 717 Flinders Street, Docklands, Melbourne **Entry is by gold coin donation**

Vote for your favourite in the PB Towage People's Choice Award . visit www.missiontoseafarers.com.au

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.... PHOTO OF THE DAY



The Malta Tugs [St Elmo](#), [Wenzina](#) and [Spinola](#) gathering around the bow of the [Noble Homer Ferrington](#) preparing to take the rig out of Malta Freeport ready for being towed to Egypt by [Skandi Saigon](#) and [Skandi Stord](#).

Photo : [Pete Smith](#) ©