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30-01-2013 The SEA LADY outbound from Geelong passing Sorrento
Photo : Andrew Mackinnon – www.aquamanships.com ©

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Ship owners return to newbuilding ordering

With Lunar New Year Holidays now approaching, there are continued reports of new business being concluded across many of the major sectors said Clarkson Hellas in its latest weekly report. This past week, conventional ship types across the board were in the forefront. In the dry bulk market, "Frontline and STX Dalian have signed a contract for 4+4 x 181,000 DWT Capesize vessels for delivery every 3 months from July 2014. The total price reported for the four firm vessels is understood to be USD 187 Mill pricing each vessel at USD 46.75 Mill. Norwegian owner Jebsen Meanwhile is reported to have placed an order for three firm 81,000 DWT Kamsarmax vessels at the newly formed Japan Marine United (JMU) with pricing just above USD 30 Mill. The deal is understood to include several options and be ordered on a 50/50 basis with JP Morgan. At the smaller end of the market, Nantong Hongqiang received an order for five 15,000 DWT units for delivery in 2014 to an yet unknown buyer" said Clarkson Hellas.

It added that "tanker newbuilding activity this week has been focused on the coated sector with IMT placing an order for two firm and two option 7,000 DWT product carriers at Weihai Samjin, with the firm vessels due to be delivered in 2014. Scorpio have announced to the market they have further extended their investment in MRs and ordered two firm 50,000 DWT chemical/product tankers at Hyundai Mipo. Pricing for these units has been announced at USD 32.5 Mill per vessels and delivery in May & June 2014. The deal includes a further four options for 37,000 DWT vessels, again for delivery in 2014" the shipbroker's report said. In a separate report, shipbroker Golden Destiny noted that "overall, the week closed with 43 fresh orders reported worldwide at a total deadweight of 1,451,600 tons, posting a 43 % week-on-week increase from previous week due to firm number of contacts in all main vessel segments with offshore vessels grasping the lion share. This week's total newbuilding business is up by 139% from similar week's closing in 2012, when 18 fresh orders had been reported, 10 for bulkers, 1 for tankers, 4 gas tankers, 2 liners and 1 passenger/cruise. In terms of invested capital, the total amount of money invested is estimated in the region of more than \$922mil, 33 newbuilding deals reported at an undisclosed contract price, with a hefty amount invested in the gas tanker of \$268mil, in the container of \$360mil and in the car carrier segment of \$202,5mil" it said.

It added that in the bulk carrier segment, "Greek owner Golden Union Shipping in collaboration with Cosco Shipyard Group and Lloyd's Register joined forces to create a prototype order for one kamsarmax vessel, where provision is made for tri fuel propulsion. The vessel will be built as eco friendly design and will be able to run on heavy fuel, diesel fuel or LNG, with delivery in June 2014. One more kamsarmax newbuilding came to light by Norwegian Jebsen for the construction of three 81,000dwt vessels in the new joint venture between Universal Shipbuilding and IHI Marine United, Japan Marine United, for a price of about excess \$30mil each. The contract includes several options. The vessels will be built to an advanced eco friendly design and have been ordered on a 50/50 basis with JP Morgan Global Investment Fund.

In the small handysize segment, Chinese shipbuilder Hongqiang Marine HI has confirmed a contract for five 15,000dwt bulker, but no details emerged about the contractor, delivery dates or the price of the contract. In the tanker segment, Metrostar of Greece seems to have replaced its order placed in November 2010 for four 3,600 TEU containerships with a new contract for six MR tankers, including an option for four more, with delivery from end 2014. In the gas tanker segment, Evergas has placed an order for four more 37,500 cbm LNG carriers at Sinopacific's Qidong yard for delivery in 2015 at a price believed to be in the region of \$64-\$70mil each, including an option for four more vessels. The owner has already sealed a 15yrs charter agreement for the newbuildings to transport ethane into Norway from the US Mariner East project. In the container segment, following last week's reported deal from Canadian

shipowner **Seaspan** for the construction of five post panamax ships 14,000 TEU, plus five more, it has now ordered four 10,000 TEU containerships at Jiangsu New Yangzi and Jiangsu Yangxi Xinfu for a total price of about \$360mil with delivery in 2014. The vessels will be built using Seaspan's fuel efficient SAVER design and are already assigned to a long term fixed rate timecharter to MOL of Japan. In the liner segment, Nordana Line of Denmark has ordered four multipurpose general cargo vessels of 12,100dwt from Chinese shipbuilder Taizhou Sanfu. The 12,100dwt newbuildings will be built to an improved version of the same owner's 'Great Dane' design, delivered by Sanfu in 2011. The new version features a heavy-load capability of up to 500 tonnes, from the earlier series' 300-tonne capability. In addition, eco-friendly features have been added to this version of the 'Great Dane', which has been developed in co-operation among Nordana, the yard and Shanghai Merchant Ship Design. Delivery of the first vessel is scheduled for November 2014, with the remaining ships following in three-month intervals. All four newbuildings will be fitted with portable tweendecks" Golden Destiny concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

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27-01-2013 The **SEABOURN ODYSSEY** anchored off Kaikoura, New Zealand on January

Photo Klaus-Dieter Joras ©

Drifting cruise ship moves closer to oil platform

An empty Russian cruise ship was drifting toward the open sea off Newfoundland as questions mounted about its safety and why a tugboat was allowed to haul it out of the St. John's harbour in the middle of winter.

The **Lyubov Orlova**, a 237-passenger vessel about 100 metres in length, has been adrift since its tow line snapped in rough weather last week as it was pulled to the Dominican Republic for scrap.

Transport Canada says it ordered the tugboat Charlene Hunt back to St. John's over safety concerns and was inspecting it.

Department spokesman Steve Bone said Transport Canada, the coast guard, the Natural Resources Department and the Canada-Newfoundland and Labrador Offshore Petroleum Board were working together on the Lyubov Orlova.

In an email, he said operators of offshore oil rigs in the area have implemented contingency plans to deal with potential collisions from floating objects, such as icebergs and vessels that have lost power. He did not elaborate on what actions those contingency plans include.

Bone said the **Lyubov Orlova** was about 270 kilometres southeast of St. John's on Tuesday night. About 40 km from **Hibernia platform**

A source said Tuesday evening that the ship had drifted about 40 kilometres from the Hibernia offshore oil platform, which is about 315 kilometres southeast of St. John's, and a supply boat was headed to the Lyubov Orlova to keep watch.

ExxonMobil Canada could not be reached for comment on the Hibernia platform. Bone also played down the environmental risk posed by the drifting ship, saying the coast guard "advises that there is virtually no risk of pollution from the **Lyubov Orlova**." The owner of a vessel "is always responsible for its movements," he added.

The ill-fated **Lyubov Orlova** was named for the beloved Russian actress best known for the 1934 comedy "Jolly Fellows." It was a popular Arctic cruise ship before Canadian authorities seized it in St. John's in September 2010 as part of a lawsuit by Cruise North Expeditions against its Russian owners. The company was trying to recoup cash for the cost of a trip it cancelled due to technical problems.

The ship's mostly Russian crew, who hadn't been paid for months, was stranded in St. John's for six weeks as local residents offered everything from food to cigarettes to Internet access. The Russian government eventually helped fly most of the workers home.

The increasingly derelict, listing ship sat in the harbour for more than two years. She was bought last year by Iranian scrap merchant Hussein Humayuni for \$275,000 in a Federal Court process in Montreal.

The St. John's Port Authority confirmed that Humayuni hired the **Charlene Hunt** to tow his ship to a scrapyard in the Dominican Republic. He was in the capital of Santo Domingo on Tuesday and could not be reached.

The long journey started last Wednesday but halted the next day when the tug cable snapped. Efforts to reattach it failed, and Transport Canada ordered the **Charlene Hunt** back to St. John's on Sunday. It isn't clear if it will return to try again. Mac Mackay, a longtime ship watcher and marine blogger in Halifax, questions why the Charlene Hunt was tasked with pulling the **Lyubov Orlova** — especially in January's turbulent seas. Mackay cites another major incident 17 months ago in the waters off Nova Scotia. The **MV Miner** ran aground on Scaterie Island off Cape Breton on Sept. 20, 2011, while being towed to a scrapyard in Turkey. Federal and provincial officials have since pointed fingers at each other over who should pay for the cleanup.

"If the **Lyubov Orlova** does pile up on the shore, it'll be interesting to know whose responsibility it is to clean it up," Mackay said. "If it sinks in the ocean ... there's bound to be some pollution. "It really is a drifting accident waiting to happen." Jacqueline Savitz is deputy vice-president of U.S. campaigns for Oceana, billed as the largest international group focused solely on ocean conservation. She called for quick action by Canada if the ship's owner won't step up.

Besides the risk of collision if the vessel drifts into shipping lanes, there's significant environmental risk if it sinks, she said. "This ship probably still contains lots of toxic chemicals, electronics, oil probably. Those are all things we want to keep out of the ocean." **Source : CBC**



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The **CAPE MOSS** in Cape Town – Photo : Aad Noorland ©

FORTH PORTS REPORTS BUMPER 2012 CRUISE SEASON AND LOOKS AHEAD TO A BUSY 2013

Forth Ports providing your passport to the UK's capital cities

Forth Ports, which owns the International Cruise Terminals in London (Tilbury) and two facilities on the Forth (Edinburgh) has closed the 2012 cruise season on a high and is looking forward to a bumper 2013.

The London International Cruise Terminal at Tilbury has seen 35 home port calls in 2011/2012, from C&MV, Holland America and Noble Caledonia; and three tourist calls welcoming passengers from the UK, Spain, US, South America, Russia and Japan. The port also saw ten days of C&MV promotional events, including a number of overnight 'cruise' experiences. This activity has led to a footfall of close to 50,000 guests through the London International Cruise Terminal.

Tilbury provides easy access to all major airports and passengers can travel with ease to all the sites the city of London has to offer by high speed river-bus, road or rail.

The ports in Edinburgh and Rosyth have also had an extremely busy 2012 season, welcoming a wide range of cruise ships across the season. The Scottish ports have seen an impressive 76 cruise liners calling at the ports, allowing the teams to welcome around 80,000 passengers to visit the local areas. The Port of Leith in Edinburgh has been particularly busy, receiving calls from high-end luxury liners such as **SEABOURN SOUJOURN**, the **Azamara Journey**, **Silver Cloud** and **Silver Whisper**.

Edinburgh holds fantastic potential as a home port in Scotland's capital city, with all the culture and activities that it offers. Bookings for 2013 and 2014 are already strong with 68 vessels confirmed for the Scottish Ports and 40 in 2013 and 30 confirmed October 2014 for the London International Cruise Terminal at Tilbury. Nik Scott-Gray, Business Development Manager at Forth Ports, said: "Forth Ports' cruise terminals truly offer passengers the key to the UK's most famous cities, offering easy access to the stunning and historically rich capitals of Edinburgh and London. Our cruise terminals are currently undergoing investment and improvements, which we are confident, will enhance the passenger experience for the coming seasons. We're delighted with the levels we've achieved for 2012 and are very much looking forward to a bumper 2013." Richard Exley, Marine and Cruise Manager of the Port of Tilbury in London, said: "We pride ourselves on providing an exceptional level of service for cruise liners, crew and passengers. We are experienced mariners and truly understand the needs of the industry; whilst delivering an enhanced experience for passengers passing through our ports. Our London port allows easy access up the Thames with Thames Clipper to the city centre; with close proximity to major airports and we are delighted to provide a 'quays' to the UK's capital cities."

www.londoncruiseterminal.com
www.cruiseedinburgh.com



The **LEWEK CRUSADER** anchored off Singapore – photo : Capt.Jelle de Vries ©

ClassNK Registers 25 Million Gross Tons in 2012;

Sets New Records for Newbuildings & Class Transfers

World leading classification society ClassNK has announced its official registration figures for 2012, revealing that the Tokyo-based society registered nearly a thousand vessels totaling more than 25 million gross tons in 2012. The announcement was made on 28 January 2013 following the January meeting of the ClassNK Classification Committee, which reviews and certifies all registrations and certifications made to the ClassNK register. Figures released by the Committee reveal that ClassNK newly registered 964 vessels totaling 25.7 million gross tons in 2012, setting new records for both number of vessels and total gross tonnage registered in a single year. This caps more than a decade of incredible growth by the Society, and marks the 10th straight year that ClassNK has set a new record in terms of total tonnage added to its register.

Additions to the NK register in 2012 were driven by newbuilding registrations, coinciding with a peak in newbuilding deliveries worldwide. As the shipbuilding industry has grown since the turn of the century, ClassNK has set a new record for newbuilding registrations every year since 2000, with NK registering a new record of 692 vessels totaling 20.3 million gross tons over the course of 2012. Speaking on the announcement, ClassNK Chairman and President Noboru Ueda stated: "Our achievements in 2012 have set a new standard for both ourselves and the maritime industry, but we firmly believe that these successes are only a reflection of the trust we have earned from shipowners

and shipyards around the world." Perhaps most surprisingly, registrations of vessels transferred to NK from other class societies amounted to 272 vessels totaling 5.4 million gross tons, more than 28% in terms of ship numbers and 21% of gross tonnage registered by the society in 2012. This too marks a new record for ClassNK, roughly doubling the Society's previous record of 137 vessels totaling 2.9 million gross tons set just last year in 2011. Addressing the record number of transfers, Mr. Ueda noted: "Our growth in Europe in particular has increased our registration of existing vessels, with transfers of German owners alone accounting for roughly 20% of all existing tonnage registered in 2012." Mr. Ueda went on to say that "While newbuilding registrations are forecast to fall in the years ahead, we expect to maintain our current record breaking pace of registrations through this year, and hope to report similar figures in 2013."



the 1991 Spanish built VUT flag general cargo ship **FESCO VYSOKOGORSK** entering Grand Harbour, Malta on Monday 14th January, 2013 for changing ownership. Photo : Ms. Vikki Bonello - www.maltashipphotos.com ©

Baltic Dry Index down to 779 points

On January 28, 2013, the Baltic Dry Index dropped to 779 points, down 13 points (1.64%) against the level of January 27.

BDI is a number issued daily by the London-based Baltic Exchange. Not restricted to Baltic Sea countries, the index provides "an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a timecharter basis, the index covers Handysize, Supramax, Panamax, and Capesize dry bulk carriers carrying a range of commodities including coal, iron ore and grain. Because dry bulk primarily consists of materials that function as raw material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production. On 20 May 2008, the index reached its record high level since its introduction in 1985, reaching 11,793 points. On 3 February 2012, the index had dropped 647 points, the lowest since 1986. Source : PortNews

Marco Polo Marine reports net profit of S\$4.5 million for Q1FY2013

Singapore Exchange Mainboard-listed **Marco Polo Marine Ltd** together with its subsidiaries, a growing regional integrated marine logistic group, announces its financial results for the first quarter ended 31 December 2012.

The Group's revenue decreased by 38.2% to S\$15.2 million in Q1FY2013 from S\$24.6 million in Q1FY2012.

While the Ship Repair Operation's revenue grew by 75.5% to S\$8.6 million in Q1FY2013 from S\$4.9 million in Q1FY2012, the overall revenue generated by our Shipyard Business was weighed down by the Ship Building Operations, which experienced a decrease in revenue by 92.1% to S\$1.1 million in Q1FY2013 from S\$13.9 million in Q1FY2012 due to the slower progress in new-build orders.

On the ship chartering front, as one of the Group's offshore vessels was docked for her first mandatory special survey and other maintenance works due, the Group's ship chartering revenue decreased by 5.2% to S\$5.5 million in Q1FY2013 from S\$5.8 million in Q1FY2012.

In tandem with the decrease in the Group's revenue for Q1FY2013, the Group's gross profit decreased by 5.6% to S\$5.9 million in Q1FY2013 from S\$6.2 million in Q1FY2012.

Notwithstanding which, the gross profit margin of the Group rose to 38.6% for Q1FY2013 compared to 25.2% for Q1FY2012 due to a higher proportion of ship repair revenue (which generally commands a higher yield relative to ship building revenue) to ship building revenue being recognized in Q1FY2013 compared to that in Q1FY2012.

Moreover, despite the uncertain and challenging environment, the net profit attributable to the shareholders of the Group increased by 3.2% to S\$4.5 million for Q1FY2013 from S\$4.4 million for Q1FY2012. The increase in gross profit margin coupled with a turnaround in the share of results of BBR, from a loss of S\$0.27 million for Q1FY2012 to a profit of S\$0.62 million for Q1FY2013, resulted in the Group's net profit margin increasing from 17.7% for Q1FY2012 to 29.6% for Q1FY2013.

With BBR successfully publicly listed on Indonesian Stock Exchange on 9 January 2013 and the Group being the single largest shareholder and exerting de facto control over BBR's operations, BBR, with effective from Q2FY2013 or specifically 9 January 2013, becomes a subsidiary of the Group and will have its fi



De BB Server and Supporter seen from the GMC dhipyard in Stavanger Norway . Photo : Leo van Mil ©

Kapitein Costa Concordia vecht ontslag aan

- De kapitein van het rampschip **Costa Concordia** dat in januari vorig jaar voor het Italiaanse eilandje Giglio op de rotsen strandde en zonk, vecht zijn ontslag aan.

Francesco Schettino meent dat hij ten onrechte verantwoordelijk wordt gehouden voor de ramp met het cruiseschip en dat hij niet ontslagen had mogen worden. Volgens door de rechtbank aangestelde onderzoekers valt Schettino veel te verwijten. Hij zou van zijn koers zijn afgeweken en te dicht langs de kust hebben gevaren om een zeemansgroet uit te brengen aan mensen op Giglio. Schettino zelf is van mening dat hij met zijn zeemanskunsten juist mensen heeft weten te redden.

Napels

Voor aanvang van zijn zaak in een rechtbank in Torre Annunziata, bij Napels, sprak Schettino woensdag de overtuiging uit dat hij in de toekomst weer kapitein van een schip zal zijn. Een andere rechtbank moet nog beoordelen of Schettino moet worden aangeklaagd voor dood door schuld. De ramp met de **Costa Concordia** kostte 32 mensen het leven.

BRON : Nu.nl



the **Eurocarrier NP 423** (also yardnumber) seen yesterday in Rotterdam-Europoort for trials.

Photo R & F van den Hoek – Lekko ©

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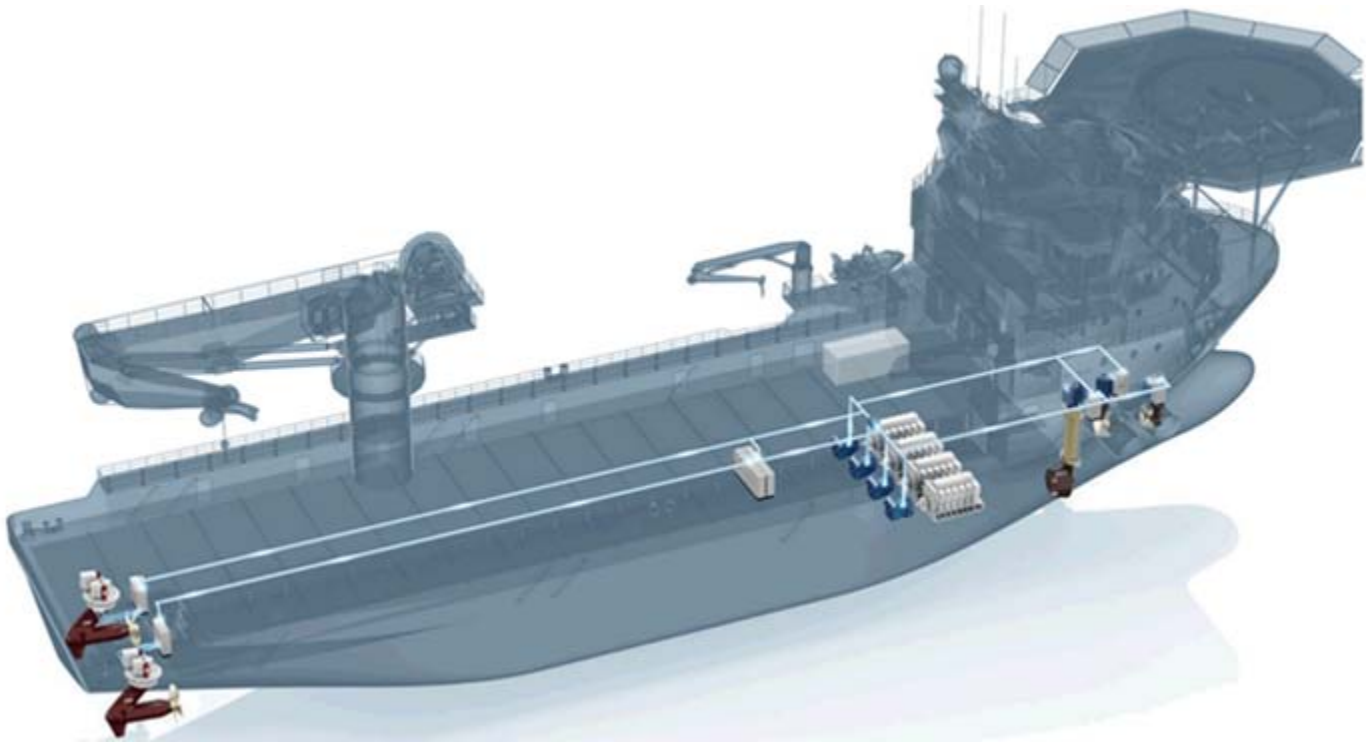


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Mermaid Cove delivered from ASL (Singapore) to Mermaid Marine Australia. Vessel goes straight into a long term contract with BHP.

Mermaid bags BHP deal **Mermaid Marine Australia (MMA)** has penned a AUD 50m (\$52.5m) contract for one of its newbuildings with BHP Billiton. The 1,000-dwt **Mermaid Cove** will support the FPSO operations of the mining giant's petroleum wing off the North West coast of Australia.

The vessel is currently under construction at **ASL Marine** in Singapore and is scheduled for delivery later this year.

In the meantime the Mermaid Supporter will act as lead in vessel. The contract is for an initial period of five years and comes with two additional one year options. The Mermaid Cove is a 53m DP2 offshore support vessel (OSV) capable of close quarter operations with tankers during FPSO offtake operations.

It will be fitted with a 10 metre daughter craft as well as a 7 metre fast rescue craft to give it search and rescue and emergency response capabilities.



Photo : Mike Meade - M3 Marine Group Pte Ltd ©

The vessel is specced up as;

"MERMAID COVE"

5,475 kW DIESEL ELECTRIC, DP2 AZIMUTH AHTS OSV

Built: 2013, Flag: Australia, Port of Registry: Dampier

Class: ABS XA1, Offshore Support Vessel AH, [®], XAMS,XACCU,XDPS-2, ENVIRO, (Fire Fighting Capability);

Dimensions: 52.35 x 14.60 x 6.25 m, Draft: 4.90 m (max), Deadweight: 948 t

Clear Deck Space: 310 m² (approx.), Deck Loading: 5t/m², Bollard Pull: 65 T, Accommodation: 24 Pax

Main Engines: 3 x Caterpillar 3516B @ 1,825 kW (Total: 5,475 kW)

Bow Thrusters: 2 x Schottel STT02 500kW, Propellers: 2 x Schottel SRP 1515 Azimuth @ 2000kW

Fuel Oil Capacity: 592 @ 100% (approx.), Crane: 1 x 1.5 t SWL @ 10 m

ERRV capabilities with Dacon scoop, 7m FRC, 10m Daughter Craft with AHC Davit

Vessel was signed for by Jeff Weber the CEO of MMA and was handed over by K L Ang the Commercial Director of ASL. This is the vessel OSV to enter Australia with UKOOA style ERRV capabilities and her high level of specification and safety has been driven by BHP Australia.

RESOLVE MARITIME ACADEMY, LLC'S GROWTH CONTINUES AS IT BECOMES FIRST MAJOR TRAINING CENTER IN NORTH AMERICA TO JOIN TRANSAS GLOBAL ECDIS TRAINING NETWORK

Resolve Maritime Academy has joined the Transas Global ECDIS Training Network, known as Get-Net. Joining Transas as a training partner in the Get-Net training network is a significant step in the Academy's progression and growth.

The Academy recently expanded its Fort Lauderdale, Florida training facilities, adding a second ECDIS classroom with Transas simulation software and Transas ECDIS to meet the high demand for Generic and Type-Specific ECDIS training. The training partnership with Transas allows Resolve Maritime Academy to comply with all Flag State, Port State Control and Classification Society requirements and to better serve its global client base, in time for the new ECDIS training requirement deadlines.

ECDIS systems come in varying degrees of complexity and it is vital that mariners understand the proper use and particular functions of their own onboard systems. ECDIS training is now mandatory for all officers serving aboard ships fitted with ECDIS. Resolve Maritime Academy, LLC is a wholly owned subsidiary of RESOLVE Marine Group, Inc. Located on SE 17th Street in Fort Lauderdale, Florida, the Academy offers simulation-based training for the maritime industry utilizing state-of-the-art Transas Simulation software in six bridge simulators, including one full mission bridge with a connected bridge wing, four mini bridges and two ECDIS classrooms. For more information visit www.resolveacademy.com.



Spliethoff's **SPUIGRACHT** departing Gross Cacouna on 29 January 2013 after loading 5,000 mt of newsprint.

Photo : John Attersley ©

Pertamina Denies Ownership of Fuel-Smuggling Ship

TState-owned oil and gas company **PT Pertamina** has clarified that **MT Serena**, the ship that was captured on Tuesday for allegedly smuggling subsidized-diesel fuel to a Singapore-flag vessel, was not the property of the company. Vice president for Corporate Communications, Mundakir Ali, said the ship was leased from PT SKR. "**Serena** is a ship chartered regularly to transport fuel from Tanjung Uban Terminal or Sambu to a fuel depot in Pontianak," Ali said in a written statement on Jan. 29. Earlier, Djoko Siswanto, the director of fuel at the downstream oil and gas

regulator BPH Migas, said that the fuel-smuggling ship belonged to Pertamina. Djoko also said there was an individual in Pertamina who was responsible for the alleged crime. Ali said that the diesel fuel that was carried by **MT Serena** was stolen from Pertamina. He, however, clarified that the diesel fuel could not be categorized as subsidized fuel. "The diesel fuel was not subsidized fuel because its status was still Pertamina's property. This action, therefore, is harmful to the company," Ali explained.

Ali said **Pertamina** would coordinate with BPH Migas, customs, Batam Water Police, and other relevant authorities to resolve the case. In addition to taking action against the smugglers, the company providing the boat would also be penalized, Ali said.

"Pertamina will take firm action against the boat provider by blacklisting it and not allowing it to participate in Pertamina's charter boat tender," said Ali. On Jan. 29, **MT Serena**, carrying 3,684 kiloliters, or about 3,600 tons of diesel, left from Sambu Island to Pontianak. Customs captured the boat off Batam's coast. Djoko Siswanto said that when arrested, 30 tons of diesel fuel had been transferred to Singapore-flag **MT Cahaya**. Djoko said the smugglers planned to smuggle 600 tons. **source : TEMPO Interactive**

CASUALTY REPORTING



' **ASIAN LILY** ' aground in Papua New Guinea – **photo : Richard Sneddon ©**

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NAVY NEWS

Iranian Navy Foils Pirate Attack on Oil Tanker Off Oman



Iranian warships thwarted an attempted pirate attack on an Iranian oil tanker in international waters on Sunday.

The Iranian Navy stated that the ship was attacked by two pirate boats just 20 miles off Masirah Island off the coast of Oman. Once alerted, the fleet of warships hurried to the scene and forced the pirates to flee by performing successful defensive operations and using heavy firepower, reported Fars News Agency.

The Iranian Navy has been conducting anti-piracy patrols in the Gulf of Aden since November 2008, when Somali hijackers raided the Iranian-chartered cargo ship, **MV Delight**, off the coast of Yemen.

Different countries are permitted to send their warships to the Gulf of Aden and coastal waters off Somalia to defend merchant vessels against pirates. The Gulf of Aden - which links the Indian Ocean with the Suez Canal and the Mediterranean Sea - is an important energy passageway, particularly because Persian Gulf oil is shipped to the West through the Suez Canal. **Source : the maritime executive**

SHIPYARD NEWS

 <p>DAMEN</p>	<p>Senior Field Service Engineer</p> <p>TOS komt voor Damen Services graag in contact met ervaren Field Service Engineers.</p> <ul style="list-style-type: none">• Ben jij die troubleshooter met de juiste mentaliteit?• Beschik je over een MBO/HBO opleiding in de scheeps- of werktuigbouw?• Wil je graag internationaal aan de slag? <p>Klik dan hier voor de volledige functieomschrijving.</p> <p>Heb je interesse of ken je iemand? Bel of mail Division Select: (+31)10 – 243 67 04 of select@tos.nl</p>	 <p>www.tos.nl</p>
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ST Engineering Wins Newbuild Contract for Eight Naval Vessels for the Republic of Singapore Navy

Singapore Technologies Engineering Ltd (ST Engineering) announced that the Group has been awarded a contract by the Ministry of Defence (MINDEF) for the design and build of eight new vessels. This new development attests to the Group's core strength of providing integrated capabilities and solutions to support its customers.

The Group's marine arm, Singapore Technologies Marine Ltd (ST Marine) will build the eight vessels at its Singapore Benoi Yard. Singapore Technologies Electronics Limited (ST Electronics), the Group's electronics arm, will supply the core combat systems and combat system integration solutions. ST Marine will carry out the platform system integration as the lead system integrator.

Design of the vessels will commence immediately and the delivery of these vessels is expected to be from 2016 onwards. These new vessels will replace the Republic of Singapore Navy's existing Fearless-class Patrol Vessels, indigenously designed and built by ST Marine in the 1990s.

"We are honoured to be awarded this contract by MINDEF, which reflects the excellent partnership between MINDEF and ST Engineering. It also demonstrates our continuing efforts and commitment to develop indigenous capability to better support MINDEF in the area of design, construction, operations and support." ~ NG Sing Chan, President, ST Marine

As we are under contractual obligation to observe confidentiality in respect of the contract, we are unable to disclose any further details. This contract is not expected to have any material impact on the consolidated net tangible assets per share and earnings per share of ST Engineering for the current financial year.

ST Engineering (Singapore Technologies Engineering Ltd) is an integrated engineering group providing solutions and services in the aerospace, electronics, land systems and marine sectors. Headquartered in Singapore, the Group reported revenues of \$5.99b in FY2011 and ranks among the largest companies listed on the Singapore Exchange. It is a component stock of the FTSE Straits Times Index, FTSE ASEAN 40 Index, MSCI Singapore and other indices. ST Engineering has more than 22,000 employees worldwide, and over 100 subsidiaries and associated companies in 23 countries and 41 cities. Please visit www.stengg.com



The DMS **DUNNOCK** seen "dry" at the **ASL** yard in Singapore – Photo : Piet Sinke ©

ROUTE, PORTS & SERVICES

Evergreen to Launch GTM Feeder Service

Evergreen Line to launch a new container ship feeder service linking Greece, Turkey & Malta (GTM). In addition to meeting regional transportation requirements, the GTM service will connect to Evergreen Line's global service network via the port of Piraeus in Greece. The 600 TEU container ship Kirsten will service the intra-Mediterranean service. The first sailing is planned from Piraeus on the 28th of January 2013. The port rotation for the 10-day voyage is: Piraeus - Thessaloniki-Gebze -Marsaxlokk -Piraeus GTM service will also further enhance transshipment connection to Thessaloniki. In addition, the feeder loop adds a direct call to Gebze and offers a convenient transportation link for the neighboring Izmit industrial area. **Source: Evergreen Line**

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DOCKWISE "BLUE MARLIN" (76,292 SDWT) arriving from SOUTH KOREA inbound passing ARANSAS PASS, CORPUS CHRISTI WITH THE SHELL MARS B OLYMPUS HULL (32,541 M/TONS) – photo : **BOB REDDING, REDDING COMMUNICATIONS. ©**

Next generation vessel the Seven Viking to set new standards in the North Sea

The cutting edge Seven Viking vessel, designed for operations in the harshest environments is being unveiled and named at a ceremony in Stavanger, Norway, by Subsea 7, Eidesvik Offshore and Ulstein 30 January 2013.



The next generation Inspection, Maintenance and Repair (IMR) vessel, the **Seven Viking**, is co-owned by Subsea 7 and Eidesvik and has been constructed in partnership with Ulstein.

The ICE-C class vessel with a crew capacity of 90 and a top speed of 17 knots, will work for Statoil on a five year contract. It has been custom-built according to the operator's specifications to carry out tasks including inspection, maintenance and repair of subsea installations in addition to scale treatment and RFO work scopes (Ready For Operations).

The vessel Godmother is to be Christine Sagen Helgø, the Mayor of Stavanger.

Subsea 7 Vice President for Norway Stuart Fitzgerald said: "The collective effort, and strong cooperation, between Ulstein, Eidesvik and Subsea 7, has resulted in the Seven Viking. The Seven Viking represents another class leading asset in the Subsea 7 fleet and captures Subsea 7's unparalleled experience with IMR operations in harsh environments. The design and build of this state of the art vessel would not have been possible without the expertise and dedication of many people within both Subsea 7 and our project partners, and we take pride in their achievement. We look forward to many years of safe and efficient operations with Seven Viking for our Customer, Statoil."

Jan Fredrik Meling, CEO Eidesvik Offshore said, "We in Eidesvik are very satisfied with the close and constructive cooperation with Subsea 7. The relationship between our companies has developed over many years and has enabled us, together with Ulstein, to launch this outstanding vessel."

Gunvor Ulstein, Ulstein Group CEO said, "Ulstein is proud to deliver a vessel of unmatched technical and operational capacity in its sector, and I am confident that the **Seven Viking** will meet Statoil's expectations."

The Seven Viking incorporates the X-BOW® hull line design to reduce motion in transit and gives increased stability in the potentially high waves that characterise the North Sea. Despite this enviable stability usually associated with size, this version of the Ulstein SX148 design has been crafted to be compact in stature – measuring only 106.5 metres long and 24.5 metres wide. The dimensions will allow the Seven Viking to manoeuvre with ease in confined spaces, such as between platforms, accessing difficult to reach areas.

Thanks to a clever configuration whereby hull space is maximised and equipment is integrated within a large hangar area, the Seven Viking and its crew have the ability to carry all necessary maintenance equipment on board, ensuring that operational downtime is kept to a minimum.

Safety, efficiency and environmental considerations have been the prime focus for the three partners when developing the **Seven Viking**, which carries the Clean Design notation.

A customised module handling system (MHS) has been integrated in the ship's hangar for the safe launch and retrieval of subsea modules weighing up to 70 tons through the moon pool.

To facilitate cooperation and communication, all operational personnel are gathered in one area adjacent to the hangar, with panoramic windows in the control room giving a full overview of this key activity area. The **Seven Viking** has been developed to meet the highest working environment standards, and is classified as a comfort class COMF-V (3) vessel. Minimal noise levels in the hangar have been achieved by opting for electric winches for the ROVs, the MHS and other utility equipment.

Notable environmental initiatives include diesel electric propulsion, which reduces atmospheric emissions, and the electrical winches which nullify the risk of emissions of hydraulic oil. The **Seven Viking** is co-owned by **Subsea 7** and **Eidesvik** in a joint company – **Eidesvik Seven AS**.

For more information visit www.ulstein.com



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Inbound for the Finnart terminal on the Clyde in Scotland this week was the **STEN BERGEN**. Like most modern ships she has a covered for'deck and also a nicely polished ships bell on display.

Photo : Tommy Bryceland, SCOTLAND ©

Jayalalithaa inaugurates Kattupalli port in Tamil Nadu

Tamil Nadu Chief Minister J. Jayalalithaa Wednesday inaugurated the Rs.3,375 crore Kattupalli Port and shipyard and a Rs.100 crore cement plant in Karur district.

Larsen and Toubro, Tamil Nadu Investment Development Corporation Ltd (TIDCO) and Tamil Nadu Newsprint and Papers Ltd (TNPL) have built the shipyard and the minor port.

A statement issued here by the state government said Jayalalithaa inaugurated the shipyard and the cement plant through video conferencing. Spread over 810 acres, the shipyard is the largest in the country, the statement added.

Paper-maker TNPL has set up the 600 tonne cement plant near its paper mill in order to use its waste lime and the fly ash generated at its power plant. The company is the first paper manufacturer to set up a cement plant.

The cement plant will provide employment to around 300 people. Jayalalithaa also handed over the appointment order to consultancy company Development Consultants Private Ltd to act as consultants for Tamilnadu Cements Corporation Ltd's expansion plans. The company plans to increase its annual capacity from 500,000 to 1.5 million tonnes. **Source : Newstrack India**



The **SCARLET IBIS** moored in Rotterdam – Photo : Dirk van Uiter ©

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The **THALASSA** arriving in Scheveningen – photo : [Michael Taal](#) ©

MARITIME ARTIST CORNER



The Union Castle vessel **Durban Castle** pictured departing London Royal Docks in the early 1960's at Gallions Reach. Behind can be seen the four masted sailing vessel Peking dry-docking and the Shaw Savill cargo vessel Delphic waiting to enter the lock. The Peking now lies at South Street Seaport, New York awaiting an uncertain future. By [Robert G. Lloyd](#), Marine Artist England 2013. www.robertlloyd.co.uk.

.... PHOTO OF THE DAY



The **TOMBARA** outbound from Malta – Photo : Mario Schembri ©

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