



**Number 066 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Thursday 07-03-2013**

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



The second deck level of the mine countermeasures ship **USS Guardian (MCM 5)** is guided onto the U.S. Navy contracted vessel **M/V Jascon 25**. Guardian ran aground on the Tubbataha Reef Jan. 17. The U.S. Navy continues to work in close cooperation with the Philippine authorities to safely dismantle Guardian from the reef while minimizing environmental effects. – Photo : US Navy

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## EVENTS, INCIDENTS & OPERATIONS

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The **THORCO ALLIANCE** in Rio Grande – Photo : Marcelo Vieira (c)

## Lamma IV's late turn made in panic: Captain Pryke

Naval captain claims skipper lurched right just seven seconds before crash, and says Sea Smooth's coxswain took fatal turn to the left

By : [Simpson Cheung](#)



A late starboard turn by the coxswain of the ill-fated **Lamma IV** was an act of "last-minute panic" rather than a conscious attempt at averting a collision, a naval expert said yesterday. **Captain Nigel Pryke** was appearing at the commission of inquiry into the National Day sea tragedy that killed 39 people for the third time, after hearing evidence from the coxswains of both vessels involved in the collision.

"I think the action taken [by **Lamma IV** coxswain Chow Chi-wai] was just so late that it wasn't a practical collision-avoidance action. It was just a last minute panic," he said.

Chow said earlier that he made full turn to starboard about 30 seconds before the collision with the public ferry **Sea Smooth**. But Pryke, a commission appointed expert, said it was just seven seconds before the crash. **Sea Smooth** coxswain Lai Sai-ming earlier said he had made a starboard turn to avoid colliding with **Lamma IV**.

However, Pryke said he maintained the view expressed in his first expert report, that Lai had made a wrong turn to port side - which he described as a "fatal manoeuvre".

The British maritime expert also said he wanted to amend his first report, to add that Chow, as well as Lai, had failed to keep a proper lookout on the radar. Chow said he had looked at the radar once. Pryke believed if Chow had watched more frequently, he would have seen the wrong turn made by **Sea Smooth**.

Pryke also criticised the owner of **Lamma IV**, Hongkong Electric, for deploying an employee, Lai Ho-yin, who had no maritime experience, to make up the crew of four, as required by Marine Department. He said this was "totally unacceptable". The commission heard earlier that Lai Ho-yin took three lifebuoys and jumped from the **Lamma IV** as it sank.

Pryke also criticised the design of **Sea Smooth's** wheelhouse for placing the radar on the right hand side of the conning chair, instead of in front of it. "A primary school class could come up with a better design," he said.

He added that the practice of the ferry's crew to casually sit around the wheelhouse was "outrageous" and "ridiculous".

He said one crew member should have been designated to sit beside the captain to help with the lookout. In his second expert report, Pryke outlined a series of suggested improvements to harbour management and safety appliances. He said more training was required for ferry crews, especially on radar use. "It is striking that both coxswains involved seemed to be unaware of the high degree of attention required when vessels are approaching each other at high speed," he said.

He also proposed that vessels carrying more than 100 passengers should be equipped with radars and very high frequency radio to communicate with the Marine Department. Their crew should also participate in the vessel traffic system so they would be alerted to collision risks.

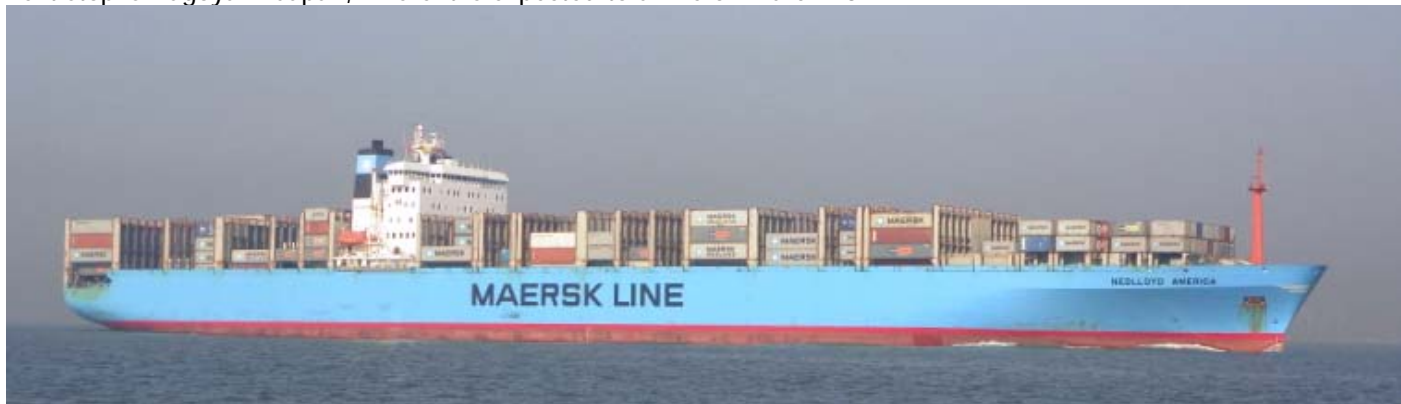
After meetings with the Marine Department, he said it was reviewing ferries' manning level and crew qualification requirements. The hearing continues – **Source : South China morning post**



## ITF keeping port and vessel under observation

The ITF is keeping the vessel Long Beach under observation after it reportedly unloaded at the Mitsui-UGC terminal at the port of Vancouver, Washington State, USA, where unionised dock workers are currently locked out.

The ITF is keeping the port under close watch. Following the Long Beach incident it will be contacting the vessel's owners and crew and explaining the situation at the port and what action seafarers are expected to take and not to take in these circumstances – in line with the solidarity clause in their collective bargaining agreement. The vessel's next stop is Nagoya in Japan, where it is expected to arrive on March 23.



The 1991 built **NEDLLOYD AMERICA** entering Jawaharlal Nehru Port Trust on another "bright" day in Mumbai."

Photo : Wouter Joustra (c)

## Detained ships are smuggled from port

Two tugs detained in the Westcountry and condemned as unseaworthy have been smuggled out of port in the dead of night. An investigation has been launched after the sudden disappearance of the two 151-tonne former Ministry of Defence (MoD) "dog class" boats, which are now thought to be bound for Africa. The 70ft tugs – **Juliette Pride 1** and **2** – had been tied up at Newlyn, in West Cornwall, after major defects were found by surveyors from the Maritime and Coastguard Agency(MCA).

But the ships, which fly the flag of Tanzania and are owned by a Nigerian oil trader, somehow managed to slip unseen from the port early on Sunday.

MCA officials privately fear the boats may sink en route and there are concerns for the welfare of the Nigerian crew and any seafarers who may be called to their aid should they encounter problems.

"The tugs are in an appalling state," one source told the Western Morning News. "There's a good chance they won't make it to Africa and could pose a pollution risk on the European coast."

The MCA confirmed yesterday that the boats had "jumped detention" but admitted there was little it could do once the ships had left UK jurisdiction and entered international waters.

Spokesman Jo Rawlings said the main priority was safety, adding: "We prohibited them from setting sail but once they hit international waters it is tricky to get them back. Detention orders are only issued when vessels are deemed unsafe – it could be structural or an inability to deal with certain weather conditions or an emergency – so if they are out there now it is a concern as lives may be put at risk."

The MCA orders are thought to be the first in the region since the beam trawler **Grietje** was sanctioned in Devon, becoming a rusting eyesore in Brixham's picturesque harbour until it was bought by a diving company in 2011.

The missing boats are thought to have had their tracking systems turned off and Falmouth Coastguard has been unable to find a radar trace.

**HMS Severn**, which was reportedly in the area between 4am and 5am, saw nothing.

Jim Portus, leader of the South Western Fish Producers' Organisation, said as an ex-seafarer he "feared for the safety" of the tug crews and claimed the "escape" called into question officials' powers and security measures.

"The MCA don't arrest vessels lightly and they would not have just had small defects," he added. "You just have to hope they arrive safely, though it may be more by luck than judgment – unfortunately there are lots of vessels out there that may be defective just as there are many cars on the road which are potential death traps." Newlyn harbour master Andrew Munson said the two boats had been "just tied up like everybody else". He said the Nigerian crew



members, who had been repairing defects, had given him no indication they planned to leave. "As I understand it, the owner has got four of these dog class tugs which he uses in his tanker business," he added.

"Structurally, they were sound – they just had defects which didn't conform with the regulations. They were here on Saturday and then first thing Sunday morning they were gone – normally out of courtesy you let the harbour authority know, but they may have different ways of working in their country." Source : [maritime-connector](#)



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## POSH Terasea forms world's largest and youngest fleet for ocean towage service

[PACC Offshore Services Holdings \(POSH\)](#), through its EPIC division, announced the formation of a joint venture company [POSH Terasea Pte Ltd](#) with [Terasea Pte Ltd \(Terasea\)](#). [POSH](#) will



contribute to the JV a fleet of five specialized Anchor Handlers (12000BHP to 13500BHP) while Terasea contributes four units of newbuilding modern deepwater 16000BHP Anchor Handlers, to be delivered successively over the next 11 months. With this merger, [POSH Terasea](#) will operate the largest and youngest fleet of vessels for the ocean towage market.

[Mr Scott Lindsay](#), Chairman of Terasea announced: "[Terasea](#) is pleased to form this JV with [POSH](#). [POSH EPIC](#) division, with its experienced crew and management team, is arguably the world leader in FPSO

towage and positioning; with an unparalleled track record, for its safety standards and timely deliveries. POSH's track records include the towage and hook-up of the world's largest FPSOs, including FPSO [Hai Yang Shi You 117](#), FPSO [Kizomba A & B](#), and FPSO [Agbami](#). The new vessels will further cement its position as the market leader."



"The JV will reap much synergy from its shareholders and leverage on the global networks of both **POSH** and **Terasea**. With an expanded fleet of nine specialized vessels operating globally, the JV is able to offer its customers greater reliability. In addition, the JV operates vessels of 3 different categories of bollard pull, and this will provide our customers greater flexibility in configuring their bollard pull requirement." said Mr **Peter Lee**, CEO of **Terasea**. POSH Terasea will be led by its President & Director **Mr Eric Ng**, who is the director of the **POSH EPIC** division. **Mr Eric Ng**, has more than 30 years of experience in the offshore oil and gas industry. **Mr Eric Ng** said "Oil majors are demanding higher safety standards, as well as younger and more powerful vessels. The addition of four additional 16000BHP newbuild into the fleet is a testament of our commitment to continuously upgrade our fleet to meet the increasing demands of the oil and gas industry."



The 1999 built NIS flag vehicle carrier **HOEGH TRANSPORTER** entering Grand Harbour, Malta on Wednesday 6th March, 2013. **Photo : Szabolcs Pozca - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)**

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The M/V **YACHT EXPRESS** loading 10 oil refinery modules in Arbatax, Sardinia, Italy at **Saipem Intermare Sarda fabrication yard** for Suriname oil refinery expansion project. Photo's : **Onno van der Wal** ©



**Time to buy dry bulk bargains, says chief**

**Head of Pacific Basin Shipping says prices for secondhand cargo vessels have bottomed out, after falling up to 50pc over the past two years**

**By : Keith Wallis**

With prices of secondhand dry cargo ships falling 30 to 50 per cent in the past two years, now is the time to start buying again, said the head of dry bulk ship operator **Pacific Basin Shipping**.

Chief executive Mats Berglund said prices had bottomed out and were "definitely not going down". Prices were "on the low side, which is why we see more upside in [ship] values". Other shipping experts cautiously agreed.

Tim Huxley, the chief executive of tanker and dry bulk operator Wah Kwong Maritime Transport, said "we are certainly in the zone" to buy.

"There is a lot more interest from potential buyers, and volumes in the secondhand market, particularly for bulk carriers, are running at quite high levels," Huxley said. "Even at today's much lower prices though, current charter rates don't really make sense and of course the lack of debt finance available means the number of people who can actually go out and buy is limited to those with cash or access to equity.

"Finding the right deal is proving challenging - there are a lot of pretty poor quality ships on the market, so you have to dig around for the good ones." Martin Rowe, the managing director of Clarkson Asia, said there were "pockets of sunshine only".

"Quality modern Japanese Handysizes, for example, continue to attract a premium" but there was a "challenging market for Chinese tonnage due to vessels having higher fuel consumption at normal speeds", Rowe said. "Since finance remains tight, [the] freight market [is] tough and with plenty of new ships for delivery in 2013, it is still hard to imagine prices rising across the board."

Current prices for a five-year-old 32,000-deadweight-tonne Handysize dry bulk ship are about US\$15.5 million to US\$17 million, against an average of US\$25 million in 2010.

Pacific Basin has spent US\$122 million since September last year buying eight Handysize and larger Handymax ships, an average of US\$15.25 million per vessel. The firm has US\$753 million for buying more vessels.

Berglund said the firm would continue "buying more secondhand ships at good prices. We are very particular about the ships we buy". Seven of the eight ships were fitted with equipment to handle logs, which accounted for 15 per cent of the firm's 40.9 million tonnes of cargo that it transported last year.

All eight were built in Japan and acquired from Japanese owners. Japanese shipyards have traditionally built better quality bulk carriers than Chinese yards.

Berglund said secondhand vessels also offered a "better return on capital" than new vessels, even though they were more fuel-efficient. The reduction in fuel consumption from the so-called eco-ships would generate US\$360,000 a year in cost savings, but the ships would cost an extra US\$10 million to buy.

Berglund said Pacific Basin was mulling plans to order 38,000-39,000 dwt bulk carriers direct from a shipyard because secondhand tonnage of this size did not exist in the market.

He said the firm was starting to take delivery of its second batch of dry bulk carriers built by **Jiangmen Nanyang Ship Engineering** near Zhuhai. The first, **Jiangmen Trader**, was delivered in January.

Pacific Basin first ordered a series of 32,500 dwt bulkers from **Jiangmen Nanyang** in 2005 and then signed a deal for six larger 37,000 dwt vessels in 2010. Pacific Basin worked with the yard during design and construction of the ships and Berglund said they had delivered the highest returns of any ship in the firm's fleet.

The firm made US\$39.3 million in net profit from its dry bulk operation last year with a further US\$37.7 million from its towage business. But these results were offset by a US\$199 million write-off on its roll-on/roll-off ferry business, which has been discontinued. **Pacific Basin** will still receive lease payments on the ships from Grimaldi Group until the Italian ferry operator buys the ships between now and 2015. Berglund said overall **Pacific Basin** made an underlying net profit of US\$3 million in the first six months and US\$45 million in the second half of last year.





Carisbrookes **MARK C** enroute Amsterdam - photo : Marcel Coster (c)



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## Heidmar seeks to diversify into new areas

Tanker pool manager **Heidmar** is to diversify into new areas of the market in a bid to boost revenue stream and win new clients. Co-owned by Greek shipowner George Economou and US financial services group, Morgan Stanley, Heidmar, has set up Heidmar Asset Management, which will go beyond the current focus on tankers.

Heidmar cfo, Marc La Monte, said the unit "will work with banks, astute investors, and other new industry entrants who may be looking for a first class partner". The aim is to offer a 'turn key' solution covering commercial and technical management, as well as extensive financial reporting of vessels of all types. Up to now Heidmar has

specialised in the commercial management of tankers trading in one of its five distinctive pools covering MR, panamax, aframax, suezmax and VLCCs, presently comprising some 100 tankers. It also has a JV with Womar in which around 60 chemical carriers are entered. Economou, a 49% co-owner of Connecticut-based **Heidmar**, has been withdrawing ships from the pools, since last April a process expected to speed-up, with the remaining five aframaxs and four suezmaxs due to depart in the months to come. A year ago, Economou's private crude carrier arm, TMS Tankers, had 14 aframaxs enrolled in **Heidmar's Sigma Tankers pool** and nine suezmaxs with Blue Finn.

The tanker pool -- **Unique Tankers** -- established in December by Peter Georgiopoulos' Genmar and China's Unipac will also impact **Heidmar**. This pool was established to meet Unipac's requirements and Genmar will commit 19 tankers to it, the seven VLs it now has in **Heidmar's Seawolf Tankers pool**, and 12 suezmaxs. **Source: Seatrade-Global**



The **MSC TORONTO** off Haifa – photo : Peter Szamosi (c)

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## Guantánamo-bound barge dumps cargo into ocean

A U.S. Navy contract barge bound from Jacksonville to the base at Guantánamo Bay, Cuba, spilled 22 shipping containers into the Atlantic Ocean, the Coast Guard said Tuesday, sending household goods, aerosols, refrigerant gasses and food into the water.

The mishap, involving the **Atlantic Trader** barge, happened early Monday afternoon 18 miles east of Key Biscayne, the Coast Guard said. The boat tugging the barge, the Spence, notified the Coast Guard. Air and sea crews dispatched to the site reported seeing four or five containers floating in the area, and the Coast Guard said Tuesday night that efforts were underway to recover them. It was unknown whether the other containers could be salvaged.

The spill "posed no threat," said Coast Guard spokeswoman Marilyn Fajardo Tuesday evening. But the Coast Guard said it was working with a variety of federal and local agencies to "mitigate potential threats to safe navigation, the marine environment, and responders involved in the salvage effort."



The containers held a variety of items, including "combustible liquids, possibly diesel fuel," compressed oxygen and carbon dioxide, aerosols used for refrigerants and fire extinguishers, as well as paint, household goods, food and other perishable items, Fajardo said.

By about 10:15 p.m. Monday, three tug boats had maneuvered the tug and barge to Port Everglades "with some containers still hanging over the side, and some container stacks fallen over like dominoes," a Coast Guard statement said. The Coast Guard said the cause of the accident was under investigation.

While the Pentagon occasionally has used cargo aircraft to bring perishable supplies to the base since it opened the detention center for suspected terrorists at Guantanamo in 2002, the 91-foot **Atlantic Trader** has long been U.S. Navy's primary resupply method.

It makes trips to the outpost in southeast Cuba about twice a month bringing everything from automobiles and bicycles belonging to sailors and their families to the alcohol on the shelves of the Navy commissary, Irish pub and officer's club.

Among the federal and local agencies involved in the salvage effort are Port Everglades, The Broward County Sheriff's Office, Broward County Fire and Rescue, Port Everglades Pilots, the U.S. Environmental Protection Agency, and Florida Department of Environmental Protection. **Source : US Coast Guard**

## **Hurtigruten ship runs aground**

The 11,200-tonne **Kong Harald** ran aground at the mouth of the Trollfjord in Norway at midnight local time on



Monday. Carrying 258 passengers and 57 crew, the ship was able to free itself when high tide came in at approximately 4am local time and continue onto Svolvær on Lofoten following an inspection by military divers.

There were no reported injuries to passengers or crew with all passengers disembarked and flown home on Tuesday.

"This isn't any fun, but what can I say," Captain Brynjar Ulvøy told local reporters on arrival into Svolvær on

Lofoten.

"Everyone can have an accident in their cars too." Captain Ulvøy went on to explain that the grounding happened near his home, an area that he knows, "like the back of his hand", but that the incident was "absolutely not dramatic". Passengers reported a loud noise and were asked to dress and assemble on deck. Hurtigruten is planning an immediate investigation into the grounding, with the remainder of the eight-night Stokmarknes to Kirkenes to Bergen cruise cancelled. **Kong Harald** will undergo a drydock in Fiskarstrand to mend its breached hull. Compensation has not yet been confirmed by the cruise line. **Source : e-Travel Blackboard**

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## NAVY NEWS



06-03-2013 The French Navy **Durance Class** Replenishment Ship **FS MEUSE A607** entering Grand Harbour, Malta bound to Valletta Cruise Port Pinto 1 Wharf.

Photo : Szabolcs Pozca - [www.maltashipphotos.com\(c\)](http://www.maltashipphotos.com(c))

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The tuna fishing vessel **CARMELA** at the synchrolift in Cartagena de Indias, Colombia

Photo : Piet Starrenburg ©

## Newbuilding ordering activity picks up

With the first couple of months of 2013 now "under our belt" it seems that ship owners around the world have laid out their investment planning, thus heading out to shipyards for their ordering business. As a result, there is a steady stream of new orders across all sector of the shipping markets. The reason for this is that, in Clarkson Hellas' words, "they realize that competitively priced opportunities and deliveries are potentially slowly starting to slip from their grasp" it said in its weekly report.

It added that "as with last week the majority of ordering has been in dry, as buyers continue to take advantage of the historically low pricing that yards are still offering whilst they still can. However, as reported last week there are less and less opportunities for buyer's to focus on as yards fill any remaining 2014 capacity and it will be interesting to see how far yards are able to push pricing up in the coming months especially when rates are not necessarily there to justify any significant premium on newbuild prices at this stage of the cycle. On the Wet side, as has been the story for most of 2012 and the start of 2013 we have seen more

investment in the products side and we see no sign of any significant let up in enquiry levels for this sector, so fully expect Buyers to continue to invest money into this burgeoning order book. Overall, yards must be quietly pleased at how well 2013 has started off, especially when compared to 2012 and they must be crossing their fingers that the year continues in the same positive fashion for the next ten months!", Clarkson Hellas concluded.

Meanwhile, in a separate report on newbuilding business, shipbroker Golden Destiny noted that "in the newbuilding market, the fourth and final week of February ends with very soft new volume of business from previous high weekly reported new orders. Interesting news emerged for an important volume of business in the bulk carrier large sized segment, capesize and very large ore capesize. Commodities trading house Cargill is said to have signed a letter of intent for the construction of up to six fuel efficient capesize newbuildings with China's Shanghai Waigaoqiao Shipbuilding. Sources suggest that the letter of intent includes three firm newbuildings and additional three options at an estimated newbuilding price of \$46mil per vessel. In the very large ore capesize segment, Chinese newcomer owner, Shandong Shipping Corp is said to be planning a massive order between four and ten ore carriers of 250,000dwt after securing a long term charter contract from Australian mining giant BHP. Sources suggest that the newbuilding deal inked in the final quarter of 2012, but no details were disclosed", the Piraeus-based shipbrokers said.

It added that "overall, the week closed with 15 fresh orders reported worldwide at a total deadweight of 1,380,200 tons, posting 50% week-on-week decline from previous week with significant lower volume of contracts in the bulk carrier and tanker segments, down by 400% and 100% respectively week-on-week, and no new orders reported in the gas tanker and container segments. This week's total newbuilding business almost at similar levels from similar week's closing in 2012, when 16 fresh orders had been reported, 2 for bulkers, 5 for tankers, 2 for gas tankers and 7 for liners. In terms of invested capital, the total amount of money invested is estimated in the region of about \$928mil. A hefty amount of money was invested once more in the offshore segment. Energy Drilling of Singapore will pay about

\$200mil for the construction of a semi-submersible rig at Cosco Guangdong of China with delivery in 2015, while SembMarine of Singapore won the construction of a jack up rig from a Malaysian player at a newbuilding cost of about \$208million", the report concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



Spotted the latest Damen [CPT] built **Stan Tug 2006 CRESTED TERN** ordered by the **NPA [National Port Authorities] South Africa**. The **Stu 2006** is an enlarged design, based on the **Stu 1906** [NPA operates 4 of this design at the moment]. The info received is correct, the new tug will be used for general port services and pilot duties in Saldanha, South Africa's largest deepwater port. **Photo : Aad Noorland ©**

## ULSTEIN delivers third PX121



Ulstein Verft delivered '**BLUE POWER**', the third of six medium-sized platform supply vessels (PSV) of PX121 design from ULSTEIN® to Blue Ship Invest, on 6 March 2013. "The great efforts of all those involved and the experience we gained from the construction of the first two vessels in this series has resulted in a very good flow in this project from start to finish," says Sindre Rotevatn, Acting Managing Director of Ulstein Verft.



**Blue Ship Invest**, a wholly-owned company in Ulstein Group, has entered into an agreement with Atlantic Offshore on technical and commercial management of **'Blue Power'**.

"We're very pleased with this agreement, and given the very positive feedback on vessel performance of **'Blue Fighter'** and **'Blue Prosper'**, we are full of expectations for **'Blue Power'**," says Gunvor Ulstein, CEO of Ulstein Group and Managing Director of Ulstein Shipping. Efficiency and flexibility have been the focus in the development of the PX121 design. With optimised tank capacities and flexible and segregated tank arrangements, the multifunctional vessel is suitable for many types of supply contracts. The ship is adapted to the requirements for longer and deeper boreholes and activities further from shore. In addition to tanks for oil, water and drilling fluids, the vessel has four stainless steel tanks for flammable liquids.

The vessel's **X-BOW®** hull line design is particularly advantageous for this type of vessel. The X-BOW offers efficiency over a wide draught range, which is important for PSVs as they frequently operate with varying loads. Moreover, the X-BOW has unique, beneficial qualities in terms of motion and propulsion efficiency in heavy seas. Both the hull and choice of propulsion system make the vessel particularly suited for North Sea and North Atlantic conditions. The vessel is equipped with a dynamic positioning system IMO class II.



The ship has a length of 83.4 metres and a beam of 18 metres. It has a cargo deck of 850 square metres and a load capacity of 4200 tonnes (dwt). The ship meets the requirements of DNV's Clean Design notation and is prepared for fire-fighting class Fi-Fi II. It has a maximum speed of circa 16 knots and modern accommodation for 24 persons.

Ulstein Power & Control has delivered the electrical systems on board, including power distribution and electrical propulsion system, the information and communication system **ULSTEIN COM®**, modular consoles and integrated navigation systems and the integrated automation system **ULSTEIN IAS®**.

The remaining three vessels will be delivered later this year and all six vessels are for sale.



## Two CMA CGM vessels for Damen Shiprepair Brest

**Damen Shiprepair Brest (France)** was contracted for the regular dry docking and special survey for two CMA CGM container vessels: **FORT STE MARIE** and **FORT ST LOUIS**. Furthermore, an option for **FORT ST PIERRE** and **FORT ST GEORGES** has been discussed.



Photo : Jacques Carney ©

**Jos Goris**, managing director of **Damen Shiprepair Brest**, says: "We are very pleased with this order of the French company CMA CGM! **Damen Shiprepair Brest** is fully aware of the operational challenges the container shipping companies are currently facing. Together with CMA CGM we have worked out a planning which provides for the shortest possible dry docking time, ensuring the lowest possible costs within the restricted budgets available. This dedication, shown by our entire crew, and our focus on quality and safety have turned the balance in our favour. **Damen Shiprepair Brest** is convinced that this contract is the first step into a sustainable business relationship with CMA CGM."

## Marinette Marine Corporation awarded two additional LCS ships

Marinette Marine Corporation (MMC) was awarded options to build two additional Littoral Combat Ships (LCS). These are the fifth and sixth LCS ships that MMC has been contracted to build under the 2010 block buy contract, the company reports. The award of LCSs 13 and 15 increases MMC's backlog through 2016 and assures the company's ability to maintain its current workforce of approximately 1400 employees.

"We are extremely proud and humbled to build these fine ships for our nation's warfighters," stated MMC President and CEO Chuck Goddard. "The dedication and skills of our workforce are second to none. It's no longer a Wisconsin secret that MMC produces some of the most technologically advanced vessels in the world. Through Fincantieri's \$74 million investment in our infrastructure and workforce, we continue to exceed the Navy's demand in delivering two ships per year. The award of LCSs 13 and 15 allows us to continue improving our processes and building upon best practices. We are pleased to be able to use our enhanced competencies to benefit the US Navy in such a critical program."

Under the US Navy's block buy contract for the Freedom-variant Littoral Combat Ship, the **LCS 5 Milwaukee**, **LCS 7 Detroit**, and **LCS 9 Little Rock** are currently under construction in the yard, and long-lead material is being procured for the **LCS 11 Sioux City**. The first two LCSs built by MMC under previous contracts – **USS Freedom** and **USS Fort Worth** - have already been delivered to the Navy.



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The **OPALINE** enroute Rotterdam – Photo : Frans de Lijster ©

## Death of six sailors: Two directors of Mumbai shipping firm held

Four months after the death of six sailors of an oil tanker that ran aground here during a cyclone, two directors of the Mumbai-based shipping company have been arrested in Pune by the Tamil Nadu Police in connection with the case.

Madan Anand Rao Pawar and Suresh Anand Rao Pawar of the Pratibha Shipping Company Ltd were arrested yesterday by a special team probing the incident. The duo were brought here on a transit warrant from a Pune court and were produced before a city court, which today remanded them to 15 days judicial custody, police said.

With this, the number of those arrested in the case has risen to four. Police had earlier arrested two local agents of the oil tanker **Pratibha Cauvery**, in November. The ship had run aground on October 31 last year under the impact of strong winds when cyclone Nilam struck the Chennai coast. Six of its sailors died after the lifeboat in which they were escaping capsized. During investigation, it was ascertained that the **Pratibha Shipping Company**, Mumbai and its agents, the Chennai-based Sea World Shipping and Logistics Private Limited had "knowingly failed to rectify the repairs" in the life boat. They also allegedly failed to save the lives of the crew members in distress, police said.

Source : ZeeNews



06-03-2013 : **The MARE BRITANNICUM** enroute Melbourne off Pt Nepean National Park  
Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©

## COSCON christens and delivers container ship MV. COSCO BELGIUM

On February 28, the Christening ceremony of 13,386-TEU container ship MV. **COSCO BELGIUM** was grandly held at Nantong COSCO KHI Ship Engineering Co.,Ltd (NACKS), the company news release said.



Mr. Li Yunpeng, Executive Vice President of COSCO Group, Mr. Wan Min, Managing Director of COSCON, Mr. Gao Ping, Secretary of Party Committee of COSCON, Mr. Nobumitsu Kambayashi, the Senior Executive Vice President of Kawasaki Shipbuilding Company, Mr. Huang Aijun, vice mayor of Nantong Municipal Government, Mr. Han Chengmin, President of NACKS and other 150 guests attended and witnessed the ceremony. Ms. Xu Yewen, wife of the National Labor Model, Captain Ding Jingguo, christened the new

ship. MV. **COSCO BELGIUM** is the first of a series of eight **13,386 TEU** vessels being built for COSCON by NACKS. These ships will be the largest and modern Eco-designed containerships ever built by a Chinese shipyard and are also COSCON's largest vessels. The **COSCO BELGIUM** will be deployed on the COSCON CKYH Joint North Europe Express Service 3 (NE3).

## Stena launches new ferry route in Asia

**Stena International Freight**, a company within the **Stena Group**, will start up its first ferry route in Asia on the 19th March. The route will operate between the South Korean city of Sokcho and the Russian ports in Zarubino and Vladivostok and will initially be serviced by one ship. "Our ambition is to expand into Asia and the new route is a very important step in this plan. There is strong demand for a high quality route with freight and passenger transports between Korea and Russia," says Hans Nilsson, CEO, Stena International Freight. The route will be operated by the RoPax ferry M/V New Blue Ocean, which can carry 1,400 metre of trucks, trailers and containers as well as 750 passengers. The ferry will make two scheduled trips a week between Sokcho and Zarubino as well as one trip between Sokcho and Vladivostok. "The region around Zarubino and Vladivostok is developing into a transport hub for



traffic to both Russia and China. In addition, there will be direct access to the Trans-Siberian Railway making journeys all the way from Korea, via Russia, to Europe easier. At the same time, the route also provides direct access to the Korean market," Hans Nilsson added. The business model that will be applied in Asia resembles the one Stena Line uses in Europe and the Baltics, with a combination of both freight and passenger traffic.

"Even on the passenger side there is demand for travel between Korea and China with the strategically important port of Zarubino. We estimate we will have about 100,000 passengers a year," Hans Nilsson said. The new service will be operated under the name **Stena Daea Line** which is 90% owned by Stena Line and 10% by Daea. Approximately 30 people will be employed in the joint company, which will be based in Sokcho and Seoul, South Korea.



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## MSC announces booking stop announcement on cargo from Europe to the Middle East and Asia

**Mediterranean Shipping Company's** bookings for cargo ex NWC / Scan Baltic to Asia and India, Middle East and Red Sea, are now closed until the first week of April 2013, the company reports. These measures have been taken in order to allow the cargo booked in time to receive the best attention and required level of service especially in view of the well-known and widely announced limited availability of space and equipment during the incoming weeks

## Update on German-flagged ship accident in St. Petersburg

March 5th an accident occurred on the Germany flagged **M/V Transrussia** docked at the port of St. Petersburg. Earlier, the Investigative Committee has reported that was an oxygen tank explosion. According to updated information it was fuel separator in the engine room that blew up, the State Maritime Rescue Coordination Centre of Russian Ministry of Transport reports. The vessel was moored at Pier Number 36. A Russian engineer suffered face cuts and was immediately taken to hospital. The ship reportedly sustained no damages, there was no oil spill either. Preliminary inquiry into the accident is underway.

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



**Navigia Shipmanagement** of Groningen operates a large number of small bulkers and container feeder vessels, the largest being the four ships of the **AMERDIJK class** at 21.293 tdw/1436 TEU. **AKERDIJK** completed the series, delivered on 29 Dec 2011 by **Sainty Shipbuilding** in Yizheng and following sister vessels **ALSTERDIJK** and **AALDERDIJK**. **AKERDIJK** is currently on charter to MSC in the Baltic feeder services to St. Petersburg and spotted at Kiel on March 4th.

**Photo : Martin Lichte-Holtgreven (c)**