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The Korean Jeju Cruise Line ferry ANTONIO L spotted in Busan (Korea) renamed in LEFKA ORI and now flying the Greek flag, most probably departing soon from Korea bound for Greek waters - Photo : Fop Leder ©

IN MEMORIAM

13-05-1922

Frans Eisenloeffel

22-10-2013



I no longer see the sea, I am the sea I no longer breath the wind, I am the wind.....

Op 22 oktober is op 91 jarige leeftijd onze zeer gewaardeerde oud collega en Hoofd Bedrijfsuitvoering

FRANS EISENLOEFFEL

aan zijn laatste oversteek begonnen.

Ons medeleven gaat uit naar zijn familie, vrienden en varensgezellen. Wij wensen hen sterkte toe dit verlies te dragen.
Wij koesteren vele mooie herinneringen, verhalen en ervaringen.

Namens Directie, medewerkers en zeevarenden
Redwise Maritime Services B.V.
Bunschoten-Spakenburg

Ter nagedachtenis aan Frans is er een herdenkingsbijeenkomst op donderdag 31 oktober a.s. van 15.00 tot 19.00 uur in het strandrestaurant "Statler en Waldorf" (Strand Wijk aan Zee); adres Reijndersweg 2, 1951 LA Velsen-Noord.

In memoriam / condolence email : franseisenloeffel@gmail.com

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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EVENTS, INCIDENTS & OPERATIONS

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The **GULF GLORY** in Mobile port – photo : Robin van Singerwood ©

Coast guard, cargo ships rescue 700 migrants at sea near Italy; boats aim for Europe's shores

The Italian coast guard says more than 700 migrants have been rescued near Sicily in less than 24 hours. The stream of smugglers' boats aiming for European shores continues without letup despite renewed pledges by European leaders to better manage illegal migration. The coast guard said Friday that it had received sat phone requests, since late Thursday afternoon, to aid five boats crowded with 705 migrants near Sicily. All were rescued except for one migrant who reportedly fell into the sea during rescue operations by a Maltese cargo ship. The coast guard says a search was

launched. Thousands of migrants try to reach Italian shores by sea each year. Some 365 migrants drowned in an Oct. 3 capsizing near Lampedusa, an Italian island. **Source : Reuters**

Are dry bulk shipping managers placing more vessel orders?

The number of ships on order reflects managers' expectations of future supply and demand differences. When they expect future supply to increase more than demand, managers will refrain from purchasing new ships. However, when they expect demand to outpace supply growth, companies return to the shipyard to place new orders, on the condition that they expect to generate profits with the new vessels. So rising or high levels of ship orders often indicate that shipping rates will rise.

Orders remain in an uptrend

On October 18, ship orders of Panamax vessels continued to rise from the week before. Orders as a percent of existing number of ships increased from 16.99% to 17.59%. Ship orders for Capesize vessels fell from 10.66% to 10.57% over the same period, but remain in an uptrend since the middle of this year. Analysts use a percent of existing vessels because it accounts for changes in the number of ships over time.

Long-term trend turning around

Backlogs for new ship constructions have started to turn around since the start of the year, with Capesize and Panamax vessels performing well—a reflection of optimism among managers regarding the future profitability of these ships.

Since dry bulk ships usually take one to two years to construct, the indicator is often more relevant to long-term investment horizons. But the market is often forward-looking by roughly a year, depending on whether they're risk-loving or risk-adverse. So an increase in orders can have an immediate positive impact on the share prices of companies and ETFs like DryShips Inc. (DRYS), Diana Shipping Inc. (DSX), Navios Maritime Holdings Inc. (NM), Safe Bulkers Inc. (SB), and the Guggenheim Shipping ETF (SEA).

Panamax vessels showing support

Despite an elevated order level compared to Supramax or Capesize vessels, the recent rise in Panamax orders is positive. Record iron ore shipments from Australia and Brazil have driven Capesize rates higher, which has also supported Panamax rates as customers moved towards using two Panamax ships that are smaller in class. As long as orders remain high or continue to increase, investors can expect overall earnings for shipping companies to rise over the long term. **Source: Market Realist**



26-10-2013 : The **WESTERN LUCREZIA** IMO 9607906, 2013/22608gt, out from Melbourne off Sorrento

Photo : Andrew Mackinnon – www.aquamanships.com ©

Nautilus calls for Gulf of Guinea action

Nautilus International has expressed concern about the seizure of a master and chief engineer officer from an offshore support vessel operating in the Gulf of Guinea. The two men – both reported to be US citizens – were taken from the

US-owned platform supply vessel C-Retriever off the Nigerian coast in the early hours of Wednesday morning. The US-flagged vessel, owned by Edison Chouest, was working off Brass, Nigeria.

Nautilus general secretary Mark Dickinson said the incident highlighted the urgent need for action to prevent west African piracy from deteriorating further. While piracy off Somalia has declined significantly over the past year, new figures from the International Maritime Bureau reveal that there were more than 40 attacks officially recorded in the Gulf of Guinea during the first nine months of this year, with 132 crew taken hostage and seven vessels hijacked.

"There are good grounds for believing that the real total of attacks is much higher, as the under-reporting and non-reporting in the region is notorious," Mr Dickinson said.

"This latest case underlines the pressing need for action to improve security in the area before it becomes a no-go zone," he added. "The problem is acute, complex and reaches beyond the seafarers and shipowners. European maritime unions and shipowners recently set out ways in which the toolbox developed to deal with piracy off Somalia could be adapted for west Africa, and it is high time we saw some meaningful response to this. Governments must not wait until we have significant loss of life or an environmental disaster before they give seafarers the protection they deserve." Source: Nautilus International



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The ferry "MOBY WONDER" in the Port of Olbia/Sardinia. Photo : Kees van Schie ©

Kidnapping of US citizens off Nigeria was avoidable

The attack on a US-flagged platform supply vessel **C-RETRIEVER** by pirates off Nigeria's coast, which resulted in two US citizens being kidnapped, could have been completely avoided maritime security firm GoAGT has said.

Nick Davis, CEO of GoAGT, said: "The **Edison Chouest**-owned supply vessel was navigating a short distance off Brass, in Nigeria, on Wednesday 23rd when it was attacked. This is a recognised high risk area. It is imperative that vessels have incredibly competent crews, well trained in radar and visual lookout, 24hs a day in this region and that they are not multi-tasking, untrained or fatigued seafarers on the bridge." "All vessels trading or supporting operations

in this area should have a citadel and a highly trained reactive crew." He added: "This attack resulted in the Captain and Chief Engineer being kidnapped. It was completely and utterly avoidable, and a sad end to a day." In a separate incident this week, a Joint Task Force (JFT) Nigeria security boat was also allegedly attacked by militants in Nigerian waters, resulting in all JFT personnel being killed and weapons stolen. **Source: GoAGT**



HAL's **NOORDAM** outbound from Haifa – **Photo : Peter Szamosi ©**

Canada makes its third MLC detention

The Panamanian-flagged bulk carrier **Kouyou** was detained in the port of Quebec, Canada, after maritime labour officials determined that crew were owed more than USD51,000 in backpay. It is the third detention in Canada of a vessel under the new international Maritime Labour Convention (MLC 2006), which came into force worldwide in August.

Problems aboard the ship were discovered by Gerard Bradbury, an inspector with the International Transport Workers Federation (ITF) and Unifor union. He explained: "Twenty Burmese and Vietnamese crew, including the Canadian Captain James Maung are not being paid or treated properly, and in particular had been shorted on the home-allotment portion of their pay that provides for families left at home while seafarers are abroad at work."

The most alarming situation aboard involved crew who had paid a total of USD6,600 in fees to obtain their jobs, Bradbury said. Recruitment or placement fees paid to manning agents are illegal under international labour conventions. In some cases, crew were also receiving less than half the wage owed them under their labour agreement, he stated. Wage calculations are ongoing, but are expected to top USD51,000 US.

Four crew have asked to be repatriated after receiving wages owed them.

Transport Canada was notified and has stepped in to detain the vessel until all wages have been taken care of and the crew have been sent home.

Bradbury said that contact has been made with the Japanese owners Doun Kisen KK, the Japanese company that owns the vessel, and that talks are under way.

The **Kouyou** is the third foreign vessel detained in Canada for serious violations of international labour standards and violations of a collective bargaining agreement.

Peter Lahay ITF Canada coordinator said: "We are extremely pleased that Canada has seriously given life to the MLC. On our request Transport Canada inspectors are enforcing a convention that has been agreed by the world's shipping community and member states of the ILO. The ILO has concluded that the world's seafarers are among the most isolated and marginalised workers in the world and are in need of special protection. That is what we are doing." He went on to say that Canadians should be proud that theirs was the first country anywhere in the world to detain a vessel under the provisions of the MLC. In all three cases so far, crew members from the vessels Hydra Warrior, Lia M, and now **Kouyou** were being badly cheated.

He concluded: "The world's seafarers can rest assured that if they have problems aboard their ships Canada's ITF inspectors will do everything in their power to correct the problems" **Source : ITF**

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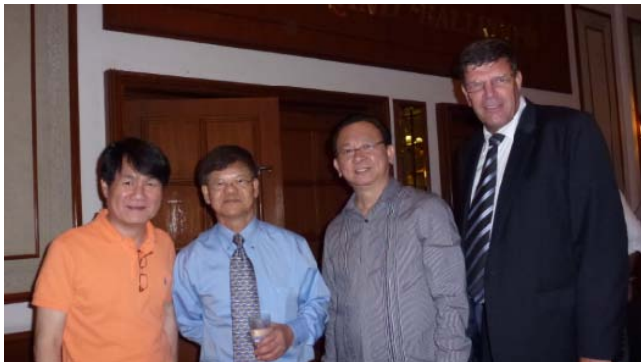
34th Anniversary Gala dinner



Last Friday evening the 34th Anniversary Gala Dinner of the **Singapore Nautical Institute** was held in the Grand ballroom at the **Orchid Country Club**, where over 700 Nautical related people gathered together to enjoy several good shows which were presented at the stage. The evening was opened by **Capt. Francis Koh**, (left) the president of the Singapore Nautical Institute and right Vice President **Capt. Raymond Ambrose** (right).



The **Singapore Nautical Institute (SNI)** is a member organisation dedicated to the public interest and development of nautical science in all its branches.



The **M-3 Marine** table on which **Mike Meade** and M-3 team and guests were enjoying themselves as can be seen



The **MARIFLEX (Far East)** team with several guests including (left) **Bas Wiebe** (*POSH – SEMCO Salvage*) and **Stephen Wood** (*LOC*) (middle) via this newscippings **Elizabeth** and myself would like to thank **MARIFLEX Far East** for the invitation for this great evening with excellent shows, food en drinks **All photo's : Piet Sinke ©**

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US Atlantic ships slow to 10 knots for November-May whale calving season

SHIPS entering US ports will have to slow to 10 knots to accommodate whale migration calving season in Mid-Atlantic Seasonal Management Areas from New York to Savannah between November 1 and May 1.

The Southeast US Seasonal Management Area that includes the ports of Brunswick, Fernandina and Jacksonville, will become effective on November 15 and run to April 15, reports GAC Hot Port News.

In addition to the speed restrictions, vessels of 300 gross tonnage or more, operating into the ports of Brunswick, Fernandina and Jacksonville must also comply with the Mandatory Ship Reporting System rules November 15 and will remain effective until April 15.

As of November 15 and running until April 15, mariners are strongly encouraged to use recommended two-way routes to reduce the likelihood of vessel strikes in those areas where routes have been established in the Southeast Seasonal Management Area off Brunswick, Fernandina and Jacksonville. **Source : Schednet**

Yacht Skipper Fined for Crashing into Tanker



Racing yacht **Atalanta of Chester** collides with oil tanker **Hanne Knutsen**. (Photo: The Telegraph)

The skipper of a racing yacht has been made to pay over £100,000 in fines and costs after colliding with a 120,000 ton oil tanker in the Solent.

Roland Wilson of Perthshire, Scotland was today found guilty on three counts of breaching international maritime law at West Hampshire Magistrates' Court.

On August 6, 2011, the yacht *Atalanta of Chester* was taking part in the first day of racing at Cowes Week. Heading towards Southampton Docks was the tanker *Hanne Knutsen*.

Skipper Roland Wilson, who at the time was a Royal Navy Lieutenant, said he spotted the red tanker when it was five miles away. However, the yacht sailed into the moving exclusion zone protecting the **Hanne Knutsen**. Fearing for his safety, a crew member on board the yacht then jumped overboard moments before they collided with the front of the tanker.

The yacht's rigging then got caught up on the tanker's anchor causing the mast to collapse onto to the head of one of the crew. He later was taken to hospital but wasn't seriously injured.

Roland Wilson was today found guilty of failing to keep a proper lookout, and impeding a vessel using a narrow channel. He was fined £3,000, ordered to pay a victim surcharge of £15, and made to pay costs of £100,056.68.

In passing sentence, Judge Anthony Calloway said, "Fortuitous it was that there was no loss of life. The potential for even greater and tragic consequence is, in my judgment, apparent."

Calloway continued, "This was not some Saturday afternoon jaunt by some inadequate vessel crewed by inexperienced, clueless and foolhardy people who frankly have no business being on the water at all. The yacht took a decision, and as I find the wrong decision, to sail towards the problem into the path of the tanker across a narrow channel. It should have kept clear and in the worst event used her engine."

Captain Jeremy Smart, Head of Enforcement with the Maritime and Coastguard Agency (MCA) said, "Compliance with the international regulations avoids collisions. It was very fortunate that Mr. Wilson's actions did not result in very tragic consequences. This case should serve as a reminder to all who use the water that a good lookout, a full appraisal of the situation and early action is essential to avoid incidents like this occurring." **Source : MarineLink**

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Samsung LNG carriers powered and propelled by GE Power Conversion

Liquefied natural gas (LNG) is one of the fastest growing energy markets worldwide, and global production capacity could be more than double by the end of the decade. Higher natural gas prices and growing efficiencies in the LNG value chain are making it economically attractive to ship LNG over long distances, transforming natural gas from a regional to a global market.

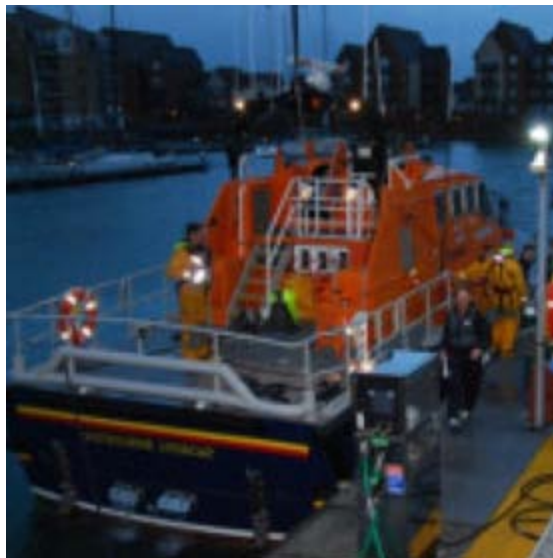
GE's Power Conversion business working closely together as a partner with the Power & Control Systems division (PCSD) of Samsung Heavy Industries (SHI). Power Conversion has been appointed to equip four LNG carriers to be built by SHI at its Geoje facility in South Korea.

Paul English, marine vertical leader at GE Power Conversion said, "Working closely with SHI and SHI PCSD, which will deliver the switchboards, we will ensure that these new vessels will make their mark on the LNG industry; delivering to customers globally; addressing the rapidly increasing demand for LNG and having an environmental friendly impact."

SHI, one of the world's largest ship builders, is a leader in the market with its LNG carriers and ultra-large container ships. SHI has shown that electrical variable speed propulsion in combination with dual fuel engines delivers outstanding results—maximizing efficiency and lowering fuel consumption and emissions. Dual fuel diesel electric has become a standard on LNG carriers as it offers greater flexibility and cost optimization in operation, as well as using less power and offering greater reliability and more load carrying capacity. All in all, these ships will have less impact on the environment through greater efficiency with lower emissions.

The four vessels have been ordered and are being constructed for Bonny Gas Transport Ltd (BGT), a subsidiary of Nigeria LNG Ltd. Thanks to an extensive worldwide network, GE will be able to provide BGT with a local content of expertise as well as an after sales service for this project. For each vessel, GE, in partnership with SHI PCSD, will supply four power and propulsion systems comprising generators, main and cargo switchboards, transformers, MV7000 converters, motors and remote control. GE is responsible for the design, engineering, commissioning, training and assistance during the whole project execution including the sea and gas trials. **Source : GE**

Lifeboat helps three casualties caught in strong winds



Eastbourne's all-weather lifeboat (**ALB**) was launched in the early hours of last Friday morning in response to a distress call from a vessel with three people on board two miles off Beachy Head. Shortly before 6am, the Dover Coastguard picked up a call from the 27-foot motor-sailor, which was travelling from Port Solent to Eastbourne.

The initial report indicated that two or three men aboard the vessel had become incapacitated, one with a head wound and another with severe sea sickness in challenging conditions, with South West winds blowing at 35mph against an ebbing tide.

Soon after the alert was broadcast, the Eastbourne RNLi volunteer lifeboat crew were assembled, including paramedic Guy Emery and lifeboat medical advisor Dr. Stephen Lytton.

During the transfer, the casualty suffering sea sickness took his opportunity to clamber aboard the ALB. The head wound was deemed to be of a minor nature but there was more concern about the previously unreported medical condition of the elderly skipper of the vessel.

It was decided to transfer both remaining sailors to the ALB to facilitate additional first aid, which was becoming increasingly difficult in the treacherous sea conditions. All three casualties were treated aboard the **ALB** by Dr Lytton and the crew while they steamed back to Sovereign Harbour to liaise with two waiting ambulances. **Source : Eastbourne Herald**

Hydrex performs underwater stern thruster removal and reinstallation in Cameroon

To save time and money for the owner of a 69-meter offshore supply vessel, **Hydrex** removed the stern thruster of the ship and installed a new unit during the vessel's stop in Limbe, Cameroon. By carrying out both parts of the operation underwater the ship could continue its commercial activities and did not have to go to drydock. The removal and reinstallation took place in September, but earlier a **Hydrex** diver/technician team performed a full underwater inspection of the stern thruster unit. This was done during a previous stop in Cameroon. The inspection revealed that the thruster was damaged too severely for an on-site repair and needed to be replaced with a new one. The inspection allowed the **Hydrex** technical department to prepare every step in detail to make sure that the team could carry out both the removal of the old stern thruster unit and the installation of the new unit during a single operation.



When the vessel was sailing towards Limbe again at the end of August, a team mobilized to the ship's destination together with all the necessary equipment. They set up a monitoring station next to the berthed ship. One by one the

diver/technicians then detached the blades and replaced them with blind flanges to prevent oil from leaking from the thruster. In the meantime, initial preparations

were made in the stern thruster engine room for the removal of the unit so that there would be no ingress of water once the unit was taken out.

The team then disconnected the stern thruster from the thruster room and



carefully lowered it in the tunnel. The divers extracted it from the tunnel and brought it to the surface. Simultaneously the team installed a blind flange to seal off the thruster tunnel from the engine room. For ease of handling, the new stern thruster unit was put on a cradle. The divers then lowered it into the water and brought it inside the tunnel. Next the diver/technicians sealed off the thruster tunnel with the **Hydrex** flexible mobdocks and emptied all water from it. This created a dry working environment in which they could complete the reinstallation of the stern thruster unit in the best possible conditions. They repositioned the gearbox using chain blocks and secured it with bolts. The thruster propeller blades were then reinstalled one by one and the thruster unit was reconnected to the engine room. Performing both the removal and reinstallation of a stern thruster on a tight schedule takes a lot of planning. This can



only be done successfully by people who have familiarity with such challenges and the relevant know-how. The **Hydrex** team also worked in shifts around the clock to finish the job within the available time frame. This gave the owner the possibility of keeping his vessel on-hire and avoid a costly and time consuming unscheduled drydock visit. For further information contact **Hydrex** at + 32 3 213 53 00 or hydrex@hydrex.be



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Arctia Shipping boss out in the cold after sponsorship scandal

Chairman of **Arctia Shipping** **Matti Viirtala** has split from the company after a scandal broke surrounding the company's patronage of the Joensuu Curling club. Viirtala is a player on the club's seniors team.



The Finnish shipping giant had made an agreement to sponsor the club to the tune of 12,500 euros over the next five years. The first year worth of support, a total of 2,500 euros had already been paid.

Arctia's Director said the firm had made the contract to support the curlers based on Viirtala's recommendation.

Left : The CEO of **Arctia shipping** **Matti Viirtala** arranged a 12,500 euro sponsorship deal for his own curling club. **Image: Arctia Shipping / Lehtikuva**

Viirtala forwarded his resignation, emphasizing the legality of hobby group sponsorship, but saying he made a misjudgment in this case. The Joensuu curlers hopes of support have been put on ice for now -- the agreement has been dismantled by mutual agreement. The company has been otherwise restrained in its sponsorship relationships. Aside from the curling club, the

only other body to have received support is the Finnish Nature League. The NGO's children's environmental awareness programme attracted backing to the tune of 200 euros over the last two years

Arctia Shipping has also stated that it will give the cold shoulder to all sporting clubs seeking sponsorship in the future.

CASUALTY REPORTING

Anti-submarine corvette runs aground on way to sea trial

An anti-submarine **KAMORTA** corvette made by GRSE for the Indian Navy ran aground while going for a sea trial at Geonkhali in West Bengal's East Midnapore district. Describing it as a minor incident, Rear Admiral (retd) A K Verma, CMD of **Garden Reach Shipbuilders & Engineers Limited (GRSE)**, told PTI, "The river channel is narrow and the ship had a little drift while turning." "Negotiating the narrow channel is a challenge and there was a little control problem leading to the ship getting slightly grounded on the river bank near Geonkhali," he said. "The ship is most likely to come out during high tide post midnight," he said. The ship is scheduled to be handed over to the Navy by this year-end. Verma said that a pilot of the Kolkata Port Trust was on board for negotiating the ship through the river till it met the Bay of Bengal. The channel through which ships sailed to and from the Kolkata Port was very narrow because of heavy silting and there were several prior instances of vessels being stuck. **Source : Business Standard**



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At the **Daewoo shipyard (DSME)** in Okpo (Korea) last Friday a drydock sank - **Photo : Henk Janson** ©

NAVY NEWS

Zr.Ms. Amsterdam onderschept 1450 kilo cocaine



"Een mijlpaal". Zo noemt Commandant Zeemacht Caribisch gebied brigade-generaal der mariniers **Dick Swijgman** de vangst van 1450 kilogram cocaïne van het stationsschip **Zr.Ms. Amsterdam** eerder deze week. De drugs vertegenwoordigen een waarde van ruim 40 miljoen euro.



"Met deze onderschepping erbij hebben we dit jaar in nauwe samenwerking met onze partners en de Kustwacht Caribisch Gebied meer dan 10.000 kilo drugs van de 'markt' gehaald. Dit is een resultaat waar we als marine en kustwacht erg trots op zijn", vindt **Swijgman**. Bij de onderschepping en aanhouding van de opvarenden speelden het DASH 8-patrouillevliegtuig van de Kustwacht en de maritieme helikopter NH90 een hoofdrol. De NH90 is dit jaar voor het eerst in het Caribisch Gebied ingezet.

Het bootje, met 4 man aan boord, werd gespot op een bekende route richting de Dominicaanse Republiek en Haïti. "We hebben de volgeladen drugssmokkelboot opgespoord met onze moderne sensoren", vertelt de helikopterpiloot luitenant-ter-zee der 1e klasse **Sander van der Wal**. "Daarna zijn we er achter aan gegaan en hebben we de bemanning tot stoppen gedwongen. We zijn net zo lang bij de smokkelboot gebleven totdat de **Amsterdam** nabij was." Commandant kapitein-luitenant-ter-zee **Hans Veerbeek** noemde de gecoördineerde actie een groot succes. "Het onderscheppen van drugs is niet de enige belangrijke inzet, maar het maakt ons wel enorm trots."

Philippine Navy to commission BRP Alcaraz in November

The Navy will commission its newest warship **BRP Ramon Alcaraz** in the third week of November. Navy spokesman Lieutenant Commander Gregory Fabic said the frigate is undergoing the final phase of dry docking and repainting procedure. "The commissioning and blessing (of the ship) may be held within the third week of November," Fabic said in a text message.

He said President Aquino was invited to attend the ceremony but his attendance in the event is still being confirmed from the Presidential Management Staff. "We are also looking at SBMA (Subic Bay Metropolitan Authority) as the venue. But nothing is definite yet. We are still in the planning process," Fabic said.

The government acquired the **BRP Alcaraz** from the United States (US) Coast Guard to enhance the Navy's maritime security capabilities. Manned by 14 officers and 74 enlisted personnel, BRP Alcaraz reached Philippine waters last August 2 via Casiguran, Aurora. The ship left its homeport in Charleston, South Carolina last June 10 and made port visits to San Diego and Honolulu, Hawaii before sailing for its last stopover in Guam. The **BRP Alcaraz** started sailing for Manila on July 27. The ship was formally welcomed last Aug. 6 in a ceremony led by Aquino, who is also the

commander-in-chief of the country's armed forces. The ship was named after Commodore Ramon Alcaraz, a Navy officer who commanded a patrol boat that shot three Japanese aircraft during World War II.

The US Coast Guard used the vessel for drug and migrant interdiction, law enforcement, search and rescue, living marine resources protection, and defense readiness. **BRP Alcaraz** is the second frigate acquired by the Philippines from the US. The first one is **BRP Gregorio del Pilar**, which was commissioned by the Navy in 2011. The government spent about P450 million to acquire **BRP del Pilar** and more than P600 million to acquire **BRP Alcaraz**. The two decades-old ships were acquired under the US defense excess article program. **Source : Philsta2**



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Taiwan wants to buy submarines

President Ma Ying-jeou has reiterated Taiwan's desire to purchase submarines from the United States in an interview with an American paper earlier this week.

"Some weapons are high on the list of items that we hope to procure, but we currently have no way to purchase them. Submarines, for instance, are one of those items," Ma told the Washington Post in Taipei Thursday. According to the Chinese transcript of the interview released by the Presidential Office on its website Friday, Ma responded to a broad range of questions in the interview, including cross-Taiwan Strait ties, relations with the United States, U.S. arms sales to Taiwan and his achievements since assuming office.

Over the past five years, Ma said, the U.S. executive branch has sought congressional approval for the sale of three packages of arms to Taiwan, worth a total of US\$18.3 billion -- the highest amount recorded in nearly two decades. Some of the weapons in the three packages were ordered 10 years ago and will be delivered successively in the coming years, Ma said, adding that Taiwan took delivery of the first of 12 P-3C submarine-hunting aircraft in late September, with three more set for delivery by the end of this year.

Noting that the P-3C is an advanced anti-submarine aircraft, Ma said its addition to Taiwan's arsenal will help enhance the country's defense abilities.

While Taiwan can produce some of the defensive weapons it needs to protect national security, it still needs to purchase some U.S.-built arms, he noted.

"Submarines are one of these items," Ma said, adding that it is very important for Taiwan to maintain a defense force strong enough to deter invasion.

He said Taiwan-U.S. relations are mutually beneficial, citing as proof the fact that in 2011, then-U.S. Secretary of State Hillary Clinton described Taiwan as an "important security and economic partner of the U.S."

In an article on its official website Thursday, the Washington Post wrote that "the U.S. has been a key defender of Taiwan, but it worries about anything that might complicate its already difficult relationship with China." The paper quoted Richard Bush, a former American Institute in Taiwan chairman, as saying that thanks to the warming cross-strait ties, the issue of Taiwan no longer dominates U.S.-China relations, allowing Washington to tackle other divisive bilateral issues such as cybersecurity, Syria and intellectual property protection. In Thursday's interview, Ma described relations with the U.S. in recent years as good. He also stressed that continuing sales of U.S. weapons are essential for Taiwan. On the predictions by some U.S. scholars that U.S. support for Taiwan will decline in the face of China's growing global political and economic clout, Ma said that this has never been a mainstream view in either U.S. academic circles or the U.S. government. He told the paper confidently that Taiwan-U.S. cooperation in the economic

and security fields will increase steadily rather than dwindle gradually, because "the United States wants rebalancing toward Asia and the Republic of China has played a very important role in Asia." Source : Focus Taiwan

DCNS begins sea trials of FREMM multimission frigate Normandie, second Aquitaine class

FREMM frigate **Normandie**, the second of the Aquitaine class for the French Navy, put to sea for the first time on 25 October. This milestone marks the beginning of the ship's sea trials, which will take place off Brittany and are expected



to last several weeks. The main aim of these preliminary trials is to test the performance of the ship's propulsion and navigation systems.

"This milestone represents the culmination of the combined efforts of many people working towards common goals, including DCNS personnel, teams provided by DCNS partners and suppliers, the French

Navy crew and representatives of the French defence procurement agency (DGA) and the European Joint Armament Cooperation Organisation (OCCAr)," said FREMM programme manager Anne Bianchi. "The construction of this second-of-class FREMM frigate for the French Navy is proceeding on schedule and on budget. FREMM frigates are among the most technologically advanced and competitively priced on the world market. Thanks to their many innovations, FREMM multimission frigates can respond to all types of threats with unparalleled flexibility and availability."

Tests will be conducted at a sustained pace during the day and at night. The first three days will be devoted to the 'familiarisation' phase during which the crew and other personnel will test the ship's safety systems and equipment, including fire-fighting, flood control and emergency response systems and evacuation procedures as well as manoeuvrability and mooring performance.

The following tests will focus on the propulsion system. The FREMM's high-performance hybrid CODLOG (Combined Diesel eLectric Or Gas) power package combines a gas turbine for mechanical propulsion at speeds exceeding 27 knots and electric motors for quiet, low-speed propulsion. This phase will also include extensive testing of the ship's navigation (log, position, heading) and other basic systems.

On completing these preliminary trials, FREMM frigate Normandie will return to DCNS's Lorient shipyard for several weeks of quayside work. In early 2014, the ship will put to sea for a second series of trials focusing on the combat system.

Five FREMM frigates are currently under construction at the Group's Lorient shipyard:

- Second-of-class FREMM frigate **Normandie** for the French Navy has just completed her first sea trial.
- Third-of-class FREMM frigate **Provence** was floated out on 18 September 2013.
- Fourth-of-class FREMM frigate **Languedoc** is under construction in the building dock.
- Work on the fifth-of-class FREMM frigate began in August 2012 and continues with the pre-outfitting of the hull blocks.
- FREMM frigate **Mohammed VI** will be delivered to the Royal Moroccan Navy towards the end of the year.

The first-of-class FREMM frigate Aquitaine was delivered to the French Navy in November 2012.

Source : Navy Recognition

SHIPYARD NEWS

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STX Offshore & Shipbuilding Open to LNG Bunkering Shuttle Orders

STX Offshore & Shipbuilding will begin targeting the LNG bunkering shuttle market, which provides LNG fuel to LNG propulsion ships at sea.

On October 22 at Kormarine 2013 held in Busan's BEXCO, **STX Offshore & Shipbuilding** announced that it acquired AIP approval from the French classification company BV for its original LNG bunkering shuttle.

AIP certification is an approval process for the suitability of a basic shipbuilding design, which means STX can now receive orders for its LNG bunkering shuttles. STX developed the LNG bunkering shuttle to provide fuel to LNG propulsion ships on the sea, but the shuttle is actually multi-functional, able to provide HFO as well. The cabin is located on the prow, so the navigator can get a clear view. It has both an Azimuth Thruster and a tunnel thruster for propelling, making direction control easy inside a crowded harbor. Thus, it can dock alongside a pier without tug boats, reducing operating costs. **Source : businesskorea**

ROUTE, PORTS & SERVICES



Vroon's **MPI ADVENTURE** entering the Eemshaven, assisted by the Wagenborg tug's **WATERSTROOM** and **WATERGEUS** on a grey Friday morning. **Photo : Hans Steenbeek ©**

Crowley raises \$200m for its newbuilding program

Crowley Maritime Corporation announced that it has successfully raised gross proceeds of \$200 million through the sale of 200,000 shares of Series A Income Preferred Securities, the Corporation said on Wednesday in a press release. The company intends to use the net proceeds from this offering in connection with its new vessel build program as well as for general corporate purposes.

"We are very pleased to have concluded this important transaction for the company, especially as it offers a new source of capital to pursue our growth plans," said Crowley's Chairman, President and CEO Tom Crowley.

DNB Markets acted as exclusive financial advisor to Crowley. DNB Markets and Incapital acted as joint book-running managers for the offering. Jacksonville-based **Crowley Holdings Inc.**, a holding company of the 121-year-old **Crowley Maritime Corporation**, is a privately held family and employee-owned company. The company provides project solutions, transportation and logistics services in domestic and international markets by means of six operating lines of business: Puerto Rico/Caribbean Liner Services, Latin America Liner Services, Logistics Services, Petroleum Services, Marine Services and Technical Services. Offered within these operating lines of business are: liner container shipping, logistics, contract towing and transportation; ship assist and escort; energy support; salvage and emergency response through its TITAN Salvage subsidiary; vessel management; vessel construction and naval architecture through its Jensen Maritime subsidiary; government services, and petroleum and chemical transportation, distribution and sales. **Source : PortNews**



DeepOcean charters new build SURF installation vessel

The expansion into the **SURF** segment as a lead contractor is something we do with great confidence. **DeepOcean** has a proven track-record of delivering subsea installation projects including the installation of structures, cables, umbilicals and flexible risers. The addition of the SURF vessel provides us with the opportunity to serve our customers as a lead contractor and offer commercial benefits resulting from the bundling of our services. We have in-depth knowledge of the subsea infrastructure in this region as the leading subsea IMR Contractor. We are witnessing a trend of larger and more complex subsea production assets as well as an increase in the number of subsea tie-backs together with replacement and rejuvenation projects on an ageing subsea infrastructure all requiring larger vessels. I believe the timing is right," says Mads Bardsen, President of **DeepOcean AS**.

The new vessel will be owned by **Østensjø Rederi** and is of **SALT 304 design**. Key vessel dimensions are; a length of 149.8 metres, a width of 27 metres, and 2,300 m2 of total deck space. The vessel is specially designed and equipped to suit the Greater North Sea market with the fuel saving environmentally friendly Siemens BlueDrive PlusC propulsion control technology and DP3 positioning system. The mission equipment will be a 150T dual tensioner vertical lay system and a 3000 tons carousel situated below deck. The 400 tons active heave compensated knuckle

boom main crane has extended reach and can lift 600 tons in double fall mode. The accommodation facilities will have a capacity of 140 persons.

During the past six months **DeepOcean** has strengthened its SURF organisation in the UK and Norway. The company recently opened a new office in Westhill, Aberdeen. Future SURF projects will be managed out of the Norwegian and the Aberdeen offices.

"In the last two years we have hired approximately 450 new employees, upgraded our owned and chartered vessel fleet, increased the number of mission equipment to 33 ROVs and 17 trenchers and generated strong financial results while maintaining a solid balance sheet. We currently operate 11 vessels in our home market, the Greater North Sea, managed by our talented employees in Norway, UK and the Netherlands. The addition of this new SURF vessel further differentiates our Company as a new generation IMR Contractor and a lead subsea installation Contractor," says Bart Heijermans, Chief Executive Officer of **DeepOcean Group Holding BV**. Source: **DeepOcean**



The **EMMA MAERSK** enroute Antwerp - Photo : Richard Wisse – www.richard-photography.nl (c)

Savannah's 4 super postpanamax operational, brings GPA total to 27

ALL four of the super postpanamax ship-to-shore cranes at Savannah are fully operational and have increased the **Georgia Ports Authority's (GPA)** count to 27 cranes, which include nine postpanamax and 16 super postpanamax cranes.

The cranes arrived on the Maersk specialised vessel, the 5,618-TEU **NELLOYD HUDSON** early June. They were raised onto booms, electrical and machinery housings were installed. On-site work also included elevator installation and final wiring.

"Our new cranes, coupled with the pending harbour deepening and superior road and rail connections mean the Port of Savannah is poised to take advantage of the next evolution in global commerce," said GPA executive director Curtis Foltz. The first of the new cranes went into service in August, with additional cranes coming online every few weeks. The fourth new super postpanamax crane has begun moving cargo. Each new crane can lift up to 65 tons.

GPA chief operating officer Griff Lynch said its 27 cranes will support the introduction of larger vessels from current 4,500-TEU vessels to 9,000 TEU and continue to maintain Savannah's immediate handling at berth rather than wait for leased berth spaces to open. The ship-to-shore cranes will be "operating over 9,700 feet of contiguous berth space, allowing faster turn times, saving time and money", Mr Lynch said. Source : **Asian Shipper**

Port of Rotterdam gets 'Port of the Year' award

Port of Rotterdam was proclaimed '**Port of the Year**' during the annual 'Containerisation International Awards' in London. The expert jury praised the port for its substantial investment programme in Europe's leading logistics hub and industrial complex. The jury also compliments the port with its attention to sustainability with their modal shift

objectives and groundbreaking initiatives like InlandLinks and NextLogic that contribute to it, the company said in its press release. Emile Hoogsteden, director of Containers, Breakbulk and Logistics at the Port of Rotterdam Authority: "Winning this award is a tremendous achievement and recognition of our efforts. As the port of Rotterdam, we are constantly working on new investments and innovations. We don't do this alone, but in partnership with as many market parties as possible. This is the only way we can continue to improve our port and pursue our ambition to be the most efficient, safe and sustainable port in the world. A good example of this is obviously the development of Maasvlakte 2. This is a project with which we are investing in the future and not only responding to the increasing volume size of containerships, but also taking steps towards optimising the logistical supply chain. At the same time, we enable our clients to achieve economies of scale. That's the aim of joint ventures like P3, which will also boost our total throughput in the short and long term. Rotterdam leads today, by planning for tomorrow."

According to the World Economic Forum, Rotterdam had the best port infrastructure in the world in both 2012 and 2013. During the period 2008-2015, businesses will make joint investments totalling over €11 billion in the port of Rotterdam, €1.2 billion of which is in container terminals. With this Rotterdam is responding to the increasing number of large 13,000 – 18,000 TEU vessels, already reflected in P3's decision to send their largest ships to Rotterdam. Volume in the port is expected to further increase once the container terminals on Maasvlakte 2 become operational. Ben Vree, European CEO at APM Terminals: "Although the frequency of calls made by container vessels to Rotterdam may decline in the coming year, the volume will continue to increase. Combined with the state-of-the-art infrastructure and the improved efficiency in ship and cargo handling, Rotterdam's future looks very bright. So I think the port of Rotterdam deserved to win." **Source : PortNews**

Alphatron Marine introduced full new groundbreaking large screen bridge concept.



For more information: www.alphatronmarine.com



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During **Kormarine exhibition** held last week in Busan Korea, **Alphatron Marine** in close partnership with **JRC Japan Radio** introduced their new groundbreaking large screen bridge concept.

The three screen bridge is especially designed for one men bridge operation for application at Coastguard vessels ,Crewsuppliers, patrol boats, Piracy defence vessels as well as high end offshore vessels and workboats . The information is presented at not less than 46 inch High resolution screens and easy screen switching makes it possible to seamlessly switch over from presentation mode The **Alphapremium bridge** makes use of the also newly introduced **JRC MFD multifunction Navigation system**. By integration of various systems into one concept the following control and display modes are available by simply operating the new **Alphatron MFS** controller supporting touch screen operation as well as the use of a analogue intelligent knob like also found in the car industry .Besides the ergonomical operation of all relevant ships controls

The **Alphapremiumbridge** is offered with the following functionalities :

- Radar
- Ecdis
- Chart radar
- Conning information
- Alarm monitoring and control
- Dynamic positioning
- Joystick control
- Integrated Night vision / Radar control.

The award winning design is delivered fully prefabricated to shipyards all over the world and will also be available in a 5 screen version for larger vessels , multiple operators control and with or without fully adjustable Norsap seatcontrol.

For more information

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MSC and CSAV add King Abdullah call to their 'IPAK' service

The Swiss-Italo operator MSC and its partner CSAV are to add a call at the new Saudi Arabian port of King Abdullah to their joint North Europe - Middle East - India 'IPAK' service. Starting with the voyage of the 8,762 teu **MSC ANTIGUA**, King Abullah Port will be served from 2 November with calls in the eastbound direction.



The **MSC ANTIGUA** – Photo : Jan Oosterboer ©

King Abdullah is a new development located about 100km north of Jeddah on the Saudi Red Sea Coast. The new deep-water container terminal is a joint venture between the Saudi developers of King Abullah Economic City, a large

business, industrial and residential complex, and Terminal Investments Limited (TIL). This Dutch-registered port operator is a sister company of MSC.

The 'IPAK's' revised rotation reads: Rotterdam, Antwerp, Felixstowe, Suez Canal (way point), King Abdullah City, Jeddah, Salalah, Nhava Sheva, Mundra, Jeddah, Suez Canal (way point), Gioia Tauro, Valencia, Rotterdam.

Under the proposed new Far East to Europe / Med pattern of the P3 alliance, subject to regulatory approval and likely to be implemented in 2014, King Abdullah Port is to be added to the 'Lion/FAL2/AE2', 'Dragon/WMED1/AE20' and 'Tiger/AEGEX/AE15' services. **Source : Linervision**



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Hamburg's O'Swaldkai storage space up by 1300 extra car spaces

At Hamburg's O'Swaldkai, HHLA's multi-purpose terminal, 1300 extra car spaces have just been created. Unikai Lagerei- und Speditionsgesellschaft has redeveloped the section of the rail sidings no longer in use, providing it with increased space for the wheeled cargoes that have become this vehicle logistics company's speciality, the company said in its press release. The former fruit shed 45 has also been revamped, now offering storage space for general cargoes and vehicles. For Michael Sieck, Managing Director of the HHLA subsidiary, this represents an essential investment in the future: "From the last quarter of 2014, **Grimaldi Group**, our largest customer, will be deploying larger ship types in its trades. We are therefore expecting the arrival of considerably greater cargo volume at O'Swaldkai Terminal, and by extending storage space we are creating the necessary conditions for handling this." The new ConRo vessels heralded by **Grimaldi Group** will be capable of transporting considerably more cargo. ACL's G4 class will also be offering 3,800 slots for standard containers (TEU) instead of 1,850 so far, and space for 1,307 vehicles, instead of 1,000. With a length of almost 300 metres, these ships will be considerably wider and are so designed that the bridge superstructure lies amidships. Quayside and handling facilities at O'Swaldkai are optimally equipped to handle these larger ship types. Flexible storage spaces for larger quantities of containers will also be available. **Source : PortNews**

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.... PHOTO OF THE DAY



Swire Pacific's **PACIFIC CONSTELLATION** fitting out at the **Hanjin yard** in Busan
Photo : Fop Leder ©