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**The FAIRMOUNT SHERPA anchored at the Singapore Eastern anchorage**  
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## EVENTS, INCIDENTS & OPERATIONS

# OCEANWIDE SAFETY AT SEA



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After 40 years of service at sea chief cook **Henk Hoekstra** had his last working day on the **Ndurance** new building project of **Boskalis**. Many thanks from all of us on the Boskalis fleet! Enjoy your pension ,Henk, with your family and loved ones. **Capt. Gerben Swan – Master Ndurance**.

## Evergreen hits out at rivals for laying on too much new tonnage

Veteran container player Dr Chang Yung-fa has come out and blasted his rivals for laying on too much extra new capacity during the ongoing fragile period for the sector. The founder and chairman of Evergreen has long warned on the perils of overordering super large tonnage ships, he held back from ordering from 2003 to 2010. In 2010, Evergreen embarked on a fleet renewal programme, ordering thirty 8,000 teu ships as well as chartering in five 8,800



teu vessels and ten 13,800 teu ones. In total, 24 of the 45 new ships have been delivered during 2012 and 2013. The fleet will receive another 18 newbuildings in 2014 and the remaining three ships in 2015.

As this is a fleet renewal program, Evergreen is keen to stress, the delivery of the new vessels will be balanced by a gradual return of 54 chartered vessels to their owners as the term of the charters expire.



Evergreen's **THALASSA HELLAS** passing the Suez canal – **Photo : Piero ©**

According to statistics compiled by industry analyst Alphaliner, the compound annual growth rate of the global containership fleet over the past five years is 7.07%. The ratio of Evergreen Line's capacity growth over the same period is 5.56%; lower than the market average.

Even when taking account of the ongoing delivery of newbuildings, it should be emphasized that Evergreen's fleet capacity at the end of 2013 will account for just 4.8% of the global total and 5% only at the end of 2015. Both levels are still below Evergreen's share of capacity in December 2008, when it stood at 5.2%.

"It is evident from these figures that Evergreen's fleet renewal program will have no significant negative impact on the global supply/demand balance," Evergreen said in a release to the media. **Source : Sinoship News**



The **MEGA CARAVAN 2** anchored off Singapore – **Photo : Piet Sinke** – **CLICK on the photo** for the Hi-res version

## Zhao Huxiang resigns from Sinotrans Shipping



The merry go-round of senior shipping personnel in China continues. Hong Kong-listed **Sinotrans Shipping** announced that **Zhao Huxiang** has resigned as chairman of the company due to other work allocations from the parent company.

Li Zhen, assistant to general manager of **Sinotrans & CSC Holdings**, will be taking over Zhao's position in Sinotrans Shipping, while Zhao Huxiang is still the chairman of Sinotrans & CSC Holdings. This year has seen huge executive changes at China's main state-owned shipping Enterprises **Source : Sinoship News**

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The **KNRM** Hoek van Holland "all weather" lifeboat **JEANINE PARQUI** during a medivac recently

Photo : H.Cortel ©

## Maritime Security - Pirates Still Holding African High Seas Ransom

In Cape Town this week, experts from the sector of African maritime security are meeting to discuss what can be done to keep Africa's coasts piracy-free. Why should you care? Because apart from the fact that pirates are currently holding 589 people hostage at sea, the costs of ensuring additional security for ships travelling to South Africa bearing vital imports is ultimately going to be passed on to South African consumers. And it's a bill that amounts to up to R100 billion annually.

In the exhibitions hall of Cape Town's International Convention Centre on Monday, you could find stalls marketing the kind of products you don't see every day at your local mall. Radar was big, for instance. A German company called Cassidian was hawking a Naval 3D Multi-Mode Surveillance and Target Acquisition Radar, featuring "high tracking accuracy to permit deployment of different types of missiles against aircraft and anti-ship missiles". Boeing was there, pitching among other products a Strategic Missile & Defence System ominously called the "Avenger".

TSU Protection Services had a stall promising security services from “agents who are trained to American Secret Service standard”. You could look into picking yourself up an Autonomous Surface Vehicle, which Wikipedia will tell you is a vehicle which can operate on the surface of water without a crew: useful, obviously, in military operations. Observ Technologies was on hand to tell you about their range of cameras which have night vision ranges of up to 25km, and which can see through glass.

As marine piracy diversifies and evolves, so too must the technologies and strategies used to fight it. This is precisely the topic on the table at the Maritime & Coastal Security Africa conference, which brings together military and industry representatives from 29 countries to discuss the issue of how to keep Africa's waters safe from piracy and other threats.

This year has seen mixed successes for African maritime security, conference director Tracey-Lee Zurcher reported. On the one hand Somali pirate attacks around the Gulf of Aden have experienced a “significant decline”. But on the other hand, 2013 has also seen the “highest ever recorded amount of pirate activity on the West African coastline”. In other words, the nature of the threat is changing.

This was a point made repeatedly by conference speakers on Monday morning. The International Maritime Organisation's Peter Holihead said that there is evidence to suggest, for instance, that piracy is increasingly linked to drug trafficking and people trafficking. The pirates' switch in focus from the Gulf of Aden off Somalia to the Gulf of Guinea, off the west coast, is likely attributable to the recent expansion of the oil and gas industry in that region.

But it's also no doubt to do with the increased security near Somalia after a number of high-profile piracy cases over the past few years, which drew the outrage of the international community. Earlier this month, a Virginia judge ordered a Somali pirate to serve 19 consecutive life sentences for his participation in the hijacking of an American yacht in 2011, which resulted in four Americans being shot and killed.

Rear Admiral Ben Bekkering, of the Netherlands' Ministry of Defence, told the conference that he had been instrumental in the operations to clear up piracy off the coast of Somalia. The success in this regard is evidenced by the fact that the last successful pirate attack on a merchant ship in the Horn of Africa was in 2012, although there have been 11 reported piracy incidents of different types there between January and October this year.

Bekkering said that one of the measures which had met with success was the introduction of medical visits to Somali coastal villages “to reassure locals that we are not there simply to sink the ships of fishermen”: in other words, a kind of ‘winning hearts and minds’ initiative. Bekkering said that village elders had been called into consultation to discuss how maritime security could work most effectively in the area. He also explained that they were now able to identify pirate houses on shore with the aid of aerial maps, and then move in to intervene.

Coordinator of Maritime Strategy for the African Union, Samuel Kame-Domguia, warned that the issue of threats to maritime security had to be considered against the background of four forces driving them: climate change; demographics; globalization; and natural resources. Kame-Domguia said, for instance, that one theory was that fishermen in Somalia had discovered toxic waste dumped on their coast and turned to piracy, though he stressed that this remained in the realm of the hypothetical.

Nigerian Navy Rear Admiral Emmanuel Ogbor opined that while what drove piracy in the Gulf of Aden was the collapse of the Somali central government, in the Gulf of Guinea the major driver was the regional black market for oil. The area is fast becoming a hub for illegal oil buyers and arm traders. In West Africa, there's currently an inability to respond to attacks adequately for a number of reasons. Ogbor listed minimal coastguard services, a lack of training in boarding operations, inadequate law enforcement systems and the fact that pirates receive tip-offs in advance on incoming cargo from their connections in ports and on land.

Maritime security consultant James Bridger recently suggested to Voice of America that a further problem off the coast of West Africa was the laws inhibiting the carrying of weapons. “Armed guards are not allowed inside of the territorial waters of Nigeria in particular, or really any state in West Africa,” Bridger said. “You can have armed guards outside of the 12 miles, [the] 12 nautical mile territorial limit, but as soon as they go inside, their weapons have to be under lock and key.” Bridger added that one of the only remaining options for shipping companies was to hire Nigerian security personnel.

The use of private security services, which don't have the same legal restrictions placed on them as national navies or defence forces, is one of the major factors driving up the cost of shipping. South Africa's Rear Admiral Hanno Teuteberg said on Monday that the fact that private security companies were now carrying out the defence role of the state was not the way it should be. “Maritime insecurity recognizes no national barriers,” he said. Teuteberg was one of many speakers to stress that regional cooperation was key to tackling piracy. South Africa is doing its bit to step up and play a role. On Monday it was announced that the South African Navy will be carrying out a new counter-piracy



mission on the East African coast in late December. The three-month trip, led by the frigate SAS Spioenkop, will be executed with the aim of "neutralizing pirates in the region".

After all, it's not an issue that South Africa can afford to turn a blind eye to, merely due to the relative calm of its own shores. The vast majority of African trade travels by sea. South Africa has been a net importer of processed agricultural products since 2005. And as Holihead pointed out on Monday, the importance of the maritime sector to the South African economy is witnessed in the figure that almost 25% of total imports are fuel. When it comes to piracy, then, an injury to one really is an injury to all. **Source : [dailymaverick.co.za](http://dailymaverick.co.za)**



The **HYUNDAI TOGETHER** inbound at the Brani container terminal in Singapore

**Photo : Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©**

## **Iran taps tanker shipping network to tackle unsold oil glut**

**By Jonathan Saul**

Iran is quietly mobilising more ships to store and transport oil, aiming to keep its fields working and mitigate losses of several billion dollars a month from sanctions which remain in place for at least another six months, trade sources familiar with the matter say.

While a deal to curb Tehran's nuclear programme was reached on Sunday with six world powers in exchange for limited sanctions relief in other areas, oil market officials say Iran will not be able to ramp up exports quickly.

"Even if they relax these regulations, it is not going to result in a massive increase in Iran's oil exports. It is a short-term alleviation and it is no more than that," said Mehdi Varzi, a former official at the state-run National Iranian Oil Co.

In the meantime, Iran is deploying more vessels to help store oil at sea and to enable it to conclude discreet sales by transferring cargoes to customers' ships in mid-ocean without having to enter port, the sources say.

With its tanker fleet boosted by newly built vessels from Chinese yards, Iran is shipping crude to countries including China, India and Syria.

"Iran will try and export its crude to any country that will accept it and if that involves methods to conceal how it is done, they will do it," said Varzi, who now runs an energy consultancy in Britain. "Any country would do the same if they faced Iran's horrendous economic situation."

The deal struck in Geneva leaves U.S. and European oil sanctions in place for six months, although an easing of a ban on European ship insurance may ease the transport of current oil exports to Iran's big Asian customers.

"They desperately need as many tankers as they can get hold of as they are producing more oil than they can shift which is a big problem for them," one European based trade source said. "Iran is also trying to use vessels not previously associated with them to take the heat of their main domestic fleet."

Foreign shipping companies, fearing a loss of business in Western nations because of sanctions, have backed off from deals with Iran.

This has put the onus on Iran's main tanker operator, NITC, but sanctions have restricted its access to insurance and the certification that allows its ships to call at major ports.

Among vessels now being used by Iran are some previously controlled by Irano Hind, an Indian-Iranian joint venture recently wound up due to sanctions, trade sources said. The former company's fleet included at least three oil tankers.

Trade sources said one of those vessels, the Ramtin, which shipping databases showed was now Iranian-flagged, had made at least one ship-to-ship transfer off the coast of Singapore and Malaysia last month.

Ship-tracking data showed the vessel had called at Iran's Larak Island oil terminal in September. Ramtin's India-based manager, Marian Ship Management, could not be reached for comment.

Ship-tracking information shows that Iran has aimed to provide assistance to its main regional ally, Syrian President Bashar al-Assad, as civil war grinds on.

Another former Irano Hind vessel, the Iranian-flagged Tour 2, delivered crude oil to Syria last month, port loading and ship tracking data showed. The vessel's Iran-based owner, Auris Marine, could not be reached for comment.

A further three tankers controlled by NITC also made deliveries to Syria last month, data showed.

A senior NITC official told Reuters: "we are doing the same as we have done in the past three years - transporting oil."

Separately, the Falcon Pride oil tanker has made regular runs between Iran's Assaluyeh anchorage to the port of Jebel Ali in the United Arab Emirates, carrying Iranian light oil, known as condensate, ship tracking and trade sources said. The vessel's owner, ESL Ltd, could not be reached for comment.

U.S. and EU measures have already reduced Iran's oil exports by more than half from pre-sanction levels of about 2.2 million barrels per day, costing Iran billions of dollars in lost revenue a month. But Iranian officials say they are learning to get round sanctions, which they reject as unjustified.

Trade sources said the NITC tanker Honesty made a ship-to-ship (STS) transfer with a foreign-owned vessel in September in an STS area within Dubai's anchorage waters.

"STS transfers around the UAE are another method to offload oil. Whether the oil is immediately sold or held until a buyer can be found depends on the deal but it gets a cargo off their hands," a Middle East based trade source said.

A source at Dubai's Maritime City Authority said the port's priority was ensuring there were no accidents or pollution in its waters and it did not check the source of the oil.

The NITC official, who declined to be named, said the group were not doing many STS operations these days.

NITC has taken delivery this year of seven new tankers, increasing its supertanker fleet to 37 vessels with a carrying capacity of 64 million barrels. The vessels were part of a \$1.2 billion order agreed in 2009 with two Chinese shipyards for 12 new supertankers. Five were delivered last year.

NITC also has 14 small crude oil tankers with another 12.5 million barrels in capacity. Data from IHS Maritime showed 14 NITC tankers were being used to store oil mainly around Iranian anchorages at present.

"The number of vessels inactive or available for storage has remained steady in the last few weeks," said Richard Hurley, a senior analyst at IHS Maritime. "Regular voyages continue to be made (by other NITC tankers) to the three regular customers, China, India and Turkey, with occasional ones to South Korea and Syria."

U.S. brokerage Poten & Partners said 16 NITC supertankers, with a maximum of 32 million barrels, were storing Iranian oil. "Even if sanctions are lifted, it is important to note that crude oil production would take some time to return to pre-sanction levels since restarting flows takes time and additional investment," Poten said. **Source :** Reuters with Additional reporting by Daniel Fineren in Dubai, Keith Wallis in Singapore, Nidhi Verma in New Delhi and Julia Payne in London



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The **AGIOS DIMITRIOS** in Rio Grande – Photo : **Marcelo Vieira** ©

## Underwater PBCF installations in Antwerp and Ghent bring fuel savings



Last month **Hydrex** installed **Propeller Boss Cap Fins (PBCF)** on two tankers during their respective stops in Ghent and Antwerp. As a result of the underwater operation, the ships will not have to wait for their next drydock visit to start benefitting from the fuel savings the PBCF's will bring them.

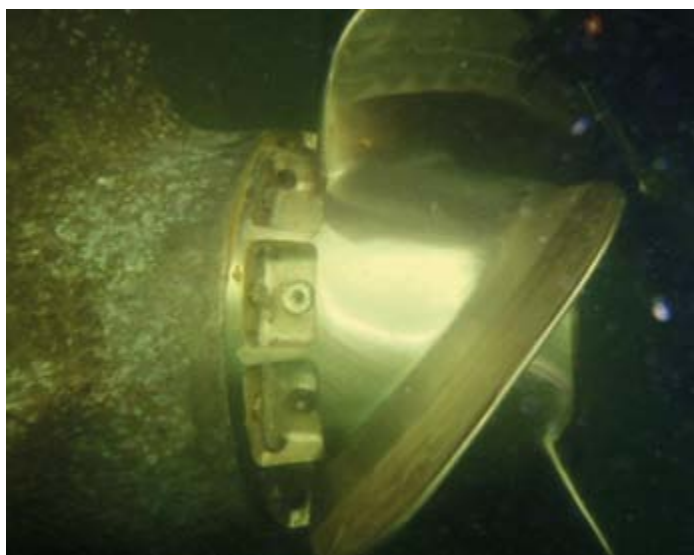


The **Propeller Boss Cap Fins (PBCF)** is a device for propeller efficiency improvement developed by Mitsui O. S. K. Lines, Ltd. The PBCF can recover energy loss of a propeller hub vortex in the propeller's backward flow. This decreases fuel consumption by 5% when operating at the same speed, or boosts speed by 2% with the same fuel consumption.

The 5% energy saving effect has been verified by world research institutes including International Towing Tank Conferences (ITTC) and by owners.

With the current emphasis on global environment problems, the demand for the PBCF has been continually growing and this as an energy saving device and an environment-friendly product because it realizes a 5% reduction in CO<sub>2</sub>, NO<sub>x</sub> and SO<sub>x</sub> gases emission from vessels.





the diver/technicians cleaned the area where the spinner cone (PBCF) was to be installed. They then lowered the cone into the water and positioned it on the propeller. When this was done, grease was inserted in the space underneath the propeller cone for lubrication and the bolts were put on torque and secured with wire, finishing the replacement of the PBCF. The Hydrex team worked around the clock to finish the operation as quickly as possible.

The exact same procedure was used during the operation in Antwerp on a 130-meter tanker. The alignment of both **Propeller Boss Cap Fins** was monitored on an underwater video camera and supervised by the manufacturer's specialist on the workboat. Last year Hydrex had already replaced two PBCF's on a 110-meter tanker in Singapore. This was the first underwater installation of a PBCF, according to the manufacturer. [www.hydrex.be](http://www.hydrex.be)

On-site installation prevents a long wait for fuel saving benefits

The first operation was performed on a 183-meter tanker berthed in Ghent. After the team arrived at the vessel's location with one of the Hydrex workboats, they started the operation with a full inspection of the propeller. Next



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The **BBC XINGANG** inbound for Melbourne – Photo : Dale E.Crisp ©

## **BOURBON and CGG, partners in innovation announces the first series of seismic support vessels has already achieved success**

Equipped with hybrid propulsion, the **Bourbon Petrel** and the **Bourbon Fulmar** are now operating in the Black Sea and Northern Europe. In 2011, BOURBON entered a 5-year charter agreement with CGG for a series of 6 new seismic support vessels, an industry first. Two years later, the Bourbon Petrel and the **Bourbon Fulmar** are already in service, and a third vessel, the Bourbon Gannet, will also be operational in the near future. The Grandweld Shipyard in Dubai is building the vessels and delivery of the remaining sister ships is scheduled for 2014.

Customized solutions to meet CGG's specific operational requirements

These custom-built vessels were designed to provide fuel, equipment and crew supply to the CGG seismic vessels, in addition to ensuring operational safety. With environmental protection and cost optimization being of paramount importance, the series was fitted with a hybrid propulsion system, in order to provide optimized fuel consumption: diesel-electric is preferred for escort operations while mechanical propulsion is used in transit and during operations, so as to have maximum power available.

The **Bourbon Petrel** has been supporting the **CGG Symphony** seismic vessel in the Black Sea since July 2013. The seismic support vessel has carried out many refueling operations, including inline bunkering, in addition to towing exercises and operations and crew rotation operations. The **Bourbon Fulmar** is currently assisting the **Viking Vanquish**, a seismic vessel operating in Northern Europe.

“The success of these first seismic support vessels attests to BOURBON's capacity to assist clients on demanding projects by providing them with quality services in constantly evolving environments and markets. The partnership with CGG is entirely consistent with BOURBON's development strategy, based on a modern, standardized, high-performance fleet and perfectly trained crews, in accordance with our operational excellence goal”, explains Rodolphe Bouchet, Vice President Business Management – Marine Services, BOURBON.

“Along with our efforts to streamline our fleet of seismic vessels and reduce the number of shipmanagers, CGG has launched a dedicated program for its chartered fleet of support vessels. The series of six specially designed vessels under a long-term charter agreement with BOURBON is the first of its kind for our industry. Given the successful operations already carried out by the Bourbon Petrel and the Bourbon Fulmar, we feel confident about having made the right choice of partner and customized support vessel design for our seismic operations. We selected BOURBON for their experience in vessel series management, and for their capacity to optimize their availability, and deliver their high operating standards”, explains Yves Rastoin, Maritime Director, CGG. Source: BOURBON

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## Osiris Projects launches new coastal survey vessel MV Proteus

Designed to provide an excellent working platform for coastal survey operations, **MV Proteus** can work up to 60 miles from a safe haven under MCA Category 2 and has a maximum speed of 24 knots. The vessel benefits from a shallow draft of just 1.0m making her ideal for inshore operations, while the hull design ensures exceptional manoeuvrability at both low and high speeds and incorporates a low drag profile providing excellent fuel economy.



The vessel is equipped with high grade positioning systems including an Inertial Navigation System (INS) and acoustic Ultra Short Baseline (USBL) acoustic positioning system for towfish tracking. The large back deck features a moon pool fitted with a hydraulic retractable hydrodynamic gondola designed to house a high grade multibeam echo sounder systems. Proteus is permanently mobilised with an

AGO-CSW7 electric sonar winch which when combined with the hydraulic A-Frame, allows for the safe launch and recovery of geophysical equipment including side scan sonar, sub bottom profilers and marine magnetometers. A separate hydraulic lifting winch enables oceanographic and benthic survey equipment to be launched and recovered from the vessel including small inspection class ROV/drop down camera, various grab sampling equipment and benthic trawls. Additional custom designed over side mounts and davits allows for the vessel to be configured for a range of client requirements. This capability optimises consistency between datasets acquired by **Proteus** and Osiris Projects' 24hr vessels; 27.5m DP1 flagship '**MV Bibby Tethra**' and 26.5m '**MV Chartwell**'.

**Proteus** is the 4th custom build project undertaken by Osiris Projects, following the launch of 12.0m '**MV Freja**' in 2002, 15.3m catamaran '**MV Lia**' in 2004, and the aforementioned '**MV Bibby Tethra**' in 2011. The success of **Bibby Tethra**, particularly in challenging sea conditions, has led the company to pursue the build of a sister ship to be built to the same fundamental design with a number of minimal alterations scheduled for launch in January 2015. Both Lia and Freja have also proven highly effective in coastal environments, and have completed over 200 marine survey contracts for marine renewables and oil and gas client alone. **Source: Osiris Projects**



26-11-2013 : The **MARIANA III** entering **Palumbo Malta shipyards** Photo : **Mario Schembri** ©

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The **ZHEN HUA 25** entering Rotterdam Maasvlakte II loaded with the new Container cranes for the Rotterdam World Gateway

Photo: Hans van der Linden - [www.aerolin.nl](http://www.aerolin.nl) - @ Aerolin Photo BV ©

## Anadarko oil drill battle to high court

**Greenpeace** has filed a court bid asking for a review of the Government's decision to allow Texan oil firm Anadarko to drill in New Zealand waters. It filed papers at the High Court of New Zealand in Wellington this morning seeking an urgent judicial review due to the "national importance". Greenpeace is claiming the Government's Environmental Protection Agency (EPA) made an "error in law" by allowing Anadarko to go-ahead without looking at several key documents, including reports on oil spill modelling and emergency plans to deal with an oil spill.



"The Government's process appears to have a hole in it so big that an untested 230 metre-long drilling ship has been driven through it," Greenpeace's chief policy advisor Nathan Argent said



[www.oilfreeseasflotilla.org.nz](http://www.oilfreeseasflotilla.org.nz)

"We haven't seen these [oil spill modelling and emergency plan] documents, so we don't know what's in them. Apparently Government ministers haven't seen these documents, so they don't know what's in them. And even the EPA, who gave the go-ahead to Anadarko, haven't seen these documents, so they don't know what's in them."

**Greenpeace** said, if successful, the court challenge could halt drilling.

Anadarko to cease drilling until the court battle is resolved.

He said the process to grant permission was "an utter shambles."

"It's hard to imagine that the EPA fulfilled its obligation to determine that Anadarko's application was complete, given it only saw summaries of Anadarko's oil spill modelling and emergency response plan," he said.

"Under the National Government's weak transitional provisions, the EPA only has to consider the completeness of the environmental effects assessment, not consider the actual environmental impact. That they couldn't even manage to do this is beyond belief.

Earlier today it was confirmed that Anadarko had begun drilling off the coast of Raglan, with company spokesman Alan Seay saying the drilling ship Noble Bob Douglas started "spudding the well" at about 2.30am.

"It basically means that the drillship has started to drill the well."

Greenpeace protest vessels had prevented Anadarko from breaking ground below the West Coast of the North Island until today. Drilling had been expected to start last week.

Anadarko's licence began on November 15 and ends on February 14 and it is an offence for any vessel to get within 500 metres of the drillship.

The Greenpeace-led flotilla is heading home after failing to stop the drilling. The **Greenpeace** sailing vessel **Vega** sailed helplessly by as the Noble Bob Douglas deployed its drill in 1500 metres of water at 2.30am today.

On board the **Vega** were **Greenpeace** executive director Bunny McDiarmid and former Green Party co-leader Jeanette Fitzsimons. **See also :** <https://www.youtube.com/watch?v=wH63dstA9C4>

The move proved skippers of the Oil Free Seas Flotilla, which have been circling the drill site 110 nautical miles west of Raglan for a week, wrong. They had believed the Vega was hampering the drilling ship, by occupying its 500-metre safety zone, and were preventing deployment of the drill. Sailing vessel Friendship skipper Tim Foreman told the Waikato Times the Vega had found it hard to ascertain whether drilling had started.

"Very hard for us to tell but we think it is true," Foreman said this morning. "Bunny is trying to talk to the captain of the **Noble Bob Douglas** at the moment, with no luck it seems." **Source : Fairfax NZ News**



## Chinese language version of solid bulk cargoes guide to support safer ship operations

International Maritime Solid Bulk Cargoes (IMSBC) Code pocket checklist will be available at Marintec 2013 next week. Lloyd's Register, UK P&I Club, and Intercargo produced a pocket guide and checklist earlier this year for ships' officers and agents who arrange cargoes for loading. When bulk cargoes shift, liquefy, catch fire or explode due to poor loading procedures, the consequences can be critical – ships could capsize, lose stability or sustain severe structural damage. Now the pocket checklist, which follows the successful, robust formula designed to help all involved in ship operations, is available in Chinese.

The guide, titled Carrying solid bulk cargoes safely: Guidance for crews on the IMSBC Code, outlines the precautions that need to be taken before accepting solid bulk cargoes for shipment. It sets out procedures for safe loading and carriage and details the primary hazards associated with different types of cargoes. The guide includes a quick reference checklist and flowchart summarising the steps to be followed. It comes in a laminated flipover format for on-the-spot use.

The guide reflects the compliance requirements of the IMSBC Code, which became mandatory on 1 January 2011 under the SOLAS Convention. It addresses the Code's three cargo groups: Group A – cargoes which may liquefy; Group B – cargoes which possess a chemical hazards and Group C – all other types of cargo. Appendices cover IMO regulations and guidance relating to the transport of solid bulk cargoes and provide an overview of the IMSBC Code.

Sam James, Lloyd's Register's Global Head of Fire and Safety, said the guide would be extremely useful to crew members as an aide memoir. "This guide heightens awareness of seafarers, managers, charterers and shippers to the hazards associated with carrying solid bulk cargoes. Everyone involved has a responsibility to ensure cargo is accurately declared and the hazards mitigated. Now with our Chinese language version available we hope to reach an even wider audience of shipping and trading professionals. Clearly China as the biggest player in the bulk trades is a vital user group."

Intercargo Secretary General, Rob Lomas, said: "Intercargo is pleased to have contributed to this useful publication which highlights the key responsibilities of industry stakeholders and the importance of the IMSBC Code. The guide underlines the importance of proper cargo declarations and will be a useful tool for the wider maritime community, including shippers and charterers and those who do not regularly carry dry cargoes in bulk. Getting the checklist on board ships will help expand seafarers' knowledge, which will be of great value."

UK P&I Club Loss Prevention Director, Karl Lumbers, emphasises that the IMSBC Code has significantly increased the obligations on both suppliers and recipients of solid cargoes. "The main purpose of the Guide is to provide on-the-spot references to help in practical situations. It outlines the precautions to be taken before accepting cargoes for shipment and the procedures to be followed for safe loading and carriage, and details the primary hazards associated with different solid bulk cargoes. In giving all parties a better appreciation of the IMSBC Code, the Guide provides greater confidence in managing the risks of carrying solid bulk cargoes and achieving compliance with SOLAS."

Lloyd's Register and the UK P&I Club have produced a number of checklists to aid safety and regulation compliance. Subjects have included Port State Control detention, marine fire safety and the Maritime Labour Convention.

A PDF of the pocket guide can be downloaded at [www.lr.org/imsbc](http://www.lr.org/imsbc) and hard copies can be ordered from [www.webstore.lr.org](http://www.webstore.lr.org) or [www.ukpandi.com](http://www.ukpandi.com).



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## CASUALTY REPORTING



## 3 killed, 23 missing in two separate shipping accidents

Three people were killed and 23 others are missing when two ships capsized off the coast of east China's Shandong Province, officials said on Monday. Three bodies have been recovered so far, they said.

The bodies were recovered after a cargo ship, registered in east China's Zhejiang Province, sank off Yantai City around 9 pm on Sunday, Shandong Maritime Safety Administration said. Nine others onboard the ship are still missing. Twelve sailors were on board the ship, when it started leaning in strong gales, after losing power, officials said.

The 88-meter-long ship, loaded with stone, lost touch with maritime authorities six minutes after making an emergency call for help. In a separate accident, a cargo ship, sank off Weihai City, leaving 14 sailors missing. It was registered in north China's Tianjin Municipality. Rescuers are looking for the missing, state-run Xinhua news agency reported. Strong winds and waves were responsible for both the accidents, the report said. **Source : Indianexpress**

## River closure follows towboat sinking



The Coast Guard says the Captain of the Port closed the Mississippi River from mile marker 493 to mile maker 501 on the upper Mississippi River last Monday to allow for safe, effective cleanup and salvage operations after Marquette Transportation Co.'s 144 ft towboat sank after striking a submerged object near LeClaire, Iowa.

The Coast Guard, EPA and local emergency crews responded after watchstanders at Coast Guard Sector Upper Mississippi River received a report of the incident at approximately 4:30 p.m. At the time of the sinking, nine crew members were aboard and all were able to make it to safety. Approximately 100,000 gallons of petroleum products are reported to be on board the vessel.

"The Coast Guard and our partner agencies are rapidly assessing and responding to the evolving situation" said

Capt. Byron Black, commander, Sector Upper Mississippi River, "Our primary concern is to ensure the safety of people, the environment and the waterway. We have personnel on scene actively responding to the incident." The cause of the incident is under investigation. **Source : MarineLog**

## NAVY NEWS



24-11-2013 : The French **F 731 PRAIRIAL** arriving in the Otago harbour – **Photo : Ross Walker ©**

## Pakistan Navy ships in Shanghai on goodwill mission

Pakistan Navy ships — destroyer **PNS Khaibar** and oil tanker **PNS Nasr** — were accorded a warm welcome when they arrived on a four-day goodwill mission here on Monday.

Navigating through Wusong estuary and commanded by Commander Destroyer Squadron, Commodore Ali Abbas SI (M), (Mission Commander) with Captain Mohammad Faisal Abbasi and Captain Tarique Hussain, the commanding officers of PNS Khaibar and Nasr, respectively, the type-21 class Khaibar along with Nasr moored to the Shanghai port as Pakistani sailors on board and Chinese sailors on the jetty chanted slogans of “long live Pakistan-China friendship” to herald the ships’ arrival.

An impressive welcome ceremony was held at the harbour that was attended by a large number of senior officials and diplomats from both sides. Naval officers from Pakistan and PLA Navy, including defence and naval attaches and a consul from Pakistan’s Consulate General in Shanghai, were present on the occasion. The mission commander underlined the significance of the visit, saying such visits fostered goodwill, promoted mutual understanding and enhanced cooperation between the two countries.

Rear Admiral Syed Arifullah Hussaini, following a meeting with his Chinese counterpart Rear Admiral Li Yujie, Commander of the Shanghai Naval Garrison, wrote in the visitors’ book he hoped that mutual visits would be beneficial for the two nations and international peace and stability. The Pakistani ships had embarked on their voyage from Karachi for goodwill cruise on Oct 21, touching port cities in Sri Lanka and Thailand before approaching Shanghai.—

Source : Dawan – APP

## George Washington Carrier Strike Group Joins AnnualEx 13

Demonstrating the extraordinary flexibility of a carrier strike group, **USS George Washington (CVN 73)** kicked off its participation in **Annual Exercise (AnnualEx) 13**, Nov. 25, just days after completing a humanitarian assistance mission under Operation Damayan in the Philippines.



**AnnualEx 13** is designed to increase the defensive readiness and interoperability of Japan Maritime Self-Defense Force (JMSDF) and U.S. naval forces through training in air and sea operations.

The complex exercise, which takes place in waters surrounding Japan, involves units in comprehensive scenarios involving maritime training in the air, surface and subsurface battlespaces in support of the defense of Japan.

AnnualEx allows the United States and Japan to practice and evaluate the coordination, procedures and interoperability elements required to effectively and mutually respond to the defense of Japan or to a regional crisis or contingency situation in the Indo-Asia-Pacific region, while building bilateral confidence and working relationships.

AnnualEx 13 strengthens the close, long-standing relationship of U.S. forces and JMSDF. This exercise demonstrates the continuing commitment to deepen strong ties of mutual support and friendship. U.S. Navy participating units



include aircraft carrier **USS George Washington (CVN 73)**, Ticonderoga-class guided-missile cruisers **USS Antietam (CG 54)**, Arleigh Burke-class guided-missile destroyers **USS Curtis Wilbur (DDG 54)**, **USS Lassen (DDG 82)**, **USS McCampbell (DDG 85)**, **USS Mustin (DDG 89)** and maritime patrol and reconnaissance aircraft and a U.S. submarine.

## SHIPYARD NEWS

The advertisement for THB Verhoef bv features a blue sky and water background. At the top right is a QR code. The company logo, a stylized 'AV' in a blue square, is on the left. The company name 'THB Verhoef bv' is in large, bold, dark blue letters, with the tagline 'Key components for medium speed diesel and gas engines' below it. A row of partner logos (Märkisches Werk, Goetze, Quad, Miba, and Maridis GmbH) is displayed. The website 'thbverhoef.com' is prominently shown in the center. At the bottom, the address 'Zaaiemakerstraat 6, 2984 CC Ridderkerk (Rotterdam region)' and contact details (T: +31 180 412183, F: +31 180 418757, E: sales@thbverhoef.com) are listed.

## Plug and play trailing pipe for Russian pontoon

**Damen** has delivered a complete trailing pipe including submersed dredge pump to a Russian pontoon. The multifunctional pontoon "**Litsa**" has been turned into a performing dredger overnight as **Damen** delivered an entirely prefabricated system. The pontoon is winning sand and simultaneously loading barges which continue to appear alongside. A hyper efficient ongoing dredge action – required by the looming winter.



The Ø 650 mm trailing pipe mines sand at max -28 m depth, where gas pipes are to be cleared. The starboard trailing pipe is fitted out with a submersed dredge pump, directly driven by a 700 kW electric motor. The sand is pumped over deck to a discharge spreader located at portside. An uninterrupted carousel of barges

sails alongside to be filled continuously. The sand production is closely monitored using the density and flow meter on board, and using the low mixture overboard connection.

The entire **Damen** dredging system has been designed as a “plug and play”-one. This means that the installation of the various elements did not need dry-docking nor serious constructional work. The gantries, winches and swell compensator all were equipped with their proper foundation – they were welded on deck and installation was completed. The trailing pipe elbow slides in-board and does not need a slide flange construction. The discharge spreader has its own winch and foundation making it into a complete kit.

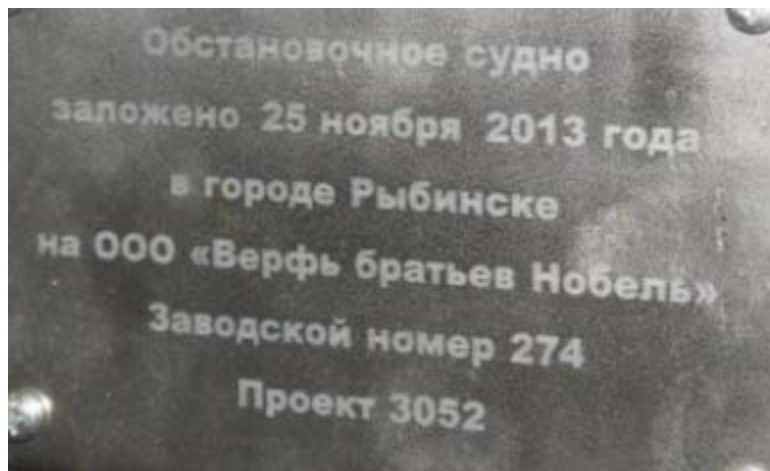
Furthermore, a number of easily transportable containers were supplied, filled with vital gear. One 30' container houses the diesel-electric set with frequency drive for the submersed dredge pump motor. A 20' container houses the diesel driven jetwater pump, which feeds pressurized jetwater to the drag head. Another 20' container was equipped with the diesel-hydraulic installation, which controlled the gantry cylinders, the winches, the swell compensator and the dredge valves. The swell compensator bottles were accommodated in this container as well.



At the bridge, a control panel was mounted with all controls of the diesels and hydraulics. Separate screens were fitted to show the trailing pipe position, the dredge pump performance and the dredgers and drag heads position, all using **Damen** software. All in all the project was a special “plug and play”-one – a necessity due to its operating location. The pontoon works in Northern Russia near the island of Nova Zembla, where the summers are very short and all dredging activity has to be completed before the ice gets in again. The mission has been successfully completed using the **Damen dredging equipment**.

## Nobel Bros Shipyard lays keel of second 3052series buoy tender

A keel laying ceremony was held yesterday, November 25 at the yard of Rybinsk, Russia based **JSC Moscow Shipbuilding and Ship Repair (Moscow Shipyard) - Nobel Brothers Shipyard** for second serial buoy tender of Project 3052 ordered by Federal Agency of Maritime and River Transport, the shipbuilder said in a news release.



The agency placed the 3052 series vessel order with Moscow Shipyard in line with its state contract for upgrading the fleet of tending vessels (construction of buoy tender to RRR's O-PR 2.0 (Ice 20) Class). The vessel design was developed at SCDB RECHFLOT.

This is the first newbuilding order to be executed at Nobel Bros Shipyard LLC now managed by JSC Moscow Shipyard. The shipbuilding firm has had successful experience in building bouy tenders in cooperation with other shipbuilders, such as Samusky Shipyard LLC, JSC SZiOR (Blagoveshchensk) and VLRVPiS (Zhigalovo). All of the state contracts were executed on schedule and on budget.

The 3052 series buoy tenders are very important and necessary type of vessels for the basin departments of inland waterways and navigation. The tenders are designed to ensure the safety of shipping on local waterways.



The eco-friendly vessels are easy to operate, maintain and repair and meet the requirements of the classification society. The multipurpose ship of 3052 project is intended for deployment, removal, transportation of navigation marks, including river and lake markers and buoys (4), for on-site maintenance and repair of nav aids; for monitoring the waterways channels condition; for towing of non-self propelled or stranded vessels; for cargo transportation and for offshore supply. Ship's main characteristics:

Buoy Tender (service and support)

Class: RRR\* O-PR 2.0 (Ice 20)

LOA - 35.8 m,

Beam - 6.0 m,

Max Draft - 1.4 m ,

Full Displacement - 144 cub m,

Main engines rated power - 2x225 hp,

Operational speed - 13 knots,

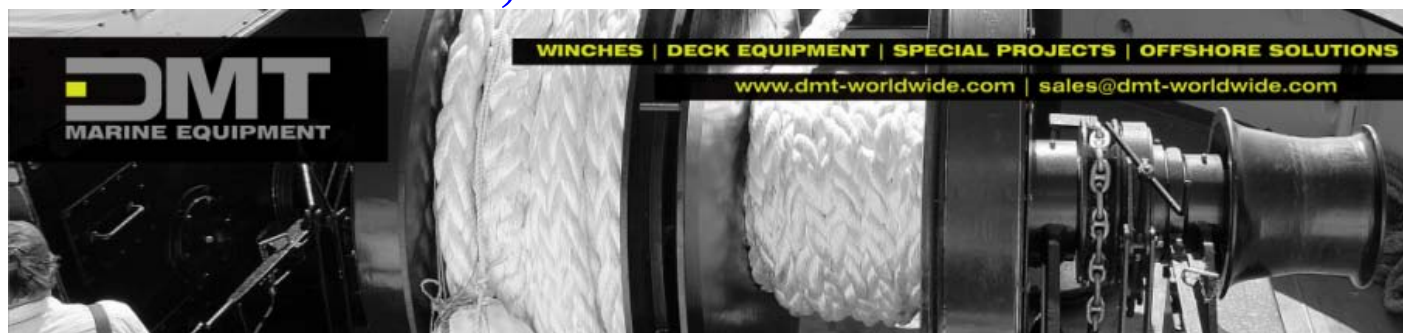
Endurance - 5 days.

Crew - 4-6.

Rybinsk, Russia based Nobel Brothers Shipyard LLC was founded in 1907. Today, this is the largest shipbuilding firm in the Upper Volga: the yard encompasses 214,000 sq.km, the company's workforce is 500 employees. The company specializes in the construction, maintenance, repair and refitting of sea-going and river multipurpose vessels, including dry bulk carriers, tankers, barges, container ships, timber carriers, construction of diving support and hydrographic vessels, harbour vessels, workboats, boom-laying boats; hulls of various types, modern comfortable yachts.

The shipyard is able to construct vessels of 6500 DWT, of length of 140 m, breadth of 17 m and launching weight of up to 2700 tonnes. **Source : PortNews**

## **ROUTE, PORTS & SERVICES**



The **BBC KIBO** entering the Eastern anchorage in Singapore – **Photo : Piet Sinke ©**

**CLICK on the Photo** to view the High resolution version

## **UASC ups Asian coverage**

**United Arab Shipping Company (UASC)** is introducing two new feeder services to expand its coverage of Asia.

The dedicated and direct services will run weekly, covering Japan, Central and South China, Thailand, and Vietnam effective end of November 2013.

UASC will continue to operate one vessel on IAC1 and will swap space with CSCL on IAC2 & IAC3.

IAC1 is a joint operation between China Shipping Container Lines (CSCL) and UASC , with a combined weekly capacity of 2,100 teu. The service will commence in Shanghai on November 25 with the following port rotation: Shanghai, Ningbo, Shekou, Laem Chabang, Ho Chi Minh, Nansha, Hong Kong, Shanghai.

IAC2 is operated by OOCL, where UASC will have a slot exchange with CSCL. The service will commence in Osaka on November 26 with the following port rotation: Osaka, Kobe, Tokyo, Yokohama, Hong Kong, Laem Chabang, Shekou, Hong Kong, Xiamen, Osaka.

IAC3 is operated by CSCL, where UASC will have a slot exchange. The service will commence in Tokyo on November 29 with the following port rotation: Tokyo, Yokohama, Nagoya, Ningbo, Shanghai. **Source : Gulfshipnews**



Vroon's **MONZA EXPRESS** in Melbourne – **Photo : Dale E. Crisp ©**

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The **CALAFURIA** enroute Amsterdam – **Photo : Marcel Coster ©**



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Combi-Lifts **PALAMPUR** loaded with the **City of Adelaide** departed from Schiedam bound for Down Under  
Photo : Kees van Schie ©

## Liaoning Dandong port's full-year container volume to hit 1.5 million TEU

DANDONG port in Liaoning province recorded a 100 million tonnes of cargo volume as of November eight, becoming the third largest port in the province after Dalian and Yingkou full-year volume expected to hit 1.5 million TEU, reports Xinhua.

Dandong is the northernmost international deep water port in China, a gateway in northern eastern China, Dandong port provides the shortest access to sea for goods in the region, serving more than 30 million people in 13 cities.

The port's cargo throughput in 2012 reached 96.06 million tonnes and container 1.25 million TEU. The throughput for this year is expected to hit 120 million tonnes. At present, the port cooperates closely with national mega grain logistics enterprises such as China Grain Reserves Corporation and COFCO Group to build modern large grain transshipment base. Also, the port will team up with Dalian Port Corporation and China Railway Tielong Group to commence special container transport service to set up container hinterland logistics system. Source : Schednet



The **GRANATO** at the Westerschelde – Photo : Walter de Groot ©

## European road freight market to shrink by 0.6pc in 2013, says study

THE European road freight market is forecast to decline by 0.6 per cent in 2013, after shrinking by 0.7 per cent last year due to slowing economic growth in northern Europe, particularly, Germany, according to the UK's Transport Intelligence's European Road Freight Transport 2013 report. Despite a weak market, eastern Europe saw positive development and the Netherlands proved to be the best performing on strong intra-EU trade.

In fact Europe's international road freight sector increased 1.6 per cent, but not enough to offset decreases in struggling domestic trucking markets, the report said. TI's analysts believe that the European road freight market will improve, and have forecasted a compound annual growth rate of 2.3 per cent from the end of 2012 to the end of 2016 as Europe recovers. "Since the slump in the road freight market in 2009, there has only been a weak recovery. The market is still well below its peak of 2008 and we don't believe it will recover to these levels until after 2016," said Ti chief executive John Manners-Bell. **Source : Schednet**

## OLDIE – FROM THE SHOEBOX



"**ASHINGTON**" berthed East Wall, Grange Dock, Grangemouth on **17/5/1988**, she is discharging a cargo of coal for Longannit Power Station. The ship was fitted with experimental sails above the accommodation. **Photo : Iain Forsyth ©**

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



The **AHT BLIZZARD** departing from Sicily , click on the photo to view the high resolution version  
**Photo : rcvd via Capt Gijs Dijkdrenth Master Blizzard**

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