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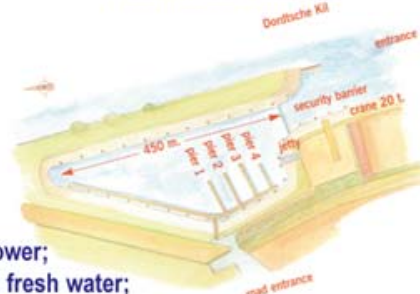
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06-03-2013 The brandnew Megaboxer "NYK HELIOS" (365,50m x 48,40m, 13208 TEU, 95072 HP, 144342 dwt, IMO 9622588) seen outbound Hamburg, passing Hamburg-Finkenwerder Photo : Tony Zech www.zech-photo.de ©

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The tug '**GLOBAL CHANGE**', spotted offshore Bioko.

Photo's : Capt. Roderick van Hasselt - master Pacific Banner
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Pirates kidnap three in offshore Nigeria attack

Pirates attacked an oil industry supply vessel in Nigerian waters this week and kidnapped three crew, security sources said on Thursday, in the latest attack off the coast of Africa's biggest crude producer. The captain, chief engineer and second engineer were abducted on Monday when gunmen boarded the Malaysia-flagged **Armada Tuah 22** around 50 nautical miles (90 km) off the coast of the Brass region in the Niger Delta, three security sources said.

One of the sailors kidnapped was Indonesian, the sources said. The vessel is a tugboat contracted to supply an offshore oil platform. Nigeria's navy spokesman gave no comment.

A fishing vessel, Orange 7, was attacked on March 2 in a similar position and one of the crew was killed, sources said. There has been a surge in piracy attacks off the coast of Africa's most populous nation this year with gangs showing signs of moving further afield and using more violent tactics. Oil majors Exxon Mobil and Shell said last month that security was a major factor in making Nigeria one of the most expensive oil-producing countries to operate in.

Oil and shipping companies have to hire crisis management teams, pay higher insurance premiums and face the prospect of ransom payments, as well as brace themselves for damage to their reputations. The prime suspects for most attacks are Nigerian oil gangs, who already carry out industrial-scale theft of crude oil, known as 'bunkering', in the restive onshore Niger Delta swamplands. **Source: Reuters**



Martrade BV of Sliedrecht, The Netherlands sold the Irish flagged coastal tankbarge **BLUE MARLIN** to its new owners in Poland. The new owners chartered the Polish tug **IKAR** for the tow from Castletownbere in Ireland to Gdansk in Poland.

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MARINE CONTRACTORS

Ballast made Lamma IV 'sink like Titanic' Naval architect also says life vests on boat were tied up in plastic bags like 'somebody's lunch'

by Simpson Cheung

Ballast that added 30 per cent to the weight of the Lamma IV made the vessel "sink like the **Titanic**" after its collision with the ferry Sea Smooth, an inquiry into the National Day sea tragedy heard yesterday. Naval architect Dr Neville Armstrong also criticised storage of the boat's life jackets, which he said resembled "somebody's lunch". Armstrong, a commission-appointed expert, said the 8.25 tonnes of lead and seven tonnes of unspecified material were installed in the stern of the **Lamma IV** in 1998 to stabilise it.

But it substantially reduced the efficiency of the Hongkong Electric boat's sub-division - the segregation of hull compartments that enabled the vessel to remain afloat when damaged.

"It was not recognised at the time that the watertight subdivision had been compromised by the addition of weight," Armstrong said. When the boat was built in 1995, it had "excellent" sub-division that would have allowed it to remain afloat when any two compartments were flooded.

But when it was damaged in the collision off Lamma on October 1 last year, it sank very much like the Titanic did in 1912 - upright by the stern without tipping to either side. Armstrong said earlier that the need for watertight partitions in ships was first recognised after the sinking of the **Titanic** that led to 1,502 deaths. Returning to deliver the second part of his expert report on maritime safety, he outlined 59 suggestions. He said the number of children's life jackets stipulated in 2008 legislation - 5 per cent of the total number permitted on board - was not enough.

The number should be at least 10 per cent, according to the International Convention for the Safety of Life at Sea. He also said the standard of life jackets should be outlined in law, and that infant life vests were needed as well.

The way life jackets were stored on the **Lamma IV** - tied up in plastic bags like "somebody's lunch" - also surprised Armstrong.

Captain Nigel Pryke, another marine expert, proposed that investigation and prosecution units be separated from the Marine Department, as international practice recommended those be independent from any party involved in marine accidents. Noting that only four coxswains were fined HK\$1,000 to HK\$15,000 in 11 recent high-speed collisions, Pryke said investigations should go beyond looking at an individual.

The commission also found light wires on the **Lamma IV** were cut by the department for its investigation. The inquiry into the collision and sinking with the loss of 39 lives continues today. **Source : South China Morning Post**



The newbuilding 3013 multicat **NERO** (bn 571678) left the **Damen yard** at Gorinchem for Rotterdam for trials. Upon completion the vessel will be handed over to **ST Marine Support**. The picture shows the **NERO** passing Slidrecht with it's mats in horizontal position as it has to pass some bridges on it's trip to Rotterdam **Photo : Henk Ros ©**

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Dockwise applies for delisting from Euronext

In anticipation of the completion of the offer that Dutch dredging and marine contractor Boskalis has made for semi-submersible heavy lift specialist Dockwise, **Dockwise** and **Boskalis** have requested the delisting of **Dockwise's** shares from Euronext Amsterdam, subject to the condition that the shares held by Boskalis, together with the shares tendered under the offer, constitute more than 95 per cent of the total number of shares following the expiry of the offer period.

If the abovementioned condition is satisfied, the last day of trading of the shares on Euronext Amsterdam will be 11 April 2013.

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The **MSC FIAMMETTA** enroute Antwerp Photo : Richard Wisse – www.richard-photography.nl ©

Fleet Management on track for 300 ships

Fleet Management, the Hong Kong shipmanager controlled by Harry Banga and Kishore Rajvanshy, is on course to hit 300 vessels under full technical management by the middle of next year. Rajvanshy, Fleet's managing director, told SinoShip News that his company currently had 265 ships on its books, with 20 more pencilled in before year end. Fleet saw growth of 10% last year, and increased staffing by 20%. Source: Sino Ship News

Eerste student NHL Hogeschool studeert af op Offshore Windenergie

Op donderdag 7 maart ontving NHL-student Bram Zijlstra als eerste in Nederland zijn bachelordiploma met de afstudeerrichting Offshore Windenergie. Zijlstra, die de hbo-opleiding Werktuigbouwkunde volgde aan de NHL, geeft op 7 maart een presentatie over zijn afstudeeronderzoek. Dit doet hij tijdens de netwerkbijeenkomst van Maritime Campus Netherlands (MCN), een samenwerkingsverband tussen onderzoeks- en onderwijsinstellingen, ondernemers en overheden. MCN organiseert onder andere vraaggestuurd onderwijs op het gebied van offshore energie.

Windenergie is één van de schoonste, meest duurzame en realistische vormen van duurzame energie. Daarom biedt NHL Hogeschool in samenwerking met MCN, verschillende bedrijven en onderzoeksinstellingen vanaf september 2011 de nieuwe afstudeerrichting Offshore Windenergie aan. "Een heel goed initiatief", vindt NHL-student Bram Zijlstra. "Duurzame energie is de toekomst. Het is belangrijk dat er mensen worden opgeleid voor deze industrie." Bovendien is het een interessant vakgebied volgens Bram. "Alleen al de installatie van windturbines is een hele uitdaging: windturbines van meer dan 100 meter hoog en met een waterdiepte van meer dan 30-40 meter installeren, is een kunst apart."

Eiffeltoren onder water

Zijlstra deed zijn afstudeeronderzoek bij ingenieursbureau KCI BV in Schiedam. "Ik heb onderzoek gedaan naar de toepassing van gietstalen knooppunten in zogenaamde 'jacket-fundaties' voor offshore windturbines. Een jacket-

fundatie bestaat uit allemaal buizen die met elkaar verbonden zijn; een soort mini Eiffeltoren die onder water staat. Het toepassen van gietstukken in deze verbindingen levert veel voordelen op. Ik heb onderzoek gedaan naar de maakbaarheid van deze gietstukken, de benodigde productiecapaciteit en ook de kosten en kwaliteit.”

Op donderdag 7 maart vindt voorafgaand aan de diploma-uitreiking en presentatie, de tweede dag van een introductiecursus Windenergie plaats in Den Helder. Deze cursus is georganiseerd door NHL Hogeschool en MCN Kenniscentrum Wind op Zee.

NHL Hogeschool en MCN werken samen aan windenergie

De afstudeerrichting Offshore Windenergie van NHL Hogeschool is voor studenten van de opleidingen Werktuigbouwkunde, Elektrotechniek, Civiele Techniek en Informatica. Voor de ontwikkeling van de afstudeerrichting kreeg NHL Hogeschool via MCN ondersteuning van de Gemeente Den Helder, de Provincie Noord-Holland, het Rijk en het Europees Fonds voor Regionale Ontwikkeling (EFRO). EFRO draagt bij aan de regionale werkgelegenheid: creatie en behoud van banen door duurzame investeringen en het stimuleren van de opkomst en ontwikkeling van regionaal MKB. Naast de afstudeerrichting kunnen studenten de minor Windenergie in Den Helder volgen en heeft de NHL een lectoraat Windenergie opgericht.



The **SYRTON II** outbound from the IJmuiden locks – Photo : Simon Wolf ©

Indonesian Cargo Ships to Only Use Non-Subsidized Fuels

The Indonesian National Shipowners Association (INSA) has issued an order prohibiting all cargo ships from using subsidized fuels, one of its executives, Jajok Moedjijo, said on Wednesday. Jajok, who also headed the Association of Fuel Suppliers of Indonesia (APBBMI) until last year, said that the instruction was in support of the government's efforts to curb consumption of subsidized fuels.

He said that the decision was reached during a recent working meeting of the association and added that it also abides by the regulation set by the Energy and Mineral Resources Ministry earlier this year on the restriction of fuel consumption.

“The Energy and Mineral Resources Ministry's regulation actually has something to do with us, because it was us who proposed it,” Jajok said on the sidelines of an APBBMI meeting in Jakarta. He said that the official prohibition will prevent unwarranted price competition between cargo shippers.

“We will educate the public about this ministerial regulation ... in the near future,” Jajok said.

Meanwhile, Suhartoko, who is state oil and gas company Pertamina's senior vice president for fuel marketing and distribution, said that the regulation only cites passenger ships, ferries using underserved routes and popular shippers as those who are still allowed to use subsidized fuels.

But he said that so far there has been no data available on how much subsidized fuel has been saved so far.

“We have not yet monitored the savings, but if the fuel restriction is not started, the burden of the state will get even heavier,” he said.

Suhartoko admitted that there were difficulties in enforcing the fuel restriction. Even though the transportation arm of the mining, plantation and forestry sectors were all prohibited from using subsidized fuel, for example, enforcement was still weak. There has also been difficulties because the regulation excuses small scale mining, stone quarries and plantations covering less than 25 hectares.

"They would all say that they are transporting products of small scale plantations [or make other justifications]. If the implementation of the ban is ineffective, it will certainly be Pertamina that will be blamed," Suhartoko said.

The Energy and Mineral Resources Ministry is targeting a savings of 1.3 million kiloliter of subsidized fuel this year. In 2012, it only managed to save some 350,000 kiloliters, far below the targeted 1.5 million kiloliters. **Source : Jakarta Globe**



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Another Cruise Ship Strikes Uncharted Rock Off Panama

The second cruise vessel this week has been damaged by a submerged rock.

The 62-passenger National Geographic [Sea Lion](#), an adventure cruise ship operated by [Lindblad Expeditions](#), was



leaving an anchorage near Panama City when it struck a large, uncharted rock.

With a total of 90 people onboard, including 35 crewmembers, there were no injuries reported.

The ship sustained damage to its hull and one propeller during the incident,

but after clearance from the U.S. Coast Guard, returned to Panama City on its own power, reported USA Today.

Passengers were given the option of continuing their journey to Costa Rica by air and land, or returning home. All but 16 of the passengers decided to continue their journey and flew to Costa Rica this morning. Those who chose to return home will be given a full refund, including airfare. Those who will complete their journey by air and land will receive a \$2,500 refund.

The National Geographic [Sea Lion](#) will enter a dry dock at Panama City to undergo repairs. The vessel's itineraries have been canceled up until March 16th. **Source : MAREX**



The **MARGARETHA** enroute Rotterdam – Photo : Frits Janse ©

Weak Western growth to hit cargo demand Shipping executive says despite higher container rates, 2013 will be as difficult as last year

By : Keith Wallis

Anaemic growth in the US and little improvement in Europe's economic conditions will make 2013 as "challenging" as last year for Orient Overseas Container Line (OOCL), the financial head of the shipping line's parent company said yesterday.

Ken Cambie, the chief financial officer of Orient Overseas (International) (OOIL), said first-quarter cargo demand was as difficult as 2012 although container rates were higher than this time last year.

He said OOCL was looking to increase rates in the coming months as cargo contracts are renewed with freight owners on transpacific and Asia-Europe trades and general rate rises are implemented. Asked if there was concern cargo owners could resist rate rises, Cambie said OOCL was seeing a typically seasonal pattern with a weak January and this was expected to be followed by a stronger spring and summer.

Johnson Leung, the head of regional transport at Jefferies, said container lines are expected to get part of the planned US\$700 per teu (20-foot equivalent units) increase on Asia-Europe trades from March 15.

Cambie said Søren Skou, the chief executive of Maersk Line, the world's largest container shipping company, expected freight rates will be higher in 2013 than last year.

But warning of potentially choppy conditions ahead, Cambie said there may be a trend of switching factory production back to the US, while Chinese manufacturers could refocus on the mainland's domestic market, creating a slowdown in exports. Both would hit cargo demand at a time when delivery of new container ship capacity will rise.

Some 274 container ships averaging 6,400 teu are set to be delivered globally this year, compared with 207 box ships averaging 6,100 teu that were delivered last year and 161 ships averaging 7,300 teu in 2014.

Cambie confirmed that the average load factor on OOCL's fleet of 98 ships fell to 73 per cent, down 3 per cent compared with 2011. But the firm was "quite happy to take 73 per cent and be profitable rather than 90 per cent and be losing money".

He was speaking after OOIL said net profit climbed 63 per cent to US\$296.4 million last year, up from US\$181.6 million in 2011. Revenue climbed to US\$6.46 billion, as forecast by the Post in October, up from US\$6 billion in 2011. Jon Windham, the head of industrials research at Barclays, said OOIL “did well relatively” to comparable container lines. He added the outlook was “pretty negative, but probably accurate”.

Net profit at OOCL more than doubled to US\$197.2 million last year compared with US\$86 million in 2011.

Explaining the buoyant result, Cambie said improving freight rate levels in the second quarter continued into the third quarter to give a much stronger second half.

OOCL posted a second half operating profit of US\$111 million against a US\$38.3 million operating loss in the second half 2011. But he said there was a disappointing end to the year as freight rates and container volumes deteriorated in the fourth quarter. **Source : South China Morning Post**



17-03-2013 -Dongbang Giant No. 3 at the Great Barrier Reef heading South. ETA Gladstone, Australia on Mar. 11

Photo : Capt. Larsen ©

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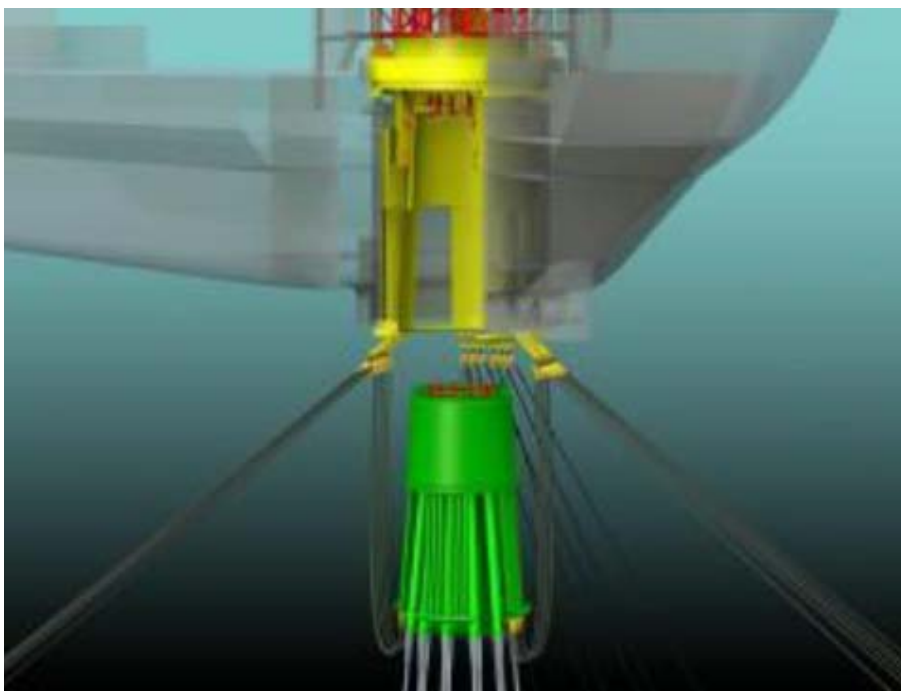
Bluewater is in competition for the Vernufteling 2013 prize with the Arctic Turret design!

Dutch Engineers society KIVI NIRIA, together with NL Ingenieurs and the magazine De Ingenieur yearly award a prize for the most inventive design.

On behalf of **Bluewater** the Bluewater Vernufteling 2013 team has entered the Arctic Turret design for this prize. Read more about the Bluewater Arctic Turret here: <http://www.dagvandeingenieur.nl/bluewater-arctic-turret/>

*** or see the movie here:**

<http://www.dagvandeingenieur.nl/vernufteling/publieksverkiezing/>



Of 32 contestants Bluewater has managed to become one of 12 nominees, on the basis of innovation potential, economic value, technological edge and social relevance. On Wednesday 20 March the prize will be awarded during the 'Dag van de Ingenieur' at Tata Steel in IJmuiden. This will be both a jury prize and a public prize. Your support for Bluewater for the Public Prize would be highly appreciated. Please vote here before MARCH 15th

<http://www.dagvandeingenieur.nl/vernufteling/publieksverkiezing/> *

You are also invited to attend the Dag van de Ingenieur, see <http://www.dagvandeingenieur.nl/>. *

The Bluewater Vernufteling 2013 team, Clemens van der Nat, Michiel Stuip and Jaap Jan van Nielen

- Problems may be encountered using Internet Explorer 7. In that case other browsers are advised, e.g. Google Chrome.

Next a link to the Bluewater Arctic Turret presentation at youtube:

<https://www.youtube.com/watch?v=MjtYjiGmDlc>



The **STADION II** in Rio Grande – Photo Marcelo Vieira ©

Italian, Greek Shippers Behind Flow Of Gasoil To Syria

Italian and Greek shippers have delivered around 112,000 tonnes of badly needed gasoil to the port of Baniyas in Syria in February, according to data provided by a shipper and confirmed using satellite tracking data.

Syria has been cut off from its usual suppliers of refined products because of sanctions imposed by the European Union on its state oil trading and distribution companies.

However, it is not illegal to deliver fuels like gasoil to Syria as it is needed to keep the economy afloat, and at least one Italian and one Greek shipping firm is still sending vessels to Syria.

Most of the gasoil delivered to Syria arrived from neighbouring countries Lebanon and Turkey, as the flow of fuel from the terminal of Kulevi in Georgia has slowed since the start of the year. **Source: Reuters**



The **EUROCARGO PALERMO** ex : Strait of Gibraltar moored in Malta

Photo: Maritime Pilot Anthony Chetcuti ©

Bourbon to Sell Vessels to Lower Debt After 2012 Profit Rose

Bourbon SA (GBB), owner of the biggest fleet of supply and crew ships for the oil industry, jumped the most in 17 months after unveiling a plan to sell and lease back vessels to lower debt.

The shares rose as much as 9.9 percent and were trading up 1.665 euros to 22.485 euros at 1:05 p.m. in Paris. The stock has risen 8.3 percent since the start of the year.

Bourbon will sell as many as 85 vessels to unspecified financial investors through 2014 for about \$2.5 billion and then rent them under 10-year contracts, the company said in a presentation. The move will result in a "sharp reduction" in net debt and financial costs by the end of 2015 while lowering earnings before interest, taxes, depreciation and amortization.

Without the vessel sales, debt would have risen to levels "we would rather not have" and free cash flow generation would be restricted, Chairman Jacques de Chateauvieux said on a conference call. Bourbon will have the right of first refusal to buy back the vessels without being obliged to do so.

Under a \$2 billion expansion plan, Bourbon had planned to operate 600 owned and chartered ships by 2015, up from 458 at the end of last year. The board decided to commit the final 500 million euros of the expansion plan for 41 vessels to be delivered in the coming months and 81 by the end of 2015, the Paris-based company said today. The vessels to be sold will represent almost a third of the fleet not counting crew boats.

Diversified Financing

Bourbon's strategy and outlook for operations is "reassuring," Christine Ropert, an analyst at Gilbert Dupont in Paris, said in a research note today. She kept a buy rating on the shares.

Net debt rose to 2.06 billion euros at the end of 2012 from 1.96 billion euros the previous year. The shipowner has sought diversification of financing away from French banks and could borrow from the financial market by 2015, Chief Financial Officer Laurent Renard said today.

Net income was 41.9 million euros in 2012 compared with 6.8 million euros a year earlier, the company said in a statement. Sales rose 18 percent to 1.19 billion euros. Bourbon kept a target to boost sales by 17 percent a year.

"The stability of the price per barrel at around \$110 has encouraged our clients to make substantial investments in the market where growth prospects point to sustained demand for vessels in 2013," it said in the statement. Bourbon customers include Total SA, Exxon Mobil Corp. and Royal Dutch Shell Plc. (RDSA)

Rates at which Bourbon rents vessels to oil companies had "good increases" last year, Chief Executive Officer Christian Lefevre said on the call. The rates rose in the second half for all vessel types compared with the two preceding six-month periods.

"Africa is a big growth zone," he said. The company has expanded operations from Angola to Ivory Coast, Ghana and East Africa. By contrast, Brazil, where offshore discoveries hold promise for international oil companies, has proved "difficult," Lefevre said. Project delays mean vessel demand is "stagnating." **Source: Bloomberg**

MAIDEN CALL OF NYK HELIOS IN ROTTERDAM



The brand new 13.208 TEU **NYK HELIOS** arrived from Hamburg in Rotterdam – Europort where the 365 mtr long container vessel was greeted by the **KOTUG** tugs **RT LEADER** and **RT ADRIAAN**, stern tug was the **SD SEAL**



Photo's : Jan Oosterboer ©



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The French corvette **F 797 COMMANDANT BOUAN** arrived in Haifa – Photo : Peter Szamosi ©

Fincantieri starts construction of Fremm vessel

At Fincantieri's shipyard in Riva Trigoso (Sestri Levante, Genoa) hold the ceremony to mark the cutting of the first sheeting for the sixth Fremm vessel, the company reports. This is a further step in the European Multi Mission Frigate construction program, the most important joint initiative to date among European industries in the Naval Defence field. The ship, which will be delivered in the first months of 2017, will be 144 metres long, 19.7 metres wide with a displacement at full load of approximately 6,500 tons. Capable of reaching speeds of over 27 knots, the vessel will have an availability of 200 berths and a crew of 145.

This is a highly flexible vessel, able to operate in a wide range of scenarios, especially in patrolling and safeguarding the Mediterranean area.

Prime contractor for Italy on the Fremm program is Orizzonte Sistemi Navali. Included within the current framework of the program for Italy are six vessels and an option for a further four which has still to be exercised.

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Pella Shipyard launches Project 90600 tug for Russian Navy



Otradnoye, Leningrad region based Leningrad Shipyard “Pella” ([Pella Shipyard](#)) on March 7, 2013 launched the tug of Project 90600. The vessel was ordered by the Russian Defense Ministry, the Russian Maritime Register of Shipping (RS) reports.

The ship delivery is scheduled for February 2014. The vessel features enhanced ice class hull and will be built to the RS class KM (*) Arc4 R3 AUT3 Tug. Serial tugs of Project 90600 are designed for towing and canting operations at the harbour, offshore anchorage locations and in coastal areas.

[JSC Pella Shipyard](#) based in Russia's

Leningrad region was founded in 1950. In 1992 Pella was privatized as Pella Holding Co. comprising the head office and several subsidiaries. The shipbuilding firm specializes in building harbor tugs with rated power of 1,000-5,000hp, pusher tugs, escort tugs, pilot boats and rescue boats for Russian and foreign customers. **Source : Portnews**



Allseas [SOLITAIRE](#) moored in Palermo – [Photo : Ko Rusman](#) ©

COSCO to build ULSTEIN design



ULSTEIN has entered into a contract for the delivery of design and power package for two platform supply vessels of the **PX121 design** for the Dutch shipowner **Vroon**. The ships will be constructed at China's COSCO (Guangdong) Shipyard Co., Ltd.

"The shipowner and yard are new customers to ULSTEIN. We are very grateful for the new order and look forward to the cooperation", comments managing director Sigurd Viseth in Ulstein Design & Solutions.

The vessels are planned for delivery in Q1 2015. The contract also includes an option of two more vessels.

The PX121 design from ULSTEIN has been very well received worldwide. The vessels for Vroon are the ninth and tenth of this design.

On Wednesday this week, **Ulstein Verft** delivered ship number 3 out of 6 to Blue Ship Invest of this design, and shipowner **Britoil** has previously ordered two such vessels.

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Panama Canal completes Expansion Program Dredging in Culebra Cut

The Panama Canal Authority (ACP) has completed the dredging to deepen and widen the navigational channels along Culebra Cut as part of the Expansion Program. This marks another important milestone for the Panama Canal expansion, ACP reports.

The dredging works started in March 2008, with the drilling by Panama Canal personnel on board of the drill barge Baru.

"This important achievement fills with pride each man and woman that works within the organization," Panama Canal Administrator Jorge L. Quijano said. "Gradually, we are completing all the projects that make up the Expansion Program."

Culebra Cut is an area of difficult access due to the type of material and being the narrowest portion of the Canal's navigational channel. ACP equipment was used for this project, including the dredges Mindi, Rialto M. Christensen and Quibian I, and the drill barges Thor and Baru.

In addition, contracted equipment was also used: the dredge II Principe, property of Belgian company Jan de Nul Group, and the dredge Cornelius, property of the Netherlands-based company Royal Boskalis Westminster N.V.

A total of 3.2 million cubic meters were removed during the deepening of Culebra Cut.

A week ago, the Expansion Program achieved another milestone, when the first million cubic meters of concrete were poured in the locks construction site on the Atlantic side. This represents 1,800 cubic meters of reinforced concrete poured in the wall of the southeast wing, at the point where the vessels will enter the locks from Gatun Lake.



the new Hong Kong passenger terminal built on the old Kai Tak airport. 360 metre berth is due for completion in June
photo : Ian Edwards- www.shiphoto.com.au ©

James Fisher and Sons acquires Divex

James Fisher and Sons plc has acquired **Divex Limited (Divex)** for an initial consideration of £20 million in cash plus a further maximum additional consideration of £13 million linked to future profitability targets.

Divex is a leading supplier of diving equipment to the offshore oil industry and other sectors. It designs, assembles and distributes a broad range of diving products for commercial and military customers. Products range from diving helmets and breathing apparatus to large saturation diving systems and decompression chambers suitable for multi-occupancy. Divex is based in Aberdeen with operations in Australia, South Africa and Dubai and employs approximately 240 people. Derek Clarke and Doug Godsmann the current Joint Managing Directors will continue with the business as will Doug Austin Managing Director Asia Pacific and Group Business Development Manager.

The company's turnover in the year ended 30 November 2012 was £34.2 million with an EBITDA of £4.6 million and depreciation charge of £0.5 million. Net assets at the same date were £13.6 million and gross assets £26.5 million.

Nick Henry, Chief Executive Officer of James Fisher and Sons plc, said: « Divex is a market leader in diving equipment for the oil and gas, and defence sectors. It is also the global leader in the design of saturated diving systems, which is a growing market. We believe that it will fit well with our Group both in terms of its market, customers and geographical spread. » E C Hambro Rabben & Partners has acted as corporate adviser to James Fisher and Sons plc.

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The **LLANDDWYN ISLAND** in Cherbourg – Photo : Dirk van Uitert ©

MAN Propulsion Package for New Mediterranean RoRo Ferry

A RoRo ferry ordered by Italian ferry operator Visemar from the Cantiere Navale Visentini shipyard near Venice, is to be equipped with a complete MAN propulsion package, powered by a pair of 9L32/44CR medium-speed diesel engines. MAN Diesel & Turbo optimised the propulsion system for the new RoRo, which includes MAN Alpha CP propellers (driven through Renk low friction gearboxes) in close consultation with the shipyard and NAOS, the Italian RoPax ship-

design specialist. These project-specific propellers deliver a very high propulsive efficiency, leading to substantial fuel-oil savings for the complete propulsion plant.

The 9L32/44CR engines, which comply with IMO Tier II exhaust gas emission regulations, each develop 5,040 kW at 750 rpm and are complemented by 2 × Renk RSV 900C gearboxes and 2 × Alpha CPP propellers.

These engines use the latest MAN Diesel & Turbo common rail technology which allows flexible setting of injection timing, injection duration and injection pressure for each cylinder: flexibility that allows optimisation of fuel consumption and emissions at any point within its operating profile.

The engine manufacturers have kept the basic concept of its common rail technology as simple as possible with technically proven components integrated into the design. For example, in keeping with this philosophy, MAN does not use a separate servo circuit for activating the injection valve, which not only means less maintenance, but also a quick and accurate reaction to control.

The 32/44CR is equipped with the latest generation of MAN's SaCoSone engine management system which combines all functions of modern engine management into one complete system. Through integration on the engine, this electronic control system forms one unit with the drive assembly, amongst other things providing self-diagnosis functions. A sufficient reduction in NOx exhaust gas emission to comply with Tier II, without external additions, is achieved by retarded injection timing, which lowers combustion chamber temperature peaks after fuel ignition. Variable Valve Timing (VVT) an enabling technology of variable Miller valve timing, allows variations in the opening and closing of the inlet valves and can be used to compensate for the increase in Specific Fuel Oil Consumption (SFOC) associated with lower NOx emissions.

A strong Miller effect under high load operation results in an improvement in the NOx-SFOC trade-off. At low load the Miller valve timings are reduced to attain higher combustion temperatures and thus lower noxious emissions.

The NOx – SFOC tradeoff is further alleviated by the use of the manufacturer's turbochargers fitted with the the latest high efficiency compressor wheels. The resultant higher pressure ratio increases the efficiency of the engine and helps compensate for the increase in SFOC normally associated with obtaining lower NOx emissions.

This new ferry was intended to join another vessel on Visemar's route linking Egypt, Syria and Italy, but due to current unrest in Syria (and in Egypt to some extent) that service has been suspended until law and order has been established, hopefully by the time of the vessel's delivery in April 2014. **Source :Maritime Propulsion**

Holland America Line Increases Capacity In Asia With Two Ships For 2013-14 Season

Holland America Line will position ms **Volendam** and ms **Rotterdam** in Asia for the 2013-14 season, increasing capacity and adding more robust itineraries in the popular region. New expanded Singapore sailings make it easier to sail round-trip from the bustling port and experience exotic calls at destinations like Myanmar and India .

The diverse 14-day itineraries and longer Collectors' Voyages — that combine back-to-back itineraries into longer cruises — also feature extended and overnight stays at some of Asia's most iconic cities and provide travelers with ample time to explore the region's diverse historical and notable landmarks. Two extensive 51- and 53-day Collectors' Voyages in January and March, respectively, provide comprehensive explorations of the region with visits to Malaysia , Thailand , Sri Lanka and Indonesia while sailing from and to Europe .

"Asia continues to flourish as a popular cruise destination, so the timing is right to increase our capacity in the region and provide our guests with a variety of exciting travel options to this magical area of the world," said Richard Meadows , executive vice president, marketing, sales and guest programs for Holland America Line . "The enhanced itineraries offer guests an opportunity to take in the rich Asian culture and even go inland to see some of the most well-known sites."

New 14-day Asian Adventure Voyage

Departing Feb. 17, 2014 , from Singapore , **Volendam** sails on a new round-trip itinerary that stretches up to Myanmar and explores Malaysia , Thailand and India . The 14-day cruise calls at Malacca, Penang, Porto Malai and Port Klang (overnight), Malaysia ; Phuket, Thailand ; Rangoon (overnight), Myanmar , and Port Blair, India . Port Klang is the gateway to the city of Kuala Lumpur , famous for its diverse architecture, Malay mosques, Hindu temples and 222-acre Lake Gardens. With an overnight at Rangoon , guests will have time to visit the Shwedagon Pagoda — one of Asia's greatest religious sites — with its gilded domes that hover over the city protectively.

New 14-day Indonesian Discovery Voyages

Rotterdam will sail a series and **Volendam** will offer one departure of new round-trip Singapore itineraries in 2014. The 14-day voyages include calls at Jakarta ; Semarang (Java); Lembar (Lombok); Komodo Island; Makassar (Sulawesi); Probolinggo and Suabaya (Java), as well as an overnight stay at Bali. Guests will have the opportunity to come face-to-face with the infamous Komodo dragon on Komodo Island, while an overnight at Bali gives time ashore to take in a traditional fire dance performance or visit Besakih Temple, considered by the Hindu Balinese to be their mother temple. Departure dates are Jan. 6 , Feb. 14 and 28, and March 14, 2014 .

14-day Far East Discovery Voyages

Volendam's 14-day Far East Discovery voyages sail between Hong Kong , China , and Singapore and feature calls at Koh Samui and Bangkok (overnight), Thailand ; Sihanoukville, Cambodia , and Phu My, Nha Trang, Da Nang and Halong Bay, Vietnam. Departure dates are Dec. 9, 2013 (12-day sailing), Jan. 6 and 20, and Feb. 3, 2014 . The ship also offers a special 16-day Holiday voyage Dec. 21, 2013 , with overnights at Hong Kong , Phu My and Laem Chabang (Bangkok). The overnight at Bangkok enables guests ample time to do some shopping at the spectacular Damnoen Saduak Floating Market, or those looking for a more peaceful experience can explore the serene golden temples and the Grand Palace.

14-day China and Japan Voyages

For Volendam's China and Japan voyages, guests can choose to sail between Hong Kong and Kobe (Osaka), Japan , or round-trip from Kobe . The 14-day cruises include overnight calls at Xingang (Beijing) and Shanghai , China , and day calls at Dalian, China ; Pusan , South Korea , and Nagasaki, Japan . Departure dates are March 17 and 31, 2014. South Korea is quickly becoming one of the hottest destinations in Asia, and guests will have the opportunity to visit the country's Beomeosa Temple or the UNESCO World Heritage Site of Gyeongju. Beijing brings millennia of history with a variety of sites in and around the city, including Tiananmen Square, the Forbidden City, the Great Wall and the 2008 Olympic Games National Stadium (aka the "Bird's Nest").

19-day Great Barrier Reef

Travel Melbourne to Singapore on the Volendam departing Nov. 20, 2013 . Featuring two days of scenic cruising in The Great Barrier Reef with stops at Sydney, Burnie (Tasmania), Hamilton Island, Cairns and Darwin, Australia ; Komodo Island, Bali and Semarang, Indonesia before arriving Singapore .

28-day Far East Adventure Collectors' Voyage

Volendam's 28-day Far East Adventure Collectors' Voyage from Hong Kong to Singapore departs Feb. 3, 2014 , and combines back-to-back Far East Discovery and Asian Adventure itineraries. The trip includes overnight calls at Laem Chabang (Bangkok), Rangoon and Port Klang, as well as extended stays in many of the region's favorite destinations. The itinerary includes ports in Vietnam, Thailand , Cambodia , Malaysia , Myanmar and India .



The **ROTTERDAM** moored in the port of Colombo – **Photo : Roel Knigge ©**

51-day Spice Route to Singapore Collectors' Voyage

Departing Jan. 8, 2014 , from Rotterdam , the Netherlands , or Jan. 9 from Southampton (London), England, Rotterdam sets course for Singapore on a 51- or 50-day Collectors' Voyage that calls at ports in Portugal , Spain ,

Malta , Turkey , Greece , Egypt , Oman , India , Sri Lanka , Thailand , Malaysia and Indonesia . Highlights include a daylight transit of the Suez Canal, a late departure from Safaga, Egypt , and overnight calls at Muscat , Oman ; Mumbai (Bombay) , India , and Bali, Indonesia . On this extended journey, guests have the chance to visit some of the world's most impressive landmarks, including Ephesus in Turkey , the Acropolis in Greece , Luxor and the Valley of the Kings in Egypt , the Taj Mahal in India and the temple of Borobudur in Java. Additional Collectors' Voyage segments of 25-, 36-, 37- and 39-days are available on this cruise.

53-day Indonesia , Arabia and India Discovery Collectors' Voyage

Departing March 14, 2014 , Rotterdam will sail a 52- or 53-day day Collectors' Voyage from Singapore back to Southampton (London) or Rotterdam visiting ports in Indonesia , Malaysia , Thailand , Sri Lanka , India , Oman , Egypt , Greece , Italy , Spain and Portugal , including a daylight transit of the Suez Canal. Highlights include Java and Komodo Island, Indonesia ; Port Klang, Malaysia ; Phuket, Thailand ; Colombo , Sri Lanka , and overnight calls at Bali, Mumbai (Bombay) and Muscat . Additional Collectors' Voyage segments of 25-, 38- and 39-days are available on this cruise.

Cruise fares begin at \$1,699 per person, double occupancy for the 14-day Far East Discovery sailings; \$1,499 for the 14-day China and Japan cruises; \$1,799 for the 14-day Indonesia Discovery departures; \$2,299 for the 19-day Great Barrier Reef; \$3,599 for the 28-day Far East Adventure Collectors' Voyage; \$5,699 for the 51-day Spice Route to Singapore Collectors' Voyage and \$5,999 for the 53-day Indonesia , Arabia and India Collectors' Voyage.



Damen introduces new ASD Tug and starts building for launching customer Petersen & Alpers

Introducing the ASD Tug 2913 – compact, powerful and ideal for busy ports

Damen Shipyards Group is launching a new vessel type in its ASD Tug series. The **ASD Tug 2913** has been designed primarily as a highly manoeuvrable, powerful tug, ideally suited for busy harbours where space is limited. Petersen & Alpers (Germany) is the launching customer for the new tug, which will be delivered end 2014.

The new type answers market demand for more powerful tugs as vessels continue to get larger and for more spacious accommodation.

Damen Shipyards is proud to announce that it already has a launching customer for the new tug, the highly esteemed German towage operator Petersen & Alpers, which is one of the oldest maritime companies in Germany.

Frank de Lange, Damen Sales Director South, North and West Europe, explains why Damen decided to introduce a new tug type in the ASD series. "Vessel sizes are increasingly growing, while ports are still restricted to their physical size. Customers were requesting more powerful tugs, but they still have to be compact so they can operate in harbours which are lacking space."

75 tonnes plus bollard pull

This new tug Standard slots in between the **Damen ASD Tug 2810** with a 60 tonnes bollard pull and the highly powerful offshore terminal **ASD Tug 3212**, which was recently introduced. Developing a new compact type with a bollard pull of 75-80 tonnes was really a logical step for the Damen series, he adds. "For the ASD Tug 2913 we adopted a similar design philosophy as for the new **ASD Tug 3212** and although the vessel is primarily a harbour tug, it also has very good seakeeping capabilities."

At 13 m wide, the vessel is very stable and very comfortable for the crew. The new type has push/pull capabilities and can be fitted with an aft winch as an option. The tug is also the first Damen tug to have a double hull to comply with the latest safety regulations and to answer customer demand.



Peter Lindenau, Managing Director of **Petersen & Alpers**, is very pleased to be the launching customer for the new tug. This will be the second Damen tug in the company's fleet, following on from an **ASD Tug 2411**, which has been in operation for the last four years in Hamburg. And indeed, through a previous joint venture via its affiliated company **TOWMAR BALTIC** in Klaipeda with **Smit, Petersen & Alpers** also had experience of the **Damen ASD Tug 2810**.

"We have had a good experience with Damen tugs and have also seen our competitors using them!" says Mr Lindenau. "The crew were very happy with our first Damen tug and that is very important to us. The quality of the build, the 2411's performance was what we were looking for. It has proven itself in being able to operate bow-to-bow when a lot of ASD tugs have problems doing this properly."

The **ASD Tug 2411** is performing well and is great at going alongside, making fast and the thrust is easily controlled with the slipping clutch, he emphasises. "And with Rolls-Royce thrusters and Caterpillar 3516 engines the acceleration is great."

"Our new Damen vessel will be particularly suited for the port of Hamburg, which has very small basins", he stresses. "Seagoing vessels are getting bigger and bigger. A highly maneuverable, compact tug with more power was needed. So the Damen ASD Tug 2913 was the right tool for Hamburg."

Ideal for ports

Low maintenance costs are also important, he says. The company has had a good experience with the **ASD Tug 2411**, which requires only limited maintenance because the coating is such good quality. Crucially, Petersen & Alpers has a great deal of confidence in Damen. "We trust each other, which is the most important. It is not just price but performance, service and maintenance."

"We are lucky to be the launching customer. We have been able to have a lot of input, with Damen really listening to our requirements." For instance, Petersen & Alpers requested an oil fired heating system. Mr Lindenau adds: "Perhaps we look at things in a similar way to Damen, both being family owned companies; we are always considering the next generation, so a long-term, trusting relationship is very important."

"We are always there to support our clients and we hope we can assist **Petersen & Alpers** in their success," Mr de Lange says. There has been such a lot of interest in the new Standard that Damen has already started building for stock.

PHOTO OF THE DAY



The new Van Oord **CSD ARTEMIS** during trials in Rotterdam – Europoort

Photo: crew ARTEMIS ©

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