



Number 060 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 01-03-2013**

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

An advertisement for Ned Marine services B.V. The left side shows a large blue and red ship hull. The right side features a compass rose logo and the text 'Ned Marine services B.V.' and 'Maritime Equipment'. The center contains the website 'WWW.NEDMARINE.COM' and images of ultrasonic thickness measurement equipment. Text overlays include 'Perfection for Protection', 'Ultrasonic Thickness Measurements', 'Non-destructive Testing', and 'Perfection in Inspection'.



KOTUG'S RT LEADER assisting the HANJIN AFRICA in Rotterdam-Europoort
Photo : Rik van Marle ©

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Azerbaijan, Caspian Sea , Chirag Oil Project , survey vessel **TOPAZ ARROW** in the process of TD monitoring the 16" pipe line for the PLB Israfil Huseynov **Photo : Pieter C Holtes . BP/AIOC Marine Rep. ©**

Greek shipowner denies shipping Iranian oil

Iran is using old tankers, saved from the scrapyard by foreign middlemen, to ship out oil to China in ways that avoid Western sanctions, say officials involved with sanctions who showed Reuters corroborating documents.

The officials, from states involved in imposing sanctions to pressure Iran to curb its nuclear program, said the tankers – worth little more than scrap value – were a new way for Iran to keep its oil exports flowing by exploiting the legal limitations on Western powers' ability to make sanctions stick worldwide.

Officials showed Reuters shipping documents to support their allegation that eight ships, each of which can carry close to a day's worth of Iran's pre-sanctions exports, have loaded Iranian oil at sea. "The tankers have been used for Iranian crude," one official said.

"They are part of Iran's sanctions-busting strategy." Dimitris Cambis, the Greek businessman who last year bought the ships – eight very large crude carriers, or VLCCs – to carry Middle East crude to Asia, flatly denied doing any business with Tehran or running clandestine shipments of its oil to China.

Cambis said he had not been involved in shipping before but had bought the tankers as part of a new venture he runs from the United Arab Emirates. He denied trading with Iran – though he has contacts there from his previous work in the oil industry. **Source : ekathimerini**

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The **MAERSK JUBAIL** sailing from Lyttelton -**Photo : Alan Calvert ©**

Rotterdam has bigger ships, but fewer calls as EU recession deepens



The **HANJIN AFRICA** arriving at the **Euromax terminal** in Rotterdam – Photo : Rik van Marle ©

THE Port of Rotterdam is continuing to receive fewer ocean-going vessels on the back of the deployment of larger containerships, economic crisis and fewer ferry services, port authorities say.

The number of ships arriving at the port in 2012 decreased by 2,347 to 32,057 ship visits. This compares unfavourably with the 36,415 calls by ocean liners in 2008.

A statement said that despite the decline in ship arrivals, throughput last year rose by 1.7 per cent to 442 million tonnes.

According to Harbour Master Rene de Vries of the Port of Rotterdam Authority, there were also fewer nautical accidents.

Port officials supervised 80,000 sea-going vessel movements and a multiple of that figure in inland shipping movements, and counted a total of 111 nautical accidents. In 2011 there were 132 accidents. The most striking incidents involved inland vessels colliding with the Willemsbrug Bridge and the inner door of the Rozenburg Lock.

On the other hand, Mr de Vries anticipates considerably more ship arrivals in the near future as a result of the opening of Maasvlakte 2 and is preparing the port with the 'Schip centraal' (Ship is key) project to handle the traffic schedule.

An important step was also taken last year to renew the Rotterdam Port Management by-laws with regards to the use of LNG to power the ships of the future. Source : Asian Shipper



PPA eyes review of cargo ship diversion

The **Philippine Ports Authority** is calling for a thorough study of a Japan International Cooperation Agency proposal to divert cargo ships out of Metro Manila as a way to decongest the port. PPA general manager Juan Sta. Ana said the

Jica study required more careful evaluation, as it merely suggested diverting ships to Subic and Batangas ports without giving considerations to affected stakeholders like exporters.

"The utilization of Subic and Batangas ports is a way to go. What we're saying is for the government to study further what is the best way to maximize the usage of those facilities," Sta. Ana said.

He said despite lowering the tariff and fees to the alternative ports, cargo ships still went to Manila since most if not all warehouses were located in the capital. "In the case of Subic, we have pulled down tariff for cargo handling, berthing, wharfage, storage, etc. But after lowering those fees, since like two or three years ago, cargo ships still do not go there," he said.

"In the same manner in Batangas, we gave incentives to berthing. What we're trying to say is that, it's not just decongesting Manila port, but we need to also study the behavior of exporters and other locators. If we pursue with implementing the diversion, there will be a lot of casualties," he added. The PPA reiterated it was not against the diversion with the Manila port congestion. Subic and Batangas ports, though, are not ready for handling such big traffic. **Source: Manila Standard Today**



The **WATERSTROOM** arriving with the **SMITBARGE 9** in Rotterdam – **Photo : Frits Janse (c)**

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HAL's **RYNDAM** moored in Willemstad (Curacao) – **Photo : Jan de Wit ©**

Sea Smooth pair: We didn't think Lamma IV passengers were overboard

Sea Smooth pair tell court they sailed away after the accident because they did not know there were Lamma IV passengers overboard

By : Simpson Cheung

Two **Sea Smooth** crew members never considered that passengers from the **Lamma IV** might be in the sea and need rescuing after the vessels collided, the commission of inquiry heard yesterday.

Sailor Wong Tai-yau and engineer Lo Pui-kay were quizzed by lawyers over their actions after the two ferries collided, and why the Sea Smooth had sailed away.

Wong told Clive Grossman SC, for the owner and crew of **Lamma IV**, that he had not realised there would be damage to the other vessel, and that his priority was to look after his own passengers.

"At that time, the light of our cabin was much brighter than outside, and therefore I couldn't see anything outside," he said. When questioned further, he admitted that he only checked the starboard side of the vessel, but had seen nothing. Grossman asked Wong why he did not check the port side of the ship, where the collision occurred. Wong said he had yelled to the passengers, asking if anyone had fallen overboard, and they said no.

He then hurried to check on the welfare of passengers on the main deck. Facing similar questions, Lo said he walked to the port bridge wing but could not see any people in the sea. He noted that the atmosphere on the ship at that moment had been chaotic.

Lo then saw reefs nearby and asked the coxswain Lai Sai-ming to steer the ship out of their path. As the ship began to tilt, panicked passengers urged Lai to sail back to Yung Shue Wan pier, and the crew acceded to their demands. Before the inquiry, Lo had refused to tell police why the vessel sailed away.

None of the three crew members had sat beside Lai to assist with lookout duties before the collision. Lo had found it more comfortable to sit at the back.

Lai was planning to meet his new lawyer after yesterday's hearing to seek legal advice. Charles Sussex SC had withdrawn from representing the crew on Monday. **Source : South China Morning Post**



The **COSCO EUROPE** arrived in Rotterdam and was greeted by several tugs and **RPA 16** all using the firefighting equipment to celebrate the last rip of pilot and newscippings contributor **Rik van Marle**, we will retire soon – we will miss the photos made by Rik , ! Rik on behalf of al the readers of the newscippings many thanks for al the photos made and submitted to the newscippings during the last years and success in the future with the new challenge - **Photo : Kees Torn (c)**

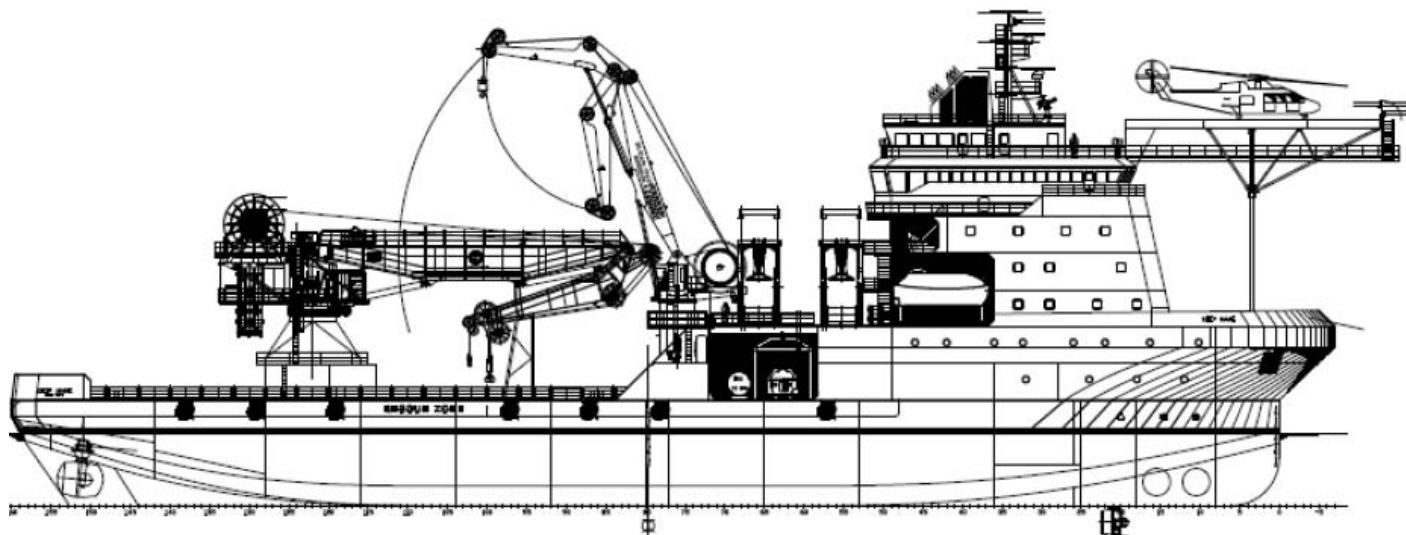
Egypt: World's Biggest Cargo Ship Transits Suez Canal

The world's biggest cargo ship **Maxi Brazil** transited the Suez Canal for the third time with a cargo of 246,000 tons.

"Max Brazil has transited the canal from Ukraine and headed to South Africa with a cargo of 246,000 tons of raw iron on board," Mohab Memish, the Head of the Suez Canal Authority, said. Memish said a group of qualified navigators

from the canal authority helped the ship transit the waterway. **Maxi Brazil** is 320 meters long and 54 meters wide with a draught of 63 meters. Memish had earlier visited workers of the Suez Canal's Naval Arsenal to get acquainted with their demands. **Source: Egypt State Information Service**

Bourbon takes delivery of third large IMR vessel



Paris headquartered Bourbon has taken delivery of the **Bourbon Evolution 803**, the third vessel in what Bourbon says is the first large IMR (Inspection, Maintenance, Repair) series for the offshore industry.



Resource exploration is going into increasingly deep waters and the new milestone for oil and gas marine industry operations is now at 2,500 to 3,000 meters. To meet this requirement, back in February 2008 Bourbon announced that it had ordered a series of 10 new generation, innovative, multipurpose and highly efficient IMR vessels designed by GPA (Guido Perla & Associates) with appropriate equipment to support its oil clients in expanding their deep offshore operations: the **Bourbon Evolution 800**.

The 95.6 m long x 21 m beam vessels are being built in China by **Sinopacific shipyard** and the first of the ten, the Ungundja, has been operating off the coast of Angola since the end of 2011. The second in the series, the **Bourbon Evolution 802**, was delivered in September 2012 and operates off the coast of Nigeria. The just

delivered Bourbon Evolution 803 will soon be operational in Malaysia.

Total E&P Angola has said the Ungundja has "really added value to offshore operations" as these become more numerous and meticulous and require larger lifting systems."

The Ungundja has been used to installed numerous jumpers and christmas trees on the Dalia and Pazflor fields as well as other standout operations.

The **Bourbon Evolution 802** joined the fleet in September 2012 and operates off the coast of Nigeria. Most recent addition to the series and delivered at the end of January 2013, the **Bourbon Evolution 803** will soon operate in Malaysia. **Source : MarineLog**



Above the Polish tug **Atlant** (now also bearing the Fairplay logo on it's funnel) entering the Waalhaven/Rotterdam Wednesday around noon towing a new pushbarge. Assisting tug is **Fairplay I**.

Photo : Henk Ros (c)

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Indian sea cadet missing; his diary spoke of mental torture on ship Before he was suspected to have jumped into the sea off Greece,

22-year-old Umashankar Mahto wrote extensively in his diary of "mental torture" by the chief officer of **m.t. True**, who often abused him using filthy language. On several occasions, he complained he was hungry and clearly said he could not go on with his life's dream of proving himself to his parents and siblings. Mahto's diary and notings were sent to his elder brother Jayshankar who works in Pune.

At 4 a.m. on February 19, Mahto did not respond to a wakeup call and his cabin was locked. He could not be found anywhere on board and his life jacket and winter jacket were missing. The ship's side railing near the life rafts had been removed. Mr. Noel Alphonso, General Manager of Andromeda Shipping India Pvt. Ltd., the agents who got Mahto his placement, told The Hindu on Wednesday that when the cadet was reported missing, the ship turned around and started search operations. The Hellenic Coastguard and Turkish vessels were involved in the operations and Mahto's life jacket was located at night. The search resumed the next day but 36 hours after he was reported missing, the search was stopped.

Since the vessel **MT True** has a Malta registration, an inquiry will be conducted by the Maltese authorities. The ship is proceeding to Turkey now, Mr. Alphonso has said. The Directorate General of Shipping, India, will have its own inquiry. He did not comment on the contents of the diary written by Mahto.

Jayshankar Mahto said his younger brother received his Diploma in Nautical Science in Mumbai and was placed on board m.t. True, a part of the Geden Lines fleet of tankers. He joined on November 28, 2012. He called his father, a retired school principal in Jharkhand, on February 19 but said nothing to him about his mental state.

"My brother was abused, not given food, he was falsely accused of theft, and he was not allowed to move freely on board," Mr. Jayshankar said. The family only knew all this once they read his diary which is indicative of the young man's despair. In the last jotting, he wrote that he had learnt good manners from his parents and he thought of the chief officer as a father figure but he resorted to such filthy verbal abuse that he had only loathing left for being a cadet under him. He apologised to his captain, his course mates and second and third officer and thanked them for their support, but he said he could not tolerate any more insults to his family. He pleaded with the chief officer not to do what he had done to him to any other cadet. He also referred to a "Sawant" who was kind to him and says he will not forget him.

Umashankar wrote that he came to fulfil his dreams and he just could not go home. He tells his mother that he is so broken. He apologises to his family and pleads with his seniors not to tell them about what happened on board. He says he does not know why such revenge is being taken for a little thing. **Source : The Hindu**



The **MSC TOMOKO** in Haifa – **Photo : Peter Szamosi (c)**



Singapore's shipping activity may expand 2-3 times by 2025

Shipping activity in Singapore could expand two to three times by 2025 due to continual infrastructure investments and the city-state's growing importance as a trade corridor, according to a Germany-based consultant.

By 2025, the Asean Economic Community is expected to be in full swing as intra- and extra-regional trades again momentum, said Anthonie Versluis, managing partner at Roland Berger Strategy Consultants. "Singapore aims to consolidate all of its container shipping terminals in Tuas, almost doubling port capacity per annum," Versluis said at a seminar organised by the Philippine Exporters Confederation, Inc. (Philexport). Malaysia, on the other hand, is planning an "aggressive expansion" of Port of Tanjung Pelepas (PTP), while Indonesia is working to complete its deepwater container port of Tanjung Sauh.

Versluis further identified four main drivers of maritime trade in the region: growth in intra-Asean trade spurred by full tariff reduction in 2015; rising trade between China and India; projected economic growth of 5-6% yearly for Asean in the next five years; and cargo demand shifting to liquids due to demand from China. Philexport also believed that world trade is increasingly being concentrated in Asia as it reinforces its position as the world's most populous region, the largest economic zone, and the biggest consumption zone. It is also home to majority of the world's middle income. **Source: Seatrade-Global**

A stalwart of Lowestoft's RNLI crew, who was involved in dramatic rescues, has died at the age of 94.

Tommy Knott served with the Royal National Lifeboat Institution in Lowestoft for 22 years and was coxswain/mechanic from 1968 to 1978, being awarded honours for two gallant rescues.

Mr Knott was a popular figure at the Royal Norfolk and Suffolk Yacht Club, where he lived and died at the age of 94 on Wednesday, February 13.

As well as being lifeboat coxswain and an able seaman, **Mr Knott** was also a coal miner, plumber, builder, mechanic and college tutor – while many people in Lowestoft will fondly recall being served by Mr Knott at the Woodbine Café, which he used to run with his wife Joan.



Born in St Margaret's Bay, Kent in 1918 he was the youngest of three children. After schooling he enrolled at Gravesend sea school and then joined the merchant navy. A series of voyages followed before the navy sent him to Lowestoft with a job based in Hamilton Dock to arm trawlers with a range of guns.

He was billeted above a newsagents shop in Suffolk Road and would eat at the Woodbine Café – and it was here where he met the owner's daughter Joan. Their romance blossomed as they later married and the couple had a son, Michael.

Mr Knott applied for a vacancy as the mechanic on the Lowestoft

lifeboat in 1956, and after 12 years of "well-respected" service he was promoted to coxswain/mechanic. During his time with the lifeboat crew he was involved in many rescues and in 1974 he and second coxswain **Peter Gibbons** were awarded the RNLI's Bronze Medal for a gallant service in challenging conditions, when the lifeboat saved the yacht **Sarina** and crew of four.

In August 1976 Mr **Knott** was involved in another dramatic rescue. His son Michael was the coxswain of the pilot cutter **Vivid**, and he recalled the incident. "We had a large ship waiting offshore ready to come into the harbour," Michael said. "I had taken the pilot out to the vessel and because of its size a tug was also being used to steady the ship. I brought the pilot boat back into harbour and was waiting at the Bridge House control room when a distress call came from the pilot onboard the ship. Somehow the tug Barkis had had a major problem and sunk."

With Mr Knott nearby at the yacht station, Michael called him to help, and they set off in the pilot boat to aid the sunken tug's crew, which had capsized near Ness Buoy one mile east of the harbour.

Mr Knott jumped in the sea and saved three crew-members. He made two attempts to save a fourth man, a relief skipper, but this was unsuccessful and his body was recovered later. He was awarded a Bronze Second-Service clasp in recognition of his courage and determination and Michael was also awarded a framed letter of thanks.

Eventually retiring in 1978, aged 60, Mr Knott soon took on the role of tutor at the maritime school of Lowestoft College, teaching sea survival techniques. His wife Joan died in 1982 and Tommy became caretaker at the RNSYC, later moving into a bed-sit flat at the club.

Having made arrangements for his own funeral, Mr Knott arranged to leave his body to medical science at the UEA Medical School in Norwich and gave instructions that a wake should be held at the Yacht Club. Michael said: "Dad was not a religious man and specifically asked that any memorial service should not be a sad occasion. So plans have been made to hold a humanist celebration of Tommy's life at the RNSYC Today (Friday), March 1 at 2pm." **Source edp24**



The **THUN GRATITUDE** enroute Amsterdam – Photo : Marcel Coster (c)

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MARINE CONTRACTORS

Sea Smooth coxswain: It was safe to not use the radar

Sea Smooth crew chief reveals he rarely checked his radar in fine weather, and had set its range to detect only nearby objects

By : **Simpson Cheung**

The coxswain of the **Sea Smooth** ferry insisted it was a safe to sail without looking at the radar during fine weather, the commission of inquiry into the National Day disaster heard yesterday.

Lai Sai-ming testified that he was not in the habit of undertaking long-range scanning at the start of voyages. He said that his employer had not stressed to him the value of using a radar to aid navigation. "If the weather was not good, then I would use [the radar]. If the weather was good, then I would not," he said.

The **Sea Smooth's** radar was set at a range of 1.2 kilometres when the collision occurred. Visibility was 9.6 kilometres on the night the **Sea Smooth** collided with the **Lamma IV**, causing 39 deaths. But Lai insisted the range was not too short, despite the vessel accelerating to sail at 21 to 23 knots after leaving the 15 knots speed restriction zone in Victoria Harbour. The **Lamma IV's** radar range was set at 1.6 kilometres, the commission had earlier heard.

Lai was in court yesterday after consulting his new legal counsel, funded by his employer Hong Kong & Kowloon Ferry. Charles Sussex SC, for the ferry operator, had earlier withdrawn from representing the crew of the ferry due to a potential conflict of interest.

Lai said his new lawyer had advised that he could testify without legal representation. The three other crew members also decided to appear at the inquiry without further legal advice. Lai told the inquiry that after the catamaran left Central pier, he switched off the CCTV screen to keep the wheelhouse dim and facilitate lookout at night.

According to his statement, Lai had already changed both course and speed two or three times to avoid colliding with the other boats and yachts sailing to the harbour to view the National Day fireworks. The hearing yesterday did not go into details of Lai's statement on the collision process. Wong Yung-shing, a **Sea Smooth** sailor, said he fell to the ground after the collision, which caused a door at the bow to burst open. He saw an object, which he believed to be a ship, gliding past the **Sea Smooth** when he stood up.

Wong also corrected his previous statement to the police, which said Lai had told him there had been a vessel collision and that the coxswain had ordered passengers to don life jackets.

He told the commission yesterday that he had not contacted Lai after the collision and that it was engineer Lo Pui-kay who made the order. Wong was arrested for manslaughter, while Lai and sailor Wong Tai-yau were arrested for endangering the safety of others at sea, the commission heard. It was not known what Lo was arrested for.

Cheung Fook-chor, a former employee of **Cheoy Lee Shipyards**, which built **Lamma IV** in 1995 and 1996, admitted he had made some omissions, which led to a wrong calculation in the damage stability - the capacity of a vessel to resist flooding - of the ferry. The hearing continues **Source : South China Morning Post**



The **ARKLOW WIND** enroute Amsterdam – photo : Joop Marechal ©

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NAVY NEWS



The **D33 DAUNTLESS** moored in Newcastle – photo **R.Varekamp (c)**

Salvor teams dismantle funnel of US Navy ship



PCG Palawan district commander Commodore Enrico Efren Evangelista said the salvors dismantled the ship's funnel or smokestack. It would be lifted with a crane by the **M/T Jascon 25** to a waiting tugboat, the **Archon Tide**. From the tugboat, the funnel would be transferred by **SMIT Borneo** to another barge, the **S-7000**.

Evangelista said the next part of the ship that would be dismantled would be the mast. He clarified that salvors from

SMIT Borneo, the **US Navy**, **Malayan Towage and Salvage Corp.** are the ones dismantling the ship and not the PCG. The PCG official said the salvors will also clear the equipment below the weather deck and remove the sonar winch at the bow. The 68-meter US ship was reportedly carrying 15,000 gallons of automotive diesel oil when it ran aground at the atoll on Jan. 17 while on its way to Indonesia. The grounding incident damaged some 4,000 square meters of coral reef. **Source : Philstar**

SHIPYARD NEWS



The **NORWEGIAN BREAKAWAY** left the building hall at the **Jos Meyerwerft** in Papenburg
Photo : Jacob Versteeg ©

Hyundai Vinashin grabs another product order

At least one shipbuilder in Vietnam is still busy. A recent report from Greek broker Golden Destiny shows that Vietnam's Hyundai Vinashin, a Korean-Vietnamese joint venture, has won an order from Central Mare of Greece for the construction of a 49,000dwt product tanker for delivery in 2014. **Wilmar International** of Singapore placed orders for two similar 49,000dwt MR product tankers at the same yard in December. Source: Sea Ship News



A busy Perak (Surabaya) Port – Photo : Fred Claessen ©



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Keppel FELS adds US\$300 million to order book with new contracts

Keppel FELS Ltd (Keppel FELS), a wholly-owned subsidiary of **Keppel Offshore & Marine (Keppel O&M)**, has secured three contracts worth a combined US\$300 million from repeat customers. The contracts are for the construction of a KFELS B Class jackup rig from Star Drilling Pte Ltd, a Singapore-based company promoted by the companies of D.P. Jindal Group; the upgrading of the semisubmersible **ENSCO 5006** for Ensco PLC (Ensco); and the upgrading of the semisubmersible **Ocean Patriot** for Diamond Offshore.

Mr Wong Kok Seng, Managing Director (Offshore) of Keppel O&M and Managing Director of Keppel FELS said, "We are glad to be able to continue from 2012 into 2013 by adding more contracts to our orderbook. Even as we add to our new orders, we continue to deliver our projects safely, on time and on budget. Just over the last two months, we delivered four newbuild rigs by up to a month ahead of schedule. "We are honoured to have returning customers come to us for newbuilds as well as repairs and upgrades. With Jindal, this will be their third KFELS B Class jackup rig. We have to-date delivered ten such rigs to Indian customers and look forward to supporting Jindal and their growth in India's oil and gas market. At the same time, we also have a healthy load of repair and upgrade work and we are grateful that customers like Ensco and Diamond have regularly sent their rigs to us for repairs, upgrades and modifications." For the contract with Jindal, the jackup rig will be built to Keppel's proprietary design and customised to meet the owner's operational needs in water depths of up to 350 feet for deployment in offshore India. The rig will have a drilling depth capability of 30,000 feet. Delivery of the rig is scheduled for 4Q 2014.

Mr Raghav Jindal, Managing Director of Jindal, said, "India is enlarging its sphere in the global oil and gas industry and pushing to reduce its dependence on oil imports. These factors present tremendous opportunities for exploration and production activities and Jindal is well positioned with high specification rigs to meet this demand. In particular, this

new rig order signals our intention to enhance our presence in the sector. The KFELS B Class is a proven design for us as both **DISCOVERY I** and **VIRTUE I** jackup rigs have been operating successfully without any downtime in offshore India. We are pleased to be able to work with Keppel FELS again as we can be assured of receiving a high quality rig on time and to our highest satisfaction." The D.P. Jindal Group of companies has business interests in the oil and gas sector and provides offshore drilling services as well as manufacturing of seamless & ERW pipes. For the contract with Enasco, Keppel FELS' major workscope on the **ENSCO 5006** includes upgrading of the living quarters, and other contract-specific upgrades for operating in Australia on the INPEX Ichthys Project. The vessel is expected to arrive at the yard in 1Q 2014 with redelivery in 2Q 2014, after which it will be chartered to INPEX for work in Australia. For the contract with **Diamond Offshore** on the **Ocean Patriot**, Keppel FELS will undertake the fabrication and installation of four 24-foot diameter stability columns and new lower hull inboard pontoon sponsons as well as upgrade the living quarters. Work on **Ocean Patriot** is expected to commence in June 2013 with redelivery at end 2013. When completed, the semisubmersible will be chartered to Shell for work at the Fram field in the UK North Sea. The above contracts are not expected to have a material impact on the net tangible assets or earnings per share of Keppel Corporation Limited for the current financial year. Source: Keppel Corporation Limited

Milestone Tankship Refit at Portugal's Lisnave Shipyard

The 107,123 dwt '**Eagle Turin**', owned by AET is the 100th tankship refit project to be handled at Lisnave. This milestone in today's highly competitive ship refit market, has been achieved over a period of 15 years, it being the second time that this particular tanker has visited Lisnave for general refits.

The first tanker refit project from AET was received by Lisnave during 1998 – the 102,352 dwt **Eagle Auriga** arriving in March of that year. At that time the attending superintendent from AET was Mr. Aw Chin Meng who, on average, has been once a year since 1998. A total of 38 different superintendents have attended ships in Lisnave during the 15 year period, but Mr Aw has been the most regular. A total of 38 individual vessels make up the 100 contracts - two vessels have drydocked 5 times; 11 vessels (4); 7 vessels (3) and this will be the second time for the **Eagle Turin**. The spread of refit projects over the 15 years has been steady since 1998, one vessel in 1999 then 2000 (2), 2001 (4), 2002 (6), 2003 (6), 2004 (9), 2005 (6), 2006 (6), 2007 (10), 2008 (11), 2009 (12), 2010 (7), 2011 (11) and 2012 (7). The single largest refit contract involved the 107,123 dwt Eagle Tampa during 2004, which underwent some 800 tonnes of steel renewal to her hull. Frederico J Spranger, Lisnave Chief Executive Officer expressed "It has been a privilege to serve AET over the past 15 years with 100 refit projects now completed. Here at Lisnave we pride ourselves on the high percentage of 'repeat' business we get from traditional owners/managers - we offer quality and timely redeliveries and therefore such owners are willing to send further contracts to us. The prime example of this is AET." Source: AET

ROUTE, PORTS & SERVICES



The **AZAMARA JOURNEY** moored in Ho Chi Min City – Photo : Simon Smith (c)

Samudera targets Indonesia boxshipping growth

Samudera Shipping Line is looking to expand its Indonesian container shipping business as Asian regional markets remain under pressure. The Singapore-listed Indonesian shipowner noted in its full year financial results that freight rates for the regional boxshipping sector were likely to remain under pressure in 2013 due the oversupply of vessels. However, one bright spot is its Indonesian business, which it is looking to continue to expand in. "In the Indonesia domestic container shipping segment, growth in the Indonesian economy should continue to drive shipping activity," Samudera said. "In the year ahead, the group will look for new ways to further grow this segment by increasing its fleet and exploring the addition of profitable routes." In 2012 the volume of containers handled by Samudera in Indonesia grew by 10.1% to 168,000 teu, compared to 152,000 teu in the previous year. Revenues from its Indonesian domestic business were up 9% at \$62.8m last year compared to \$57.6m in 2011. For its business as whole in 2012 Samudera reported a net profit of \$4.63m, a 63.2% drop over a \$12.6m profit in 2011. Revenues in 2012 were up 3% at \$467.7m. **Source: Seatrade-Global**



The **TOISA DAUNTLESS** anchored off Singapore **Photo : Piet Sinke ©**

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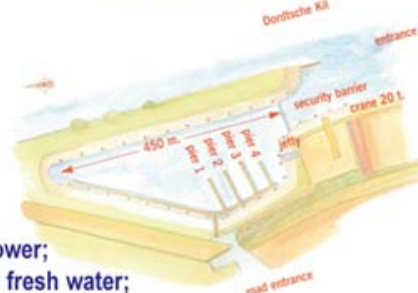
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Commercial Port of Vladivostok handled new vessel of FESCO Ro-RoLine

Commercial Port of Vladivostok (part of **FESCO Transportation Group**) has accepted for handling the **MAKASSAR HIGHWAY** – new vessel of FESCO Ro-RoLine, the company's press center informs.

Specialized automobile carrier delivered to Vladivostok 683 units of automobile equipment manufactured in Japan: passenger cars, trucks, special vehicles. The vessel was unloaded at the port's automobile terminal.

According to the release, it is the first call of Makassar Highway on the port from the moment it joined FESCO Ro-RoLine, where it substituted FescoGavriil.

Four Ro-Ro vessels operate at the line linking Commercial Port of Vladivostok with Japan's eastern ports. Makassar Highway capable of carrying 1,800 units of automobile transport will call on Commercial Port of Vladivostok once in ten days. FESCO Transportation Group is one of Russia's largest intermodal transportation companies providing a full range of logistical solutions through a combination of shipping, rail, trucking and port services offered to clients through a world-wide network of sales offices. FESCO provides services in transportation of containers, general cargo project cargoes and automobiles. FESCO operates the fleet comprising 44 vessels with the total deadweight of 788,000 tons and the fleet of 19,000 of railway wagons. Annual capacity of the Group's infrastructure facilities is some 450,000 TEUs of containerized cargo, 5 mln tons of dry bulk cargo and 100,000 units of ro-ro cargo. **Source: Port News**



NEPTUNE MARINER which arrived at Felixstowe to tow the vessel **CHARON J** as a dead ship after damaging propulsion gear after hitting a buoy off Felixstowe. Please note the **CHARON J** was renamed from the **CORVUS J** after collision with the **BALTIC ACE** off the Belgian coast. **Photo : Andrew Moors Harwich RNI lifeboat.**

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Tough sailing continues on Ferries' bottom line

British Columbia Ferry Services has not started its next quarter any better than it finished its last one.

The corporation, which posted a net loss of \$17.2 million in its third quarter ended Dec. 31, had a slow start to its fourth quarter as it saw passenger and bus traffic on its largest route, between Swartz Bay and Tsawwassen, fall in January.

There were 282,858 passengers aboard vessels on that route in January, down 1.71 per cent from the same time last year. Bus traffic slipped 10.4 per cent to 721 vehicles over the same period. Vehicle traffic was virtually unchanged at 100,702 last month compared with January 2012.

Ferries did see a slight improvement in its results in the third quarter, losing \$17.2 million compared to \$19.2 million a year ago. The latest loss had much to do with traffic as vehicle numbers declined 2.2 per cent and passengers fell 2.4 per cent during the quarter, largely due to a stormy December, when total traffic decreased 5.6 per cent. The month had several days with winds that caused sailing cancellations round the peak holiday season. Total revenue in the quarter increased by \$4.7 million to \$169.6 million compared to the same quarter last year. Quarterly expenses rose from \$166.7 million to \$169.4 million because of higher vessel and terminal costs, which were partially offset by lower fuel costs **Victoria Times Colonist**



27-02-2013 the 1962 built research vessel **DISCOVERY** arrived in Terneuzen, enroute the breakers in Gent

Photo : Wim Kosten – www.maritimephoto.com (c)

GSP Offshore and IT International Telecom have entered into a strategic partnership for Submarine Cable Installation Projects on a worldwide basis.

GSP Offshore and **IT International Telecom** will combine their experiences to execute projects utilizing both companies' assets and core competencies in order to provide the Global Subsea Market with Subsea Cable Engineering, Installation, Trenching, Transportation and Maintenance Solutions.

Mr. Gabriel Comanescu, GSP's CEO and Chairman of the Board, declared: "**GSP Offshore** is determined to continue its strategic growth. The partnership with IT International Telecom continues GSP's strategy of diversifying the services offered to meet the Submarine Cable Installation Market demands. We are committed to making this partnership successful for both parties by consistently exceeding project requirements and client expectations."

Mr. John W. Graham, CO-CEO, IT International Telecom: "We have a great consideration for GSP's offshore operations portfolio and have great expectations related to this partnership that we consider strategic. IT International Telecom in partnership with GSP Offshore will provide services of utmost reliability, and given the technical and financial solutions provided by our companies will help us both reach a larger number of clients worldwide!"

GSP Offshore is an integrated service provider to the Oil & Gas, Renewables and Telecommunications Industries, covering Fabrication, Jack-Up Drilling Rigs, Subsea Construction & Installation Vessels, Transportation & Trenching - www.gspoffshore.com

IT International Telecom is a Subsea Network Integrator for the Oil & Gas, Renewables and Telecommunication Industries, covering Design, Submarine Cable Installation, Trenching, Transportation & Maintenance of Submarine Cable Systems - www.ittelecom.com

Minister Kamp bezoekt Rotterdamse havengebied

Minister Kamp van Economische Zaken (EZ) bezoekt op maandag 4 maart de haven van Rotterdam, nog altijd de grootste haven van de wereld waar in 2012 442 miljoen ton goederen passeerden. Tijdens zijn bezoek maakt hij een vaartocht langs de nieuwe Maasvlakte.

De bouw van de Maasvlakte is het grootste waterbouwkundige project in Nederland sinds de Deltawerken. De uitbreiding die momenteel plaatsvindt bevat 2.000 hectare nieuw havengebied en wordt in 2014 opgeleverd.

Daarna bezoekt Kamp het bedrijf Huntsman, een van de belangrijkste chemiebedrijven in Rotterdam. De minister bekijkt een aantal groene investeringen, zoals een installatie die energiezuinige grondstoffen test. Ook neemt hij een kijkje bij een proeffabriek waarvoor Huntsman een Green Deal met het Rijk heeft afgesloten.

Bij de **RDM Campus** in de voormalige werf van de **Rotterdamse Droogdok Maatschappij** praat de minister met onderwijsinstellingen en ondernemers die samenwerken om meer mensen te interesseren voor een technische opleiding. Voldoende technische geschoold personeel is van groot belang voor het havengebied.

Tot slot laat de Heerema Fabrication Group (HFG), specialist in grote projecten op zee, in Zwijndrecht de bouw van twee offshore-platformen zien. Netbeheerder TenneT is opdrachtgever en gaat met deze 'stopcontacten op zee' windparken in het Duitse deel van de Noordzee aansluiten aan het hoogspanningsnetwerk op land.

9.00 – 12.30	Vaartocht langs de havens op de Maasvlakte
12.30 – 14.15	Bezoek aan Huntsman
13.00 – 13.30	Mogelijkheid tot interviews met minister Kamp + Max van der Meer (Huntsman Holland) + Hans Smits (Havenbedrijf Rotterdam)
14.45 – 16.00	Bezoek RDM Campus
16.45 – 18.15	Bezoek Heerema Fabrication Group
17.15 – 17.30	Mogelijkheid tot interviews met minister Kamp + Mel Kroon (TenneT) + Tino Vinkesteyn (HFG)

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.... PHOTO OF THE DAY



The **FAIRLOAD** arrived at the river Tyne from Cherbourg bound for OTP Walker – Photo : Kevin Blair ©