



Number 039 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 08-02-2013**

News reports received from readers and Internet News articles copied from various news sites.



24/7

PHONE +31 (0)10 2042 445

salvage@mammoet.com www.mammoetsalvage.com



The 92.8 mtr long IK MERDEKA anchored off Batam (Indonesia) last Tuesday , built in 1984 at the Stocznia Szczecinska im A Warskiego - Szczecin Yard under /hull No.: B92/07 as the NEFTEGAZ 7 for the Russian Govt Min Gas Industry, renamed in 1996 in WHALLEY SUPPORTER by Sea Faith Services, renamed GEOFJORD in 1997 and in CAVA in November 2008, in Feb 2010 the vessel was renamed in OFFSHORE INTERVENTION and the vessel got her present name IK MERDEKA in September 2012 and is at present owned by Bahtera Niaga Internasional PT, total installed power Total Power: 5,296kW (7,200hp) For a maximum Speed of 13 knots - Photo : Piet Sinke ©

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

EVENTS, INCIDENTS & OPERATIONS



SAS AWARD WINNER

P-Trap®

Simple and Effective Design for Defense Against Piracy

DOCKWISE

Westmark BV | The Netherlands | Phone +31 (0)33 461 48 44

Visit the new website www.PTrap.com

See also : <http://www.youtube.com/watch?v=Nq8yPtNKF10>



the tugboat "MTS Viscount" with barge "NP-411" outbound from Rotterdam with destination Vlissingen.

Photo : Kees van Schie ©

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
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Tankship Hijack Confirmed by Owners

SEA Tankers report that communication has been lost with its product tanker 'M/T Gascogne' off the Ivory coast, W. Africa. The France-based company state that it is in contact with the relevant authorities in the region with the objective of re-establishing communication with the vessel's crew. The safety of the crew and vessel remains the overriding priority. The M/T Gascogne is a Luxemburg-flagged vessel built in 2004, SEA Tankers has 28 oil product tankships with an average age of 5 years, trading throughout Europe, West Africa and the Caribbean. **Source: SEA Tankers**



The 2012 CCCC BOMESC Marine Industry Co Ltd - Tianjin Yard built 45 mtr long **TERAS CAESAR** anchored off Batam – the Anchor handling tug is having a total installed power of 3,840kW (5,220hp)

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

WORKING AT HMC:

- Mates DPO
- Offshore Technical Inspectors
- Technical Superintendents (office)

Find these challenges at www.careersathmc.com



MARINE
CONTRACTORS

One of the owners of the MV Lyubov Orlova is now looking to tug companies in Ireland to possibly intercept the drifting cruise ship.

Reza Shoeybi, who bought the ship with his uncle, is now solely making the decisions on the ship's fate, though his uncle is still a silent partner. And as the Orlova drifts closer and closer to Ireland and further and further from Newfoundland and Labrador, the next chapter of the misguided salvage job may be written from across the pond.

"I'm not having any luck here," says Shoeybi with regards to finding a ship willing to chase the **Orlova**. He says he is still in communication with one tug company on this side of the ocean, but with the weather not likely to unclench its fists for some time yet, the Orlova could soon be making headlines in the Irish papers. Shoeybi is currently staying on the **Charlene Hunt** in St. John's harbour, the tug **Shoeybi** brought up from Rhode Island to guide the **Orlova** down to a Dominican Republic scrap yard. The towline between the vessels broke a day after leaving St. John's and the **Charlene Hunt** was ordered back to port by Transport Canada out of concern for the vessel and crew. Still, **Shoeybi** maintains the Hunt could have done the job under different circumstances. "I probably could have done it with this boat if it was in summertime," he says, standing next to the tug. That's a statement a number of people would likely disagree with.

Mac Mackay writes several blogs including "Shipfax" and "Tugfax." He's also a guest on CBC Radio's "Information Morning" out of Halifax, N.S., every second week for a segment called "Harbour Watch." In a previous interview with The Telegram, Mackay said he was astounded to see the [Charlene Hunt](#) in Halifax when it arrived last fall.



The "[LYUBOV ORLOVA](#)" seen last year April in St. Johns - New Foundland. Photo : [Capt Harm Jongman](#) ©

On Tuesday, as the [Orlova](#) drifted further eastward across the Atlantic, its story finally headed inland, all the way to Parliament Hill. The federal Opposition weighed in saying it is irresponsible of Canada to abandon the derelict Russian cruise ship as it drifts in the North Atlantic. NDP transport critic Olivia Chow said Transport Canada never should have allowed the [Lyubov Orlova](#) to be towed out of port in St. John's in the dead of winter.

Tug's appearance questionable, Looking at the [Charlene Hunt](#) tied up on the southside of St. John's harbour, the boat certainly doesn't scream dependability. With garbage bags strewn about the deck and plywood up to one of the wheelhouse windows, the boat barely seems able to fight the wind cutting at her as it blows through the narrows, let alone what is waiting out to sea through the rocky harbour gates.

As Shoeybi speaks, several people watch from the wheelhouse. Last weekend the Transportation Safety Board sent down a crew to do an investigation as to why the tow line snapped between the Hunt and the Orlova in the first place.

Transport Canada also did an inspection of the tug after it ordered it back to port. The supply vessel the [Atlantic Hawk](#) eventually got a line on the [Orlova](#) when it drifted within 11 kilometres of the [Hibernia platform](#). The tow was transferred to another ship. but that line also failed and the Orlova was free once again, this time in international waters. Transport Canada now says inspectors identified deficiencies with the [Charlene Hunt](#) and the tug can't leave until those issues are corrected, it is reinspected and Transport Canada releases it from detention.

Shoeybi says it has been recommended he not try and finish the job of getting the [Orlova](#) to the Dominican with the [Charlene Hunt](#). However, he says since the Orlova is in international waters, he has the right to do as he wishes once he leaves port. "Once we get out of here it's pretty much our call," he says.

Shoeybi adds he wouldn't pursue the [Orlova](#) with the Hunt because of what he's heard about the conditions on the water and the position of the [Orlova](#). There are questions as to why the [Charlene Hunt](#) was allowed to leave port with the Orlova undertow in the first place when it seems, in retrospect, that the mission was doomed. For his part, Shoeybi put faith in a positive outlook. "We were positive throughout the whole thing because everything seemed to work out even though there was a lot of things against us," he says. That may be something of an understatement.

Mackay told The Telegram the tug was in such a state of distress when it made its way into Halifax from Rhode Island before striking out for St. John's that pumps were air-dropped to the boat to keep it afloat, and the entire crew except for the captain and engineer were evacuated by the coast guard.

Shoeybi says they made the attempt to tow the [Orlova](#) with the Hunt on Jan. 23 because they were feeling pressure from parties he doesn't want to name to get the [Orlova](#) out of here.

The derelict cruise ship sat in St. John's harbour for two years. Following the sale of the ship to Shoeybi and his uncle, the port authority told The Telegram they were out more than \$100,000 for fees the ship incurred during its stay, but would never collect. No doubt, a lot of groups and individuals wanted the derelict cruise ship, that was found to be rat infested, out of the harbour.

Shoeybi says he figured if they took enough precautionary measures, things would work out. He and his uncle bought the ship for \$275,000. He says the **Orlova** is insured, but only for a total loss under tow. The ship may be decrepit, but at this point it's not considered a total loss and, of course, isn't under tow.

The **Lyubov Orlova** was insured for US\$850,000, says Shoeybi.

Shoeybi says unless another group comes forward with an interest in the **Orlova**, the ship is still destined for the scrap yard. They expected to make between \$700,000 and \$800,000 when they scrapped the Orlova depending on metals markets. In the meantime, he has to get the **Charlene Hunt** back to its owner Hunt Tugs & Barges, Inc. in Rhode Island, the company it was chartered from. When questioned about whether he'll bounce back financially from his ordeal with the Orlova, he pauses. "It's going to be tough," he says, but adds that he has partners and projects to help him gain his buoyancy. As for the **Orlova**?

Monday, the vessel was approximately 330 nautical miles northeast of St. John's and still at the mercy of the ocean currents. "It's in God's hands right now so I can't say nothing," Shoeybi says. Regardless of one's faith, both environmental groups and concerned citizens are starting to wonder who's hand should be guiding the Lyubov Orlova as it continues to drift through international waters. **Source : The Telegram**

PORT OF ANTWERP Official cruise list 2013

The official cruise list from Antwerp for 2013 has been published by Cruise Port Antwerp. This year the season counts quite a number of calls less than last year, but there are some very special ones. On the 30th of March our regular costumer, the '**Marco Polo**' will open the season. On the 5th of May the next ship berths in Antwerp: the '**Europa 2**'. This call is really special due to the fact that the ship will not yet been christened when she docks at our city. The '**Europa 2**' will be christened on the 10th of May in Hamburg, Germany. Hapag Lloyd Cruises will make this cruise especially for VIP's. On the 14th of May the ship will come for the second time to Antwerp on its real Maiden Voyage. More information about the ship will come soon. This year the '**Explorer**' comes back to Antwerp again, this time with two calls. But its stays are shorter: each time two days.

After 4 years Seabourn returns to Antwerp with one of its ships. This luxurious cruise line deploys several cruise yachts and will come to Antwerp with the '**Seabourn Pride**'. This is very special because the ship will start its new cruise from our city. This is unique! If everything goes well Seabourn wants to repeat this in the future.

Hapag Lloyd Cruises is this year the cruise line with the most cruise calls. After the two calls of the '**Europa 2**' the '**Europa**' will also come two to Antwerp, and they'll also make a call with their five star expedition ship '**Hanseatic**'. It will be the maiden call of the ship in Antwerp.



The **AMADEA** - Photo : Peter Jaenicke-Jacobs ©

We'll also get a visit of the '**SILVER CLOUD**', and also the '**ALBATROS**' and '**AMADEA**' return for a call. Another maiden call will be the 'Astor' from Transocean Tours. For those who have followed the cruise season last year will certainly remember the '**SOROLLA**'. Normally the ship had to come to Antwerp as a floating exhibition to promote Turkey to enter the European Union. The call has been



La SUPERBA – photo : Piet Sinke (c)

Lpostponed two time and was set for this year. It looks like the '**SOROLLA**' was not available anymore, now it will be '**La SUPERBA**' who is going to take it over. With some luck the ship will really come this year.

In November the **Boudicca** will call again at Antwerp and in December the season will close with a call of the **Marco Polo**. Here you find the complete cruise list: <http://cruiseschepeninantwerpen.moonfruit.com/#/cruises-2013-english/4566441333>



the Passenger Ferry **NORTHERN RANGER** departing the wharf at Gross Cacouna Quebec under escort of the Canadian Coast Guard Ice Breaker **PIERRE RADDISON**. **NORTHERN RANGER** is headed back to Newfoundland following a refit period in Quebec. Normally she runs a passenger service during the summer months on the Labrador Coast from Goose Bay to Nain and from Goose Bay south on the Labrador Coast - **Photo : John Attersley (c)**



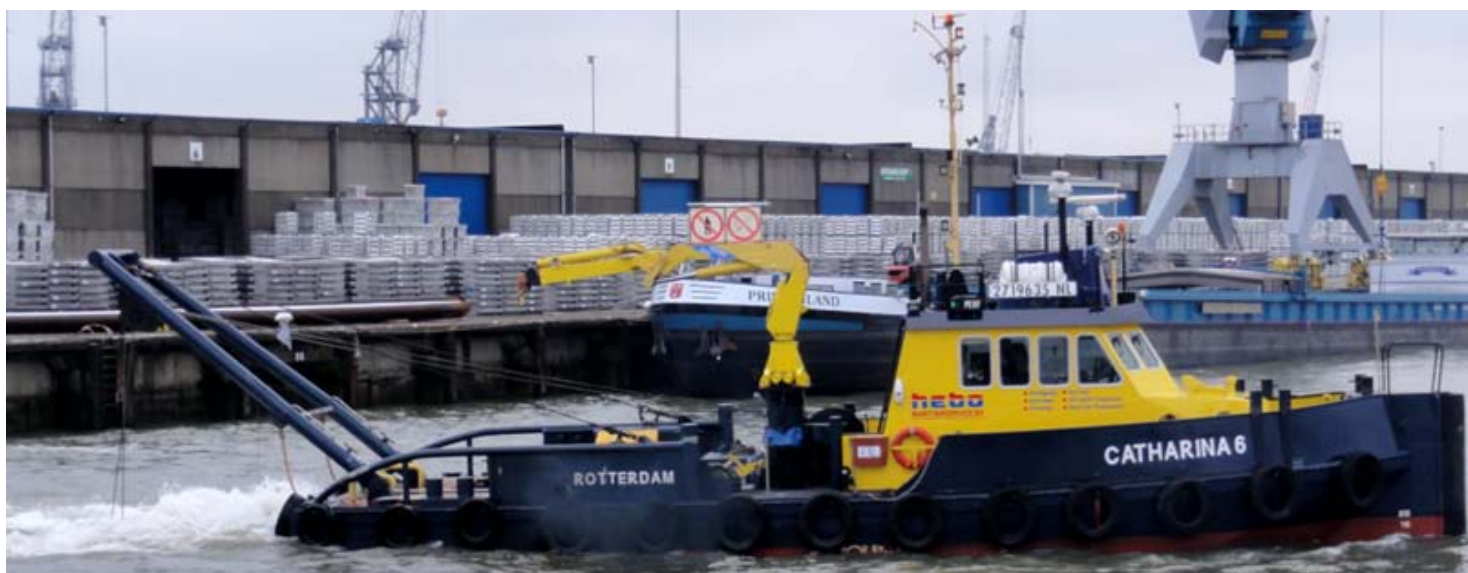
**Any ship or destination...
We deliver**

We master every aspect of ship delivery, crew management and maritime recruitment.

Redwise
GLOBAL SHIP DELIVERY & CREWING

Follow us!

www.redwise.com info@redwise.nl



The **CATHARINA 6** leveling the seabed in the Beatrix harbour in Rotterdam – Photo : Stephan Grol (c)

Freight Rates for Bulk Carriers May Triple as Fleet Expansion Slows

Rates for ships carrying minerals and grains will climb almost threefold by 2015 as demand for the vessels expands at a faster pace than supply, according to RS Platou Markets AS, an Oslo-based investment bank. Earnings for the largest Capesize ships carrying about 90 percent of traded iron ore will gain 16 percent to average \$11,000 a day in 2013, rising to \$19,000 in 2014 and \$30,000 by 2015, according to RS Platou Markets Shipping Quarterly. Demand for dry-bulk commodity carriers will swell 7.3 percent this year, about the same as 7.5 percent fleet growth, it said.

"The slowing trend in fleet growth during the course of the year should create some upside potential for improving fundamentals in the second half of 2013," Platou said. Rates for Panamax vessels, transporting more than 50 percent of the world's coal, will gain 5.9 percent to average \$9,000 daily this year, and climb to \$13,000 next year, the report said. Total demand for bulk-carriers will grow by 7.6 percent next year while the fleet growth will drop to 3.3 percent, according to RS Platou Markets. The Baltic Dry Index, a measure of commodity shipping costs, averaged the lowest in 26 years in 2012 as the fleet expanded, curbing hire costs. The fleet grew by 10 percent to 679 million deadweight tons in 2012, slowing from a record 17 percent expansion in 2010 and 15 percent in 2011, according to data from **Clarkson Plc**, the biggest shipbroker.

The index declined 0.7 percent to 745 today, the lowest since Jan. 9. Still, that's 16 percent higher than the 26-year low of 644 on Feb. 1, 2012, data compiled by Bloomberg show. Average Capesize rates slid 0.2 percent to \$7,316 daily, while Panamaxes, the largest to transit the Panama Canal, declined for a 15th day to \$5,176 daily, exchange data show.

Supramaxes, about 25 percent smaller, were 0.2 percent lower at \$7,120 daily, while Handysizes, the smallest, fell 1.1 percent to \$6,632. The global fleet of 9,490 bulk carriers shipped more than 4 billion metric tons of raw materials in 2012, including 1.1 billion tons of ore and 1 billion tons of coal, Clarkson data show. **Source: Bloomberg.**

Custom Made Equipment, 24 hours per day, 365 days per year!

				
Kon.Wilhelminahaven zz.22, 3134 KG Vlaardingen. Port no 650. The Netherlands. Phone (24h) +31 (0)10-434 44 45. info@MariFlex.net - www.MariFlex.net				



The Bahama flag Fred Olsen Cruise vessel **BLACK WATCH** at anchorage in Mosselbay - South Africa.

Photo : Capt. Christian Schmidt - Afrishore Shipping ©

GHOST BOAT WASHES UP ON SA BEACH

A ghost boat that has been drifting in the ocean for nearly two years has washed up on a South Australian beach.



The lifeboat came adrift from a cargo ship in the Atlantic Sea, and has drifted almost 8000km and washed up on a beach about 30km from Salt Creek, in South Australia's Coorong region. It seats 29 and comes complete with a diesel engine - plus a lot of barnacles. The boat came from the bulk carrier **MS OIIVIA**, which ran aground on Nightingale Island, on a journey from Brazil to China on March 16, 2011. The **MS OIIVIA** broke in half and was unable to be salvaged. All of its 22 crew members on board were rescued.

The South Australian Transport Department is looking into how they will secure the vessel to stop it drifting away and becoming a hazard to others out on the water. "What we plan to do it actually drag it up on shore a bit further so it can't come adrift and from there we are going to look at if the insurer or owner want it back, and if they do, we'll make arrangement with that," said Joe Rositano from the Transport Department. If the owners don't want it back, it could be given to the maritime museum or sold off. Nick Balmer spotted the lifeboat when he went fishing and said it was in good condition considering its long journey. "The seats inside are torn up so, you know, the chances are it's probably been sitting on other beaches around the world maybe, you know, and people have sort of trashed it inside a

bit," he told ABC news. "The lifejacket was out on the beach down the Coorong there so we're not the first person to find it." **Source : yahoo 7 news**



The **SP BERLIN** moored in Colombo port (Sri Lanka) **Photo : Bernard - AITKEN SPENCE SHIPPING LTD. ©**



Pirates attack Indian ship, four killed

Four persons, including two soldiers, were killed when a ship belonging to an Indian company was attacked by pirates in Nigeria's oil-rich southern delta. The four persons killed, included two soldiers, a retired naval officer and the pilot of the tugboat which ran into an ambush on Tuesday after setting sail from Warri in Delta State to Port Harcourt in Rivers State. A gun battle between men of the Joint Task Force (JTF) and pirates in Bayelsa State ensued during the ambush. The ship belongs to Sterling Global Services Limited, a venture of an Indian-based company called the Sandesara Group. "The military men escorting Sterling Global Oil Resources Limited tugboat ran into an ambush mounted by suspected sea pirates along the Angiama-Etelibiri waterways of Sagbama Local Government area of Bayelsa state," Lt. Col. Onyema Nwachukwu, spokesman for the Joint Task Force (JTF), a military unit that polices the region against piracy, told PTI. Mr. Nwachukwu said two soldiers were killed but failed to confirm the death of the retired soldier and

the ship captain and said three pirates were also wounded by soldiers who returned fire. One inmate of the ship was also missing while two other soldiers sustained serious injuries during the shootout that followed, he said.

Nwachukwu could not give any reason for the attack because the boat and the escorting vessels were empty. According to him, the military has sent five gunboats to nab the pirates and security has been heightened in Bayelsa state where the incident took place. Two months ago, five Indians were abducted by heavily armed pirates who attacked the vessel, Medallion Marine, in which they were travelling about 60 kilometres off the coast of oil rich Niger Delta and commercial capital, Lagos. They were released after a month. Attack on ships is common in Nigeria's oil rich region and in most cases the purpose was kidnapping for ransom, while in some cases oil theft was the motive.

Source : The Hindu



Holland America Line **Ryndam** spotted at Willemstad Curacao Tuesday

Photo: cees Kloppenburg - www.photomaassluis.com ©

CASUALTY REPORTING



MULTRASHIP
TOWAGE & SALVAGE



MULTRATUG 16

www.multraship.com info@multraship.com

DEVA AGROUND OFF ALEXANDRIA



The **DEVA** is aground since February 3rd off Alexandria, Egypt. She is next to buoy No. 4 in Al Bushazel Kebie (Great Pass), nearly at the same location as the just completed wreck removal of the **Jolly AMARANTO**, according to information received the container vessel appeared to be grounded over a length of 120 mtr

Photo By: Charles
Dauphin Miller ©
www.pixs-7seas.com



Another photo of the grounded **DEVA** - Photo crew : TSHD SEINE ©

LOOKING FOR AFFORDABLE TV AT SEA?

- Fully Automated, All-in-one
- High Quality Antennas, dish from 28cm up to 1.2m
- Built-in GPS
- Unsurpassed Dynamic Tracking
- DVB Signal Identification
- Built-in Auto Skew Angle Control System (Larger Antenna's Only)
- Embedded HD module and TriSat function
- User-friendly Operation
- Tune in Your Favorite HDTV Channels

deepsea@alphatronmarine.com

www.alphatronmarine.com



NAVY NEWS

Radar Lock On Japanese Navy Ship: Shinzo Abe Assails China For 'One-Sided Provocative Action'

Prime Minister Shinzo Abe lashed out at China on Wednesday after a Chinese frigate put a radar lock on a Japanese navy ship in the East China Sea last week.

Abe told the parliament that the move could have led to an "unpredictable situation" and called on China to avoid an "unnecessary escalation." "At a time when it seemed there are signs of improvement towards increasing talks between Japan and China, having this sort of one-sided provocative action taken by the Chinese is extremely regrettable," Abe was quoted as saying by the BBC.

Abe's remarks came a day after Japan's Defense Minister Itsunori Onodera announced that "something like fire-control radar was directed at a Japan Self-Defense Force Maritime escort ship in the East China Sea" on Jan. 30, as quoted by the AFP. He said similar radar was aimed at a Japanese military helicopter on Jan. 19.

"Directing such radar is very abnormal," Onodera said. "We recognize it could create a very dangerous situation if a single misstep occurred. We will seek the Chinese side's self-restraint from taking such dangerous action." Japan's Foreign Ministry lodged a protest with the Chinese embassy in Japan on Tuesday. The dispute between Japan and China over a tiny group of uninhabited islands, known as the Senkaku Islands in Japan and the Diaoyu Islands in China, escalated in recent months to the point that Beijing and Tokyo scrambled fighter planes on Jan. 11 over airspace incursions near the contested region.

The incident was triggered when the Chinese government sent a civilian surveillance plane to fly near the disputed islands.

Tokyo, in response, ordered F-15 fighter jets to tail the Chinese surveillance plane, which prompted Beijing to send their own J-10 fighters. In a similar incident on Jan. 15, Japan's Air Self-Defense Force (ASDF) scrambled fighters to the islands after a propeller-driven airplane belonging to China's State Oceanic Administration flew about 120 kilometers north of Kubajima, one of the islets, the Yomiuri Shimbun reported. There has been no official reaction from Beijing over the radar act, but the U.S., Japan's treaty ally, said such actions "escalate tensions and increase the risk of an incident or a miscalculation, and they could undermine peace, stability and economic growth in this vital region." U.S. State Department spokeswoman Victoria Nuland added that Secretary of State John Kerry spoke to China's Foreign Minister Yang Jiechi on Tuesday but declined to reveal whether the island row between Japan and China had been raised during the talks. **Source : International Business Times**

USS Truman, USS Gettysburg Deployment Delayed

The deployment of the U.S. Navy's aircraft carrier **USS Harry S. Truman** and the guided-missile cruiser **USS Gettysburg** to the U.S. Central Command area of operations has been delayed, according to a statement issued today by Pentagon Press Secretary George Little. The Secretary of Defense has delayed the deployment of the **USS Harry S. Truman (CVN-75)** and the **USS Gettysburg (CG-64)**, which were scheduled to depart Norfolk, Virginia,

later this week for the U.S. Central Command (CENTCOM) Area of Responsibility. "Facing budget uncertainty -- including a Continuing Resolution and the looming potential for across-the-board sequestration cuts -- the U.S. Navy made this request to the Secretary and he approved. This prudent decision >enables the U.S. Navy to maintain these ships to deploy on short notice in the event they are needed to respond to national security contingencies. The United States will continue to maintain a robust military presence in the CENTCOM region, including the current carrier presence and a mix of other assets, to fulfill enduring commitments to our partners. The U.S. military continues to stand ready to respond to any contingency and to confront any threat in the region."

Missile Sub Rejoins Russia's Northern Fleet After Refit

The Russian Navy ballistic-missile submarine **Verkhoturys** has returned to service with the Northern Fleet after completing a refit, Fleet



Spokesman Captain First Rank Vadim Serga said on Wednesday. The **Project 667 class** boat (NATO Delta 4) arrived at the main nuclear submarine base in Gadzhiyevo, Murmansk Region, after refit at the Zvezdochka shipyard at Severodvinsk, Serga said.

"During the refit, defense shipyard specialists made around a hundred improvements to the submarine," Serga said.

The **Verkhoturys** is the second Northern Fleet Project 667 class boat to be refitted, he said. "In August 2012, the Northern Fleet was reinforced with the **Novomoskovsk** submarine, which also underwent repairs and upgrade at the Severodvinsk defense shipyard," he said.

Project 667 class boats displace 12,000 tons, have a maximum diving depth of 400 meters, a cruising speed of 24 knots and a crew of 140 men. They are armed with 16 Sineva intercontinental ballistic missiles. **Source : RIA Novosti**

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

Breakthrough in Scorpene probe

Suaram says a key negotiator has agreed to testify.

The French probe into Malaysia's purchase of two **Scorpene submarines** has taken a leap forward with a key witness agreeing to assist the investigators, according to the human rights organisation Suaram. Suaram secretariat member Cynthia Gabriel told FMT that the witness, whom she described as "the key negotiator" in the purchase, offered his co-operation after receiving a second subpoena notice last month.

Suaram filed a complaint with the French authorities in 2009, saying it suspected that corruption was involved in the deal. Gabriel said the witness was "in a very important position" to shed light on what transpired during negotiations for the purchase. However, she added, the French had yet to fix a date for him to testify.

Last November, Suaram's lawyer, Apoline Cagnat, said the French judges investigating the case would subpoena seven witnesses, namely Prime Minister Najib Tun Razak, Defence Minister Ahmad Zahid Hamidi, Najib confidante Abdul Razak Baginda, private investigator P Balasubramaniam, Boustead Holdings managing director Lodin Wok Kamaruddin, Mongolian national Setev Shaariibuu and Jasbir Singh Chahl, who is said to be Abdul Razak's right-hand man.

Shaariibuu is the father of Altantuya, the slain mistress of Abdul Razak. News reports have alleged that she served as a translator in the negotiations. Gabriel said today that the French had pared down the list to three witnesses, including Najib and Abdul Razak.

The Tribunal de Grand Instance in Paris began its inquiry in April last year over Suaram's claim that French naval firm DCNS had paid some RM452 million as a bribe to Malaysian officials to obtain a contract for the two submarines.

The purchase was made when Najib was defence minister and the case is linked to Altantuya's murder. Gabriel also said Suaram recently proposed that businessman Deepak Jaikishan be considered as witness. Deepak has been in the media limelight since December, when he began making a series of public statements linking Najib's family to the Altantuya murder. Gabriel also said the French judges were in the midst of receiving records of the trial of the two policemen found guilty of the murder. **Source : fmt News**

SHIPYARD NEWS

GEO PLUS
NETHERLANDS

Ben jij enthousiast, leergierig, representatief en in voor een uitdaging?
TOS is voor de gehele vloot van Geo Plus op zoek naar:

Kapiteins • HWTK's • Hydrografisch Surveyors • DP-officieren



Heb je ervaring met en/of kennis van survey werkzaamheden en ben je in staat zelfstandig werkzaamheden te verrichten, doelen te stellen en heb je de drive 'de klus' te klaren?
Ben je langere tijd beschikbaar voor een vaar/verlofschema van 4 weken op, 4 weken af (wereldwijd)?
Vragen: Siebelina Ooms (+31)10 – 243 67 01 | s.ooms@tos.nl

TOS 

www.tos.nl

DAMEN JOINS FORCES WITH HARTEL SHIPPING AND HUDIG & VEDER

Tailor-made Combi Freighter 'Hoogvliet' launched

DAMEN Shipyards Group daughter **Damen Shipyards Bergum** can be proud of the delivery of Damen Combi Freighter 3850 'Hoogvliet'. The carrier for oversized cargo was launched at Cruise Terminal Rotterdam last Saturday by lady sponsor **Annefleur Janssen**. She is the daughter of one of the participants of the business alliance, which will deploy the vessel in European waters. The main participants are **Hartel Shipping** and **Hudig & Veder**. Both have expressed their satisfaction with the way **Damen Shipyards Bergum** met their specific demands.

In turn, the shipbuilder's sales manager **Remko Bouma** acclaims the unique collaboration between an 'old' company such as **Hudig & Veder** and **Hartel Shipping** and their expert logistics stakeholders, thus providing the proper conditions for tailor-made production and delivery. Damen's customer has chosen for a compact limited partnership (LP) structure to invest in a series of four carriers to be deployed in parcel service for the oversized cargo industry to carry smaller volume project cargo.

Hudig & Veder MD and owner Lex Fontein says that the added value of the LP construction consists of the participants and their input of knowhow and knowledge from an international perspective of the trade, and their easy-going collaboration. The participants of the limited partnership are a leading stevedore, a shipper and others with affinity for the maritime industry.

For cost effective reasons those involved have chosen for relatively lower tonnage vessels. "Costs of those are many times lower than of deploying 10,000 tonnes carriers calling ports", Hartel Shipping MD John Brobbel observes. "It is obvious that smaller vessels can call at smaller ports, although those of ours also call the ports of Antwerp, Hamburg and ports in the Baltic, starting from Rotterdam."



In fact, customers in the niche market that **Hartel Shipping** and **Hudig & Veder** serve have rewarded the joined tailor-made work of both client and shipyard. Brobbel mentions that the shipbuilder has really paid attention to the remarks of those who assigned newbuilding, the remarks of technical manager Peter Kroezen of **Kroezen Shippersupport** in particular. Besides the Hoogvliet, he also was involved in the newbuilding of the three other vessels in the series.

Series delivered

Earlier Damen delivered the **Geervliet**, the **Heenvliet** and the **Haringvliet**, and recently the **Hoogvliet**, which has a DWT of 3,800 tonnes, 8.43 metres hull height and a tween deck on half height. The client was involved in the newbuilding of the Haringvliet and the Hoogvliet from a very early stage, thus being able to make its requirements known from the start. The result of the joined efforts is that **Damen Shipyards Bergum** together with **Hartel Shipping** and **Hudig & Veder** provided made-to-measure work, delivered at a competitive price.

In that respect **Damen** sales manager Bouma mentions optimising the design of the **Hoogvliet** through fitting tween decks to achieve maximum efficiency, maximum fuel capacity, a larger bow thruster for improved manoeuvrability and a larger crew accommodation thus providing more space and comfort for the crew. Damen aims at the maximum to think along with the client about adjusting certain aspects on board already deployed vessels. **Bouma** in conclusion: "One can think of economical use of fuel, anticipation of legislation for treatment of ballast water, complying with emission directives and related issues. We provide the conditions for our customers to be geared up for the future, through technique and completion of our product."

Vinashin restructuring moves forward

The government is now seemingly eager to put the nation's top shipbuilder's past financial misdemeanours behind it and move on. **Vietnam Shipbuilding Industry Group (Vinashin)** nearly collapsed in 2010 and defaulted on some of its \$4.4bn debts. Many top executives were charged and jailed as a result.

Now, 50 months after the shipbuilding group defaulted on a \$600m loan, the Ministry of Finance has decided to guarantee a bond issue under a restructuring plan, according to the Wall Street Journal. The \$620m zero coupon bonds have a 12-year tenor. Vinashin has sent out a restructuring proposal to creditors. **Source: Sea Ship News**

Jaya delivers with Pride

Jaya Holdings Limited, operators of Singapore's leading offshore shipbuilding yard, delivered a new state-of-the-art multi-purpose offshore support vessel **JAYA PRIDE**. "JAYA PRIDE is one of the most sophisticated vessels produced by **Jaya's Batam shipyard**," said Chief Executive Officer **Venkatraman Sheshashayee**, "a highly versatile DP2 workboat for offshore platform maintenance, one we have already fixed on a time charter with a key customer." Mr Sheshashayee paid tribute to his shipbuilding team for their dedicated professionalism and coordinated efforts completing the vessel on time and to extremely high standards of fit and finish.

The 78-metre vessel, which can accommodate up to 148 passengers and crew, is classed by the American Bureau of Shipping (ABS) and will deliver under the Singapore flag. Lim Siew Koon, President - Shipbuilding / Ship Repair, said: "Jaya Pride is another big step forward for our yard in Batam. It shows our ability to produce more and more complex vessels in our expanding facility. Jaya Pride is fully compliant with SPS Code 2008 and features one of the largest

lattice boom cranes we have installed on a self-propelled vessel, a Liebherr model with 40 tons lifting capacity at 40 metres reach, or 50 tons at 20 metres, and man riding rating for personnel transfer."



Photo : Mike Meade M3 Marine Group Pte Ltd ©

George Horsington, President - Business Development, said: "Upon delivery, the vessel will start a term charter with Belait Offshore in the South China Sea. Platform maintenance vessels are in increasing demand, not just in South East Asia but Mexico and West Africa, two markets we are targeting. When offshore infrastructure requires renovation and refurbishment, this type of vessels play a pivotal role supplying accommodation and lifting capability for the work force. They can also be used for hook-up and commissioning work on new facilities, and for painting campaigns."

Mr Horsington also confirmed Jaya expects to deliver a similar though larger Wärtsilä designed workboat from its Batam yard in 2014. "We are confident **JAYA PRIDE** will be the first of many such vessels for our chartered fleet in the coming years."

Jaya Pride's main Caterpillar engines deliver over **5,150 bhp output**, supported by two bow thrusters and two stern thrusters from Kawasaki. The vessel has additional Volvo Penta generators and 650 sqm of clear deck capacity for client equipment and cargo. Jaya Pride is fitted with both four point mooring and a Kongsberg dynamic positioning system. As well as two DGPS reference systems, the vessel has a Kongsberg high precision acoustic positioning (HiPAP) system for precision station-keeping and ROV work.

Lamprell gets new contract from Dev Drilling for Mobile Offshore Drilling Platform

Lamprell, a leading provider of diversified engineering and contracting services to the onshore and offshore oil & gas and renewable energy industries, announces that it has received a new contract award from Dev Drilling Pte Limited, a company within the Jindal Group ("Jindal"), based in Singapore, for the construction and delivery of a completely outfitted and equipped, LeTourneau designed, self-elevating Mobile Offshore Drilling Platform of a **Super 116E (Enhanced) Class design**, said in a press release.

The rig is designed to operate in water depths of up to 350 feet and will have a rated drilling depth of 30,000 feet. Lamprell will fabricate the jackup rig in its yard in Hamriyah. The construction phase of this project is expected to take approximately 18 months. This is the second rig that Lamprell will construct for Jindal, following on from the announcement on 8 November 2011 pursuant to which Lamprell is constructing a Super 116E rig for delivery to Jindal in November 2013. As part of the contract, Jindal has an option for **Lamprell** to build a further jackup rig, exercisable during a period of 6 months from the effective date of the contract.

Peter Whitbread, Chief Executive Officer, **Lamprell**, said: "We are delighted to be announcing a new contract win from Jindal for the construction of a Super 116E jackup rig. This is our second order from a highly valued customer and it further underlines both Lamprell's strong position within the market for jackup rigs as well as the continuing support of our existing customers. We have developed an excellent working relationship with Jindal and we look forward to delivering successfully on this crucial project."

ROUTE, PORTS & SERVICES



**STERN TUBE
SEAL SERVICE,
PROPULSION SERVICE
AND SPARES**

+31 343 432 509

**STERNTUBESEAL.COM
PROPULSIONSERVICE.COM**

**AEGIR
Marine**

AMPS

Scandlines planning new ferries

Scandlines' technical staff is working on the design of two new ferries for the route between Gedser and Rostock. During March and April seven European shipyards and one from Asia will be invited to do biddings. The is that the ferries must be operational in the summer of 2015."Scandlines will never take over the two ferries **Berlin** and **Copenhagen**, which are located at the shipyard in Stralsund and are respectively 90 percent and 50 percent finished", says Søren Poulsgaard Jensen, CEO of Scandlines to Sjøfartstidningen.

"Independent research shows that the ferries weigh about 1200 tons too much, and all solutions in an attempt to reduce weight has been shown to be both expensive and on the edge of what is technically possible, so we terminated the contract and got our money back", says Søren Poulsgaard Jensen.

"We are working on two new projects with new ferries where we want to build a number of new features to optimize the ferries' environmental profile. We have serious concerns about building ferries for operation with gas or gas-electric operation, but there are some technical problems with the bunkering of LNG", Søren Poulsgaard Jensen continues.

Since the ferries have very short stays in port between exits, they require special solutions for the bunkering of LNG.

"The ferries are only at the port of Rostock for 15 to 20 minutes on each sailing and it does not give enough time to enough LNG. We are therefore considering a mobile solution, where a tank is run on board the ferry and then is connected to the ferry's fuel supply", says Søren Poulsgaard Jensen.

The two ferries built at the shipyard in Stralsund were twice as large as the current ferries, **Crown Prince Frederik** and Prince Joachim. But Scandlines is currently working on a project with smaller ferries. "I would really rather have

them in a size of between 50 percent and 75 percent bigger compared to the old ferries, but we will see where we end up with the new ferries", says Søren Poulsgaard Jensen.

Source: Sjöfartstidningen / MARITIMEDENMARK.DK / Ferries of Northern Europe

Petronas has undervalued MISC, says PDC chairman

Penang Development Corp (PDC), a minority shareholder in MISC Bhd, feels that Petroliaam Nasional Bhd (Petronas) has undervalued the world's second-largest liquefied natural gas shipping company in its bid to take it private.

Hence, the Penang state-controlled corporation is urging the Employees Provident Fund (EPF), which controls about one-tenth of MISC, to push for a higher valuation as well. In a letter to both Petronas and EPF chiefs, Penang Chief Minister and PDC chairman Lim Guan Eng said the "price offered for MISC apparently undervalues the assets and businesses of the company and its future prospects".

Petronas has offered RM8.8 billion, or RM5.30 per share, for the the 37.37% stake it does not own in MISC, in a deal which has been described as low by some research houses, with OSK Research Sdn Bhd calling on minority shareholders to reject the offer.

PDC has 56.6 million shares or a 1.3% stake in MISC, according to its letters to Petronas president/chief executive officer (CEO) Tan Sri Shamsul Azhar Abbas and EPF CEO Tan Sri Azlan Zainol. At press time, there was no indication that Lim had also written to Permodalan Nasional Bhd (PNB), which owns 6.3% of MISC. "In the spirit of full transparency, I note that as a 'small' shareholder, PDC by itself exerts little leverage, apart from the moral persuasion of wishing better economics," Lim said in the letter to Shamsul. He said PDC would suggest to EPF to "solicit a higher price or better structure, or both, in the spirit of maximising the value of MISC to all shareholder".

In its note released on Monday, OSK Research, which has a 'Buy' call on MISC with a target price of RM6.58, said while Petronas' offer price looked reasonable on a one year forward basis, it felt that "most institutional investors would have priced in a longer term view on MISC's price appreciation potential based on the belief that its share price may have reached trough valuations.

"We think that impatient shareholders may opt to take up the offer and exit, but the long-term funds may deem the offer not attractive enough," wrote its analyst Ahmad Maghur Usman.

KAF Seagroatt & Campbell Bhd also has a 'Buy' call on MISC at RM6.80. Affin Investment Bank Bhd, in its research note, felt the RM5.30 offer price was "fair" given that the shipping environment continues to operate in a tough environment and the offer would give investors an opportunity to cash out. CIMB Research said although the offer price was below MISC's sum-of-parts valuation of RM6.17, it believed that minority shareholders would accept the offer, given that the weak tanker shipping market is expected to keep the share price low over the next one to two years. In an exchange filing late yesterday, MISC directors have appointed AmInvestment Bank Bhd as the independent advisor to advise non-interested directors and holders of the shares not held by Petronas. MISC's share price closed at RM5.25 yesterday with 10.56 million shares traded. Source: The Malaysian Reserve

DAGNY JACKET CONTRACT NAAR HEEREMA FABRICATION GROUP

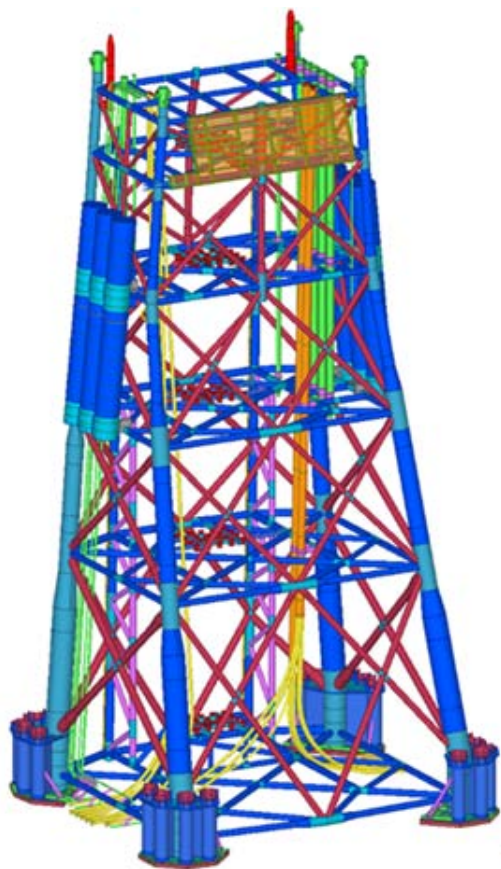
Heerema Vlissingen breekt weer record met de productie van het grootste launch jacket ooit gebouwd bij **HFG**

Heerema Fabrication Group's Vlissingen werf heeft de opdracht getekend met Statoil voor de Engineering, Procurement en Constructie van een jacket voor de **Dagny veld** ontwikkeling in het centrale deel van de Noordzee.

Volgend op de opdracht van HFG's ingenieursbureau -HFG Engineering- voor de FEED studie van het Dagny jacket in oktober 2011, heeft Heerema Vlissingen afgelopen vrijdag 1 februari de opdracht ontvangen van Statoil voor de Engineering, Procurement en Constructie (EPC) van dit 16.000 ton wegende launch jacket en een pre-drilling module van 155 ton.

Het **Dagny jacket** wordt het grootste launch jacket ooit gebouwd bij HFG's Vlissingen offshore fabricage werf. Heerema Vlissingen zal de fabricage van dit uitdagende en record brekende jacket starten in november 2013. De verwachting is dat het jacket in april 2015 wordt opgeleverd. De hoogte van het jacket wordt 142 meter met op de bodem een afmeting van 60 x 50 meter en 40 x 30 meter bovenin. Het pre-drilling module krijgt een afmeting van 14

x 14 x 4 meter en is een onderdeel van de gefaseerde ontwikkeling van het Dagny veld en zal uiteindelijk in de topsides worden geïntegreerd.



“Deze opdracht zal wederom de ontwerp en fabricage capaciteiten van onze organisatie uitbreiden, na het succesvolle en uitdagende Statoil Valemon jacket project dat vorig jaar is opgeleverd’, aldus Tino Vinkesteyn, CCO Heerema Fabrication Group. Tino vervolgt: “Met het winnen van dit contract is de werkgelegenheid in onze Vlissingen faciliteit, die momenteel vier jackets in aanbouw heeft, tot het 2e kwartaal in 2015 veiliggesteld.”

Volgens VP Technology Cees Spaans van HFG: ‘Gebaseerd op de diverse FEED concepten ontwikkeld door HFG Engineering, variërend van lift jacket tot launch jacket, heeft Statoil gekozen voor het launch concept. Het feit dat wij na deze FEED studie de opdracht hebben ontvangen voor het EPC project van het Dagny jacket, welke volgt op de succesvolle uitvoering van het Valemon jacket gedurende 2011-2012, bewijst dat onze ‘fabrication-driven engineering’ aanpak de juiste koers is.”

Remco van Gilst, Senior Vice President Commercial van Heerema Fabrication Group, vult aan: “Het ontvangen van een EPC opdracht van deze omvang, toont aan dat wij het vertrouwen hebben van onze gewaardeerde klant Statoil in onze capaciteiten en in onze relatie opgebouwd gedurende het recent uitgevoerde Valemon jacket project. Wij kijken dan ook uit om weer met Statoil samen te werken op dit uitdagende project en een bijdrage te leveren aan een succesvolle integratie van de pre-drilling fase in dit project.

De Dagny veldontwikkeling is een gas, condensaat en olie veld, gelegen in het Noorse centrale deel van de Noorzee, ongeveer 30 kilometer noordwest van Sleipner. Het Dagny veld zal worden ontwikkeld met een ‘fixed’ platform in een waterdiepte van 116 meter en zal worden aangesloten op de Sleipner faciliteiten voor gas export, waarbij de olie met tankers zal worden getransporteerd.

Need Cheap & Secure Lay-up?

In our protected, private harbour just outside of Rotterdam, we offer premium and secure lay-up facilities for seagoing vessels, barges and pontoons as well as extensive services to manned or unmanned vessels in lay-up, all against affordable prices. Dutch Harbour is suitable for vessels up to 200 m in length and with a draft up to 5.50 m, while its 700 m floating jetties safeguard against any tidal influences. The harbour entrance is closed off by a floating security barrier and the surrounding harbour terrain is accessible only to owners and crew. Harbour access is monitored 24h by security cameras.

For additional information and rates, please contact

Dutch Harbour Lay-up Services

Harbour G950 • Griendweg 14, 's Gravendeel

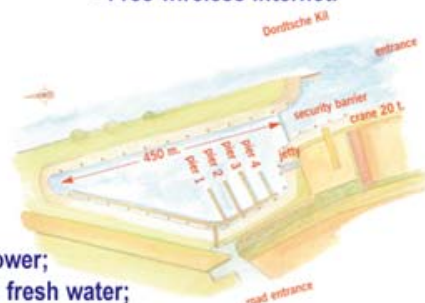
T: 085-8779114 • F: 085-8779115

E: info@dutchharbour.nl • W: www.dutchharbour.nl



Facilities:

- Closed, private harbour;
- Secure mooring & safe access;
- Camera surveillance;
- Free domestic garbage disposal;
- Free wireless internet.



Optional Services:

- 380V/220V shore power;
- Supply of MDO and fresh water;
- Crane services;
- Various alarm systems for cold lay-up.

ISS Palumbo Opens New UK Offices

ISS Palumbo has opened new offices in the UK marking the first step in its global expansion plans following its formation as a strategic partnership between **Inchcape Shipping Services (ISS)** and offshore project logistics and freight forwarding specialists, Palumbo S.P.A.

Based in London, the new UK offices will further expand ISS Palumbo's project logistics across the group and build on its vision to deliver a unique global combination of agency, project logistics and freight forwarding solutions to customers in the expanding offshore oil and gas energy sector. ISS Palumbo is aiming to open five new offices worldwide within the next three years. In addition to the new UK offices, the company is also reviewing options for the US, UAE and South America. The new offices will have commercial and operational capability and be responsible for managing existing and future projects, as well as winning new business in the UK and internationally.

New employees have already been recruited for the London office including John Walker, Vice President Marketing and Sales; Kenneth Brandom, Project Manager; and Nick Harsant, Vice President, Global Marketing and Sales who will be based in London but undertaking a global role. Says Filippo Palumbo, Senior Vice President Offshore Solutions ISS:

"We are very pleased to open our new UK offices just three months after creating our strategic partnership. This is a significant milestone in our global expansions for the company as we develop our project logistics capabilities further across the business." **Source: ISS Palumbo**

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

Emma Maersk faces months out of service

Palle Laursen, Head of Ship Management for **Maersk Line**, shares the latest update on the **Emma Maersk** incident that took place in the Suez Canal Friday evening. He explains that the investigation is still ongoing, and that repairs will take time, said in a media release.

Initial inspections by divers show that the water ingress was caused by damage to one of the stern thrusters. Thrusters are used for improving the vessels manoeuvrability and consist of a shaft tunnel fitted with a propeller delivering sideways thrust. It is now known that several propeller blades have broken off and there is severe damage to the propeller mounting, resulting in a crack in the forward stern thruster tunnel which caused the ingress of water.

The water flooded the engine room which consequently led to the loss of main engine power, and Emma Maersk was towed to the quay at Suez Canal Container Terminal.

While it is still unclear what caused the damage, Palle rules out any human error by the crew. "The crew handled the situation very well and did exactly what they should at all stages," he says.

"The E-class has been sailing well since 2006, and the thrusters are used at every port call," Palle adds, stressing that for now it is seen as an isolated incident. "Until we know the exact reason, however, we have as a precautionary measure instructed the other vessels in the E-class fleet not to use their stern thrusters."

At no point was **Emma Maersk** in danger of sinking. Naval architects have confirmed that a fully loaded E-class vessel can sustain full flooding of the engine room and still stay afloat. Large container vessels have a natural better stability than smaller vessels. Had the incident occurred at sea, it would have been a matter of getting an oceangoing tugboat in place to assist. Making **Emma Maersk** seaworthy again is a complicated process, and Palle admits it is probably a matter of months before she can enter service again.

The first priority is to preserve the equipment, which ironically means keeping it submerged for the time being. Due to its exposure to salt water, any contact with oxygen will result in corrosion. So the plan is to have underwater welders plug the hole before lifting the vessel further, after which the remaining cargo onboard will be unloaded, water will be pumped out, and the equipment will be washed with fresh water, dismantled and retrofitted.

All this may sound simple enough, but there are several uncertainties, says Palle. It is still unclear whether a full dry-dock operation is needed, for instance. Even if it can be done while the vessel is waterborne, there is the question of location: is Suez suitable for the operation, or is it necessary to tow the vessel to another location?

These and other questions will be determined during the coming days and weeks. Cargo operations and customer relations continue according to plan to minimise the disruption as much as possible. Meanwhile, the crew have been offered the opportunity to talk with a crisis psychologist, and those who wish to sign off have been allowed to do so.

OLDIE – FROM THE SHOEBOX



Victoria Harbour, Greenock, Scotland, 23/9/1987, L to R. - **Chieftain, Campaigner, Bantry Bay, Point Spencer, Thunderer, Flying Spindrift, Flying Fulmar, Flying Childers, & Flying Phantom.** If anyone knows why **Campaigner** is seen in the old **Steele and Bennie livery** while owned by Cory, could they please pass the info through Piet. Thanks. **Photo Iain Forsyth ©**

.... PHOTO OF THE DAY



Damen Combi Freighter 3850 'HEENVLIET'. photo Damen – Group

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>