



Number 074 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 15-03-2013

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

 <p>البواردي للهندسة البحرية (ش.ذ.م.م.) ALBWARDY Marine Engineering L.L.C. Joint Venture Partner of DAMEN Shipyards Group <i>Trust Built on Expertise...</i></p>	<ul style="list-style-type: none">■ SHIP DRY-DOCKING■ AFLOAT REPAIRS■ SHIP BUILDING■ DIVING SERVICES■ SPECIALIST SERVICES <hr/> <p><i>UNITED ARAB EMIRATES</i></p> <hr/> <p>Web : www.albwardymarine.com Email: sales@albwardymarine.com</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------



The RT ROTATION operating at Port Hedland – Photo : Capt. Bas van Hoorn (c)

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS

Simplicity in safety

avoid accidents: keep cables and hoses out of harms way during a turnaround. Cablesafe® makes it easy to suspend cables, wires and hoses. By clearing up the workflow the number of tripping accidents is reduced. **That's safety.**



MORE INFORMATION: WESTMARK, +31.33.4614844, INFO@CABLESAFE.COM www.cablesafe.com



Several Unifleet's ladies in layup in Dutch Harbour in s'Gravendeel. Above seen the de Global Sea, Global Taurus and Global Star (from left to right)

Photo : Clemens Smits (c)

Mediterranean Shipping Company announces Bunker Contribution on the Australia / New Zealand service

Mediterranean Shipping Company announces Bunker Contribution (BUC) for all cargo on the Australia / New Zealand southbound trade for April 2013 as follows : USD 825 per TEU, the company reports.

The new BUC will be applicable starting with the below mentioned vessels :

NWC: **MSC Ravenna** FS313A (or substitute vessel ex-Antwerp April 1st)

Med: **MSC Regina** FF314A (or substitute vessel ex-Valencia April 6th) **Source: Portnews**



Two **KOTUG** tugs assisting the arriving reefer **FRIO CHIKUMA** in the port of Rotterdam

Photo : Capt Gijs Dijkdrenth (c)

GEO PLUS NETHERLANDS	Ben jij enthousiast, leergierig, representatief en in voor een uitdaging? TOS is voor de gehele vloot van Geo Plus op zoek naar:
	Kapiteins • HWTK's • Hydrografisch Surveyors • DP-officieren
	Heb je ervaring met en/of kennis van survey werkzaamheden en ben je in staat zelfstandig werkzaamheden te verrichten, doelen te stellen en heb je de drive 'de klus' te klaren? Ben je langere tijd beschikbaar voor een vaar/verlofschema van 4 weken op, 4 weken af (wereldwijd)? Vragen: Siebelina Ooms (+31)10 – 243 67 01 s.ooms@tos.nl
 www.tos.nl	

EMAS AMC wins major Statoil subsea contract

EMAS AMC, the subsea services division of Singapore based **EMAS**, has won a contract from Statoil for the transport and installation of subsea templates for the Norwegian Sea's deepest offshore project – the Aasta Hansteen field development. The Aasta Hansteen field development, with a water depth of 1,300 m, is located in the Norwegian Sea,

300 km west of Bodø, Norway. "We are extremely pleased to be part of the Aasta Hansteen project, the deepest offshore development in the Norwegian Sea," said Mr C J D'Cort, CEO of EMAS AMC. "EMAS AMC's involvement is a reflection of the confidence in our subsea capabilities. This pioneering project continues our growing cooperation with Statoil on the Norwegian Continental Shelf. We look forward to working with Statoil in breaking new ground in the region." EMAS AMC's scope of work includes the transport and installation of two 4-slot templates and one single-slot template. All templates will be transported from Aker Solutions' facilities in Sandnessjøen in Norway. EMAS AMC will utilize its advanced subsea construction vessel, **Lewek Connector**, for transport and installation work, and will partner local suppliers in Sandnessjøen for most of the required work preparations and vessel supplies. "The Aasta Hansteen field is located in an area characterised by harsh weather conditions and deep waters. EMAS AMC's **Lewek Connector** represents the perfect advanced subsea construction vessel for the job, with its stability in offshore operations, a crane capacity of 400 tonnes, and a water depth reach of 3,000 m," said Svein Haug, Regional Head for EMAS AMC Europe and Africa.




The **LEWEK CONNECTOR**

Engineering and planning will be managed by EMAS AMC in Oslo. The offshore transport and installation work will take place in 2015. EMAS AMC's previous contract wins from Statoil include riser replacements on the Norwegian Continental Shelf, as well as a SURF (Subsea, Umbilical, Risers and Flowlines) contract for marine installation and pipe lay in Fram H-Nord, situated in the Troll C/Fram area in the northern part of the North Sea. **EMAS AMC** – established after the acquisition of **Aker Marine Contractors AS** by **EMAS** parent **Ezra Holdings** — is a global EPCIC service provider of comprehensive subsea-to-surface solutions for the offshore construction sector, in particular the growing subsea segment. Offerings include subsea construction, umbilicals/power cables, pipelines, platforms and FPSO installations. **Source : Marine Log**



We keep you breathing



Since 1989 IHC Hytech is specialised in designing and manufacturing high-end military and commercial diving equipment:

- Wet bell systems
- Diver launch and recovery systems
- (Containerised) decompression chambers
- Personal diving gear
- Portable diver panels
- Self-propelled hyperbaric lifeboats
- Life-support package

IHC Hytech B.V.
hytech@ihcmerwede.com
www.ihcmerwede.com/www.ihchytech.com



The **FUGRO COMMANDER** departing from Ijmuiden. enroute her next project at the French coast in the background is seen the ferry **KING SEAWAYS** which serves the route New Castle <-> Ijmuiden - Photo : Geert Woord (c)

Sri Lankan court orders detention of Vietnamese ship

A Sri Lankan court on Thursday ordered the authorities here to detain a Vietnamese vessel which had carried a stock of contaminated diesel imported by Lanka Indian Oil Company (LIOC). The Colombo High Court ordered the detention of 'Vina Lion's Glory' which had caused a loss of USD 2.5 million to the Indian Oil Company's Lanka entity. The LIOC claimed that the 4500 MT of oil had complied with the necessary quality standards when shipped from Singapore. However, the lab tests done in Colombo had proved that the consignment was contaminated and therefore was of a sub standard quality. The fuel had been contaminated during the voyage from Singapore due to no fault of the supplier or the importer, the LIOC said. The ship is currently berthed in the eastern port of Trincomalee. In mid-February, the state fuel entity Ceylon Petroleum Corporation (CPC) had said that the consignment would not be allowed for distribution as the quality tests have proved it to be contaminated and sub standard. The CPC was also accused of importing sub quality fuel in 2011. Source : PTI / zeenews



The **"QUEEN MARY 2 "** at anchor in Akaroa harbor on a beautiful autumn day. Photo : Tom Johnston (c)

IBF press statement: Non Seafarers Work Clause

The IBF High Level Officers meeting held in Stockholm, Sweden on 12 of March 2013, considered, inter alia, the industrial dispute at the US West Coast which has led to a lockout of dock workers supporting a lawful action by the ITF affiliated ILWU. Both parties agreed a joint statement to continue commitment to the adherence to the Non-Seafarers Work clause under IBF agreements. Specifically, both parties considered the interpretation of the existing text in Article 4 of the IBF Framework TCC Agreement (Non-Seafarers Work) and respective text in the IBF Special Agreement, and mutually agreed that such work traditionally or historically done by Dock workers may include opening and closing hatches.

<p>Need Cheap & Secure Lay-up?</p> <p>In our protected, private harbour just outside of Rotterdam, we offer premium and secure lay-up facilities for seagoing vessels, barges and pontoons as well as extensive services to manned or unmanned vessels in lay-up, all against affordable prices. Dutch Harbour is suitable for vessels up to 200 m in length and with a draft up to 5.50 m, while its 700 m floating jetties safeguard against any tidal influences. The harbour entrance is closed off by a floating security barrier and the surrounding harbour terrain is accessible only to owners and crew. Harbour access is monitored 24h by security cameras.</p> <p>For additional information and rates, please contact Dutch Harbour Lay-up Services Harbour G950 • Griendweg 14, 's Gravendeel T: 085-8779114 • F: 085-8779115 E: info@dutchharbour.nl • W: www.dutchharbour.nl</p>	<p>DUTCH HARBOUR</p> <p>Facilities:</p> <ul style="list-style-type: none">• Closed, private harbour;• Secure mooring & safe access;• Camera surveillance;• Free domestic garbage disposal;• Free wireless internet.  <p>Optional Services:</p> <ul style="list-style-type: none">• 380V/220V shore power;• Supply of MDO and fresh water;• Crane services;• Various alarm systems for cold lay-up.
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

25 years of Powerful People

In 2013 personnel supplier **IPS** celebrates its 25th anniversary. The company opened its doors for business in 1988, starting as a personnel supplier for the Dredging industry. Over the last 25 years, IPS has grown progressively into an international all-round personnel provider in the Maritime, Offshore and Tunnelling sectors. IPS wants to celebrate this event with everyone who has been involved with the company during our 25 years. Director Erwin Broeders: "We want to hear the stories from all those people who worked on interesting projects worldwide. Therefore, we introduce the platform www.ips25.com where people can read and share their stories and photos from maritime, offshore and civil construction projects from the past to the present day." IPS had changed a lot over the years, but its core business had stayed the same. "The personnel business in our niche markets is an expertise on its own. We have always strived to be a reliable and professional business partner. Quality and service is our priority", says Erwin Broeders. The global footprint of IPS offices, agents and partners has increased substantially over the years, now providing even more efficient cross border services to our clients. Today, the head office of the company still resides in the Netherlands. Broeders: "We are proud of our achievements of the last 25 years, and we want to say thanks to all our candidates, clients and everyone who worked with us in all those years."

www.ips25.com - www.ipspowerfulpeople.com

ST ALBANS AT PASSENGER TERMINAL IN AMSTERDAM

From 10th to 13th March 2013 British Warship **HMS St ALBANS** was visiting Amsterdam to continue to build on relationships with our Dutch NATO allies and visit the world famous city. The Ship's Company of about 180 will host an

official reception for the British Ambassador, local dignitaries and members of the business community, demonstrating



some of the cutting edge technology that the submarine-hunter is equipped with.

Photo :
Marcel Coster (c)

Since returning from a six month Counter Piracy and Counter Terrorism patrol in the Middle East at the end of 2011, she has been actively patrolling the waters of the UK and North-Western Europe hunting submarines, maintaining her operational skills

ready for short notice deployment and saving numerous vessels that have run into distress. She has also been lucky enough to visit numerous neighbouring countries, including Iceland, Germany and Norway.

Whilst in the capital of the Netherlands, the ship will run an exchange for a chef and a waiter from British Jamie Oliver's "Fifteen" restaurant to come onboard and one of the ship's chefs and stewards to experience work in a restaurant so that they can learn from each other – working in a high pressure commercial kitchen can be stressful, but feeding 180 hungry sailors when the ship is passing through a storm is something else! On display on the 133 metre ship was the Merlin Helicopter from 829 Naval Air Squadron. The multi-role, long range helicopter is capable of a wide range of tasks ranging from detecting submarines using her world-class sonar equipment, and neutralising them if necessary using onboard torpedoes and depth charges. She can increase the range of radar detection of ships and aircraft for a friendly task group of allied ships – electronically and securely passing the information to neighbouring units, as well as transporting troops or injured sailors, and she has a long range Search and Rescue capability. **HMS ST ALBANS** is the latest of the Royal Navy's 12 Type 23 Frigates, based in Portsmouth. She is returning to her home port on sailing from Amsterdam in preparation for a year-long maintenance period and overhaul following her 10th year of operational service. **Source : Passenger Terminal Amsterdam**



“TSHD **GATEWAY** bringing her first sand load at Tanger Med II project, Morocco **Photo : Jennifer Bates ©**”


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


Oesterbaai Survey & Consultancy is a certified Shield Group Company which is specialised in Asbestos and Inventory of Hazardous Materials (IHM) Surveys and possible follow-up.


For more information please contact us at +31 (0)10 208 84 44

WWW.OESTERBAAI.EU | WWW.SHIELD-GROUP.EU

ASBESTOS AND IHM SURVEYS
CONFORM IMO & SOLAS STANDARDS

**OESTERBAAI**




© SHIELD GROUP COMPANY

ABEILLE BOURBON TOWS THE CMA CGM MARCO POLO FOR TEST



The **CMA CGM MARCO POLO** under tow of the **ABEILLE BOURBON**

At 396-meters long and weighing in at a 250,000 tonnes, you'd think that having to do an emergency tow of the

world's largest containership would be no easy task. As it turns out, a recent exercise held March 9th off the coast of France proved that that doesn't have to be the case.

The exercise was carried out using the French emergency towing vessel, the **ABEILLE BOURBON**, while the **CMA CGM MARCO POLO** was on a four hour hiatus from regular service off the Brittany coast.

During the exercise, the **Marco Polo** was loaded to 80% capacity and towed for an hour at a speed of 10km/h. The **Abeille**



Bourbon which, at 80 meters long, was dwarfed by the massive containership. Hard to tell though, considering the 200t bollard pull **Abeille Bourbon** was able to do the job using only half her engine power. Source : gCaptain



Carnival Cruises looks at lessons learned from Triumph fire

As the official investigation headed by the Bahamas Maritime Authority continues to probe the engine room fire that broke out aboard the cruise ship **Carnival Triumph** last month, Carnival Cruise Lines has turned its attention to lessons to be learned from the incident. It is also looking at what additional operational redundancies might be available.

That was the message from Carnival Cruise Lines CEO Gerry Cahill, speaking at the state of the industry session at this year's Cruise Shipping Miami event.

I'm going to focus most of my remarks on what we are doing today and briefly summarize what happened.

The **Carnival Triumph** was on the last day of a cruise returning to Galveston when it had an engine fire in the aft engine room. The cause of the fire was a leak which developed in the fuel return line.

The good news is the ship's fire suppression system and the crew were able to contain the fire and put it out. The ship does have two independent engine rooms, but unfortunately damage from the fire caused both engine rooms to be knocked out of commission.

At that point in time, the emergency diesel generator kicked in and provided power for emergency facilities until we returned the ship to Mobile.

Once the fire occurred, I can tell you that our highest and only priority was the safety of our guests and crew. We tried to make things as comfortable as we could for them in a tough position and also to get everybody home as quickly and as safely as we possibly could.

When I visited on the Carnival Triumph when it got to Mobile on Thursday, it was very nice, very heartwarming to talk to so many guests and find out what a great job the crew had done in trying to achieve that during the days they were at sea.

The ship has been back for about three weeks and our guests are all home safely and as soon as that happened our focus shifted. We are now focused on the lessons we can learn from the incident and also what additional operational redundancies might be available.

So, what we've done is start a comprehensive review of our entire fleet and that review focuses on four things:

First, looking at prevention, detection and suppression of fires.

Second, engine room redundancies.

Third, what additional hotel facilities might be provided and might run off the emergency generators.

And then **fourth**, the changes we can make from the first three items and how we implement those.

Now, I can assure you since this fire has occurred it has been the number one priority for both Carnival Cruise Lines and Carnival Corporation. We have a number of experts from a lot of different disciplines involved in the process of performing this review, including experts in fire safety; naval architects, marine engineers, electrical engineers, and mechanical engineers.

We have people, from within the Carnival Cruise Lines organization, from Carnival Corporation, as well as our sister brands involved. In addition we have pulled in experts from shipyards, engine manufacturers, electrical machinery equipment manufacturers and class society.

We have a number of different teams working on this. They are located in four different locations right now. We have a group in Mobile; we have a group in Miami; we have group in Southampton, and we also have a group in Trieste, Italy, working on this.

The Carnival Splendor, as many of you know, had a fire in 2010. That fire was from a very different source. That was from a catastrophic failure of a diesel generator and, in reviewing things after that fire, we put a number of changes in place. We spent millions of dollars from the lessons learned from the **Carnival Splendor** fire, and many of those things worked. They helped us to extinguish this fire more quickly. Obviously, there is more we will learn in our current review, as we look for additional opportunities for more redundancies throughout our fleet.

We are also assisting the Coast Guard investigation, the NTSB and the Bahamian government. Carnival Corporation is also doing a simultaneous review of all the ships across all of our sister brands trying to do the same type of thing we are doing at Carnival Cruise Lines. They have an independent team that is working on this, and we'll be part of that too. And thirdly, as Christine Duffy mentioned earlier, CLIA is also doing an assessment, and we will be part of that.

This review is very comprehensive, it will take us a little bit of time to complete it, but you can rest assured that it is our highest priority throughout the entire organization. It is the thing we are most focused on and we will come up with solutions that we can implement across our fleet. **Source : MarineLog**



The **GLOBAL SUCCESS 1** (ex Singapore) **Photo : crew global Succes I - collection : sleepvaartmuseum"**

Boskalis posts record revenue for 2012

Royal Boskalis Westminster N.V. (Boskalis) achieved a record revenue of EUR 3.1 billion in 2012 (2011: EUR 2.8 billion), the company reports.

Net profit amounted to EUR 250 million, thus remaining virtually stable compared to 2011 (EUR 254 million). Despite the slight decline in net profit and a substantial increase in the number of outstanding shares as a consequence of the recent equity issue in connection with the acquisition of **Dockwise**, **Boskalis** intends to pay-out an unchanged dividend of EUR 1.24 per share. EBITDA dropped to EUR 568 million (2011: EUR 591 million) and the operating result (EBIT) fell to EUR 337 million (2011: EUR 354 million). The contribution from Dredging declined as a consequence of

lower volume of work. Challenging market conditions in Inland Infra led to a lower result with an increase in revenue. The remaining activities, Offshore Energy and Towage & Salvage, achieved a respectively virtually stable and slightly higher operating result. The order book increased to EUR 4.106 million as per end-2012 (end-2011: EUR EUR 3.489 million). Compared to the 2012 mid-year level the order book was also higher at the end of the year.



MARINT
(OFFSHORE SERVICES) LTD

Independent Consultants and Brokers in the International Tug and Supply Vessel market
(offices in London and Singapore)

Telephone : +44 (0) 20 8398 9833

Facsimile : + 44 (0) 20 8398 1618

E-mail : tugs@marint.co.uk

Internet : www.marint.co.uk



The **INDUSTRIAL MORE** commenced yard trials – Photo : Marcel Coster ©

Bumi Armada adds multipurpose platform support vessel to its fleet

Malaysia - based international company, **Bumi Armada Berhad ("Bumi Armada")** is pleased to announce that its wholly - owned subsidiary, **Bumi Armada Offshore Contractor Limited** has acquired and taken delivery of a MPSV (multipurpose platform support vessel) from **Condor Shipco Limited** for USD15.8 million, the company reports. The DP2 * diesel electric vessel which was re - named **Armada Condor** was re - built in 2002 which involved extension of vessel length, addition of DP 2 system and thrusters . The DNV - classed support vessel measures 104 metres in length with a beam of 22.4 m etres ; it features a 120 t onne main crane with Active Heave Compensation system for operation up to 2000 m water depth, an auxiliary crane, a cargo crane, moon - pool, helideck and built - in gas storage of 14,800 cubic metres. It has 1,100 square metres of deck space with deck load capacity of 1,300 tonnes and hydro acoustic to 2,000 m. The **Armada Condor** has accommodation for 127 persons.



The **MSC KATIE** Steaming up to Antwerp on a picture taken from Adri's balcony at home.

Photo : **Adri de Schipper** ©

MORE PHOTOS OF THE AEGIR



Heerema's Crane/Pipelayvessel **AEGIR**, design **Ulstein Sea of Solutions** full steam ahead heading for the North Sea enroute **Heerema** location Caland-canal Europoort under nice NE7 windy conditions.

Photo : **Hans van der Linden** - **Aerolin Photo BV** - **AerolinPhoto/Ulstein Sea of Solutions** ©



Photo : Elco Oskam (c)



Welcome in Rotterdam – Photo : Monique Davis-Mulder (c)

See the arrival in this You-Tube movie <http://youtu.be/DVzD5s3XEuE> made by Kees Torn ©

CASUALTY REPORTING

**MULTRASHIP**
TOWAGE & SALVAGE

www.multraship.com +31 (0) 115 645 000



Container ship and a harbourcraft collide off Pasir Panjang Terminal (Singapore)

At 1200 hrs (Singapore time) on 13 March 2013, the Maritime and Port Authority of Singapore (MPA) received a report of a collision between an Antigua and Barbuda-registered container ship "**BOSUN**" and a harbourcraft **SC3566E** in Sinki Fairway about 7km southwest of Pasir Panjang Terminal, Maritime and Port Authority of Singapore reports.

There were 2 persons on board the harbourcraft, which sank following the collision. A passing vessel rendered immediate assistance. Of the 2 persons, 1 was pronounced dead while the other was sent to National University Hospital for medical attention. MPA has issued navigational broadcasts to vessels in the vicinity to keep clear of the incident area. Port operations are unaffected. MPA is investigating the incident and will review safety procedures in the port.

The Maritime and Port Authority of Singapore (MPA) was established on 2 February 1996, with the mission to develop Singapore as a premier global hub port and international maritime centre (IMC), and to advance and safeguard Singapore's strategic maritime interests. MPA is the driving force behind Singapore's port and maritime development, taking on the roles of Port Authority, Port Regulator, Port Planner, IMC Champion, and National Maritime Representative. MPA partners the industry and other agencies to enhance safety, security and environmental protection in our port waters, facilitate port operations and growth, expand the cluster of maritime ancillary services, and promote maritime R&D and manpower development.



2 constructive total loss vessel moored at the Yui Lian yard in Shekou, Shenzhen. The "**HENG ZUN**" had an engineroom flooding while the unnamed other vessel had a collision.

Photo : Willem van Woercom ©

NAVY NEWS



On 5 March the Dutch-owned **ROLLDOCK SEA** arrived at the Arsenal of the Brazilian Navy, carrying the Venezuelan patrol vessel **WARAO (PC-22)**. The **WARAO** grounded heavily on a reef near Fortaleza in north east Brazil when arriving for a joint Brazilian-Venezuelan exercise. It has now been decided that the **WARAO** will be repaired at a Rio de Janeiro shipyard with assistance from her original Spanish builder **Navantia**. Photo : David Asprey (c)



**Onshore & Offshore
Heavy Career Opportunities**

www.shl.com.cy

Seaway Heavy Lifting



SHIPYARD NEWS



Above the of Turkish Furtrans' Dwt 12,244 container ship "**REECON EAGLE**" on her 1st. special survey [at Cernaual Shipyard](#) in Algeciras port. **Photo : Enrique Pérez - Cernaual Shipyard ©**

Kleven wins contract for high specification Expedition Support Vessel

Kleven has secured a landmark new contract for a high specification, 107-metre long Expedition Support Vessel, specially designed for long expeditions in rough waters. The vessel blends a robust, hard-working character with luxurious added extras, including a swimming pool and its own 21m tender boat on the bow, the company reports.

Svein Rune Gjerde, CEO of **Marin Teknikk**, says that the project is an exciting one for the design supplier:

"One year ago **Marin Teknikk** was contacted by the shipowners asking if we would design a so-called Expedition Support Vessel," he comments.

"We find that shipowners like our design styles and value our considerable experience - spanning from the design of service vessels to the oil and gas industry, to our ocean-going fishing vessels. It has been exciting to be able to utilise the know-how of our employees to develop a luxury vessel of this type, which is being constructed for a rather different use than the offshore vessels we usually work with on a daily basis."

Gjerde adds: "This has been a different and interesting project for our design team. The knowledge underpinning the development of this vessel is much the same as it is for our successful offshore vessels, but new regulations and specifications have made this an exciting and challenging project."

Ståle Rasmussen, CEO of Kleven, is enjoying collaborating with **Marin Teknikk**. He comments: "We have worked with **Marin Teknikk** for many years, developing numerous offshore vessels together, and the collaboration between us

always works well. This vessel is a good example of our ability to develop and build specialized vessels and prototypes."

He continues: "The shipowners chose us because they wanted Norwegian design and construction at Norwegian shipyards, due to quality standards, delivery times and price. We are delighted to have won the competition based on these criteria." The new vessel will accommodate 60 people and is to be equipped with a helipad and helicopter hangar. It will be built at Kleven Verft in Ulsteinvik and is scheduled for delivery in December 2014.

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

ROUTE, PORTS & SERVICES

	<p>STERN TUBE SEAL SERVICE, PROPULSION SERVICE AND SPARES</p> <p>+31 343 432 509</p> <p>STERNTUBESEAL.COM PROPULSIONSERVICE.COM</p>	
AEGIR Marine		AMPS



EIDE FIGHTER towed 14 March, **BERGENSFJORD** through the Sound by on the way to Bergen to be completed at the **Fosen Yard**. Photo : Per Körnefeldt ©

Edda Accommodation orders a new accommodation vessel

Edda Accommodation, operated by **Østensjø Rederi**, has placed an order for a new mono hull accommodation vessel plus one optional vessel at Hyundai Heavy Industries Co., Ltd. By placing this order Edda Accommodation is expanding the commercial and technical success of its existing accommodation vessel, **Edda Fides**, the company reports.

This next generation Offshore Accommodation Vessel, designed by Salt Ship Design, is 155 meter long and will have a total accommodation capacity of 800 persons in one or two men cabins. The interior of the vessel is of executive

standard, and will include 850 m2 office space as well as recreation areas, such as modern gym, sauna, two swimming pools, conference rooms and an auditorium. Delivery of the first vessel will be in June 2015.

The newbuild will be equipped with a heave compensated telescopic gangway at a length of 55.5 meters. In addition, a cargo deck area of 2000 m2, a 120t rig support crane and two supply cranes, will make the vessel highly suitable for cargo handling and construction support.

When finished, the vessel will provide construction support and additional living quarters for support personnel during commissioning, maintenance and decommissioning of offshore installations world-wide. The vessel is also designed for operating in arctic areas.

The decision of ordering a new monohull accommodation vessel is a result of the successful experience with the company's existing accommodation vessel, Edda Fides. Since the delivery in March 2011, Edda Fides has proven the capabilities of a mono-hull accommodation design, by successfully completing projects in the North Sea, the Mediterranean and Australia.

"Due to a proven concept and significantly lower investment and operating cost compared to semisubmersible accommodation rigs, the new accommodation vessels will be highly competitive in a market with anticipated fierce competition. We expect the additions to our fleet will enhance our position as a global provider of world-class accommodation services", says CEO Johan Rokstad.



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

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

Redwise
GLOBAL SHIP DELIVERY & CREWING

Follow us!

www.redwise.com info@redwise.nl

Hanjin-led partners consolidate south east Asia-Australia loops

HANJIN Shipping has announced that ocean liners operating separate services on the south east Asia-Australia trade lane are consolidating their services from mid-April.

As a result of this decision, the Singapore-Australia Service (ASA), which Hanjin brands as the AUS and is operated jointly with ANL, OOCL and RCL with four 1,900-TEU vessels, will be combined with the Asia-Australia (SAL) service operated by CSCL, HMM, Hapag-Lloyd and UASC that uses four 2,250-TEU ships.

The AUS calls at Jakarta, Singapore, Brisbane, Sydney, Melbourne and returns to Jakarta. As for the SAL its port rotation is Port Kelang, Singapore, Sydney, Melbourne, Adelaide and back to Port Kelang.

According to the partner carriers, the newly consolidated service named South East Asia-Australia Service (ASAL), which will still be branded AUS by Hanjin, will be jointly operated with CSCL, Hapag-Lloyd, RCL and UASC with five 3,400- to 3,600-TEU ships. The service will offer weekly sailings to and from all ports previously covered by the separate services. HMM and OOCL will also be participating in the service through a slot purchase.

"The partner carriers comment that consolidating overlapping services through the deployment of fewer, but bigger vessels will increase efficiency while still maintaining quality service expected by customers," said Hanjin.

The port rotation for the new ASAL/AUS container shipping service is Jakarta, Port Kelang, Singapore, Brisbane, Sydney, Melbourne, Adelaide, returning to Jakarta. The service is expected to depart for the first time from Singapore on April 19. **Source : Schednet**



The **MANZANILLO II** and **GRANDE ARGENTINA** at the Westerscheldt river
Photo : Walter de Groot (c)

Somalia: Dredging Project Invigorates Mogadishu, Bosaso Ports

The United Nations World Food Programme (WFP) has completed dredging projects at Mogadishu and Bosaso ports to accommodate larger ships able to carry more cargo, the relief organisation announced Tuesday (March 12th).

In Bosaso, 160,000 cubic metres of silt was scooped out from the bottom of the port, increasing its depth by an average of one and a half metres.

"Bosaso has become a key entry point for the northern corridor into north-central Somalia, where WFP's operations have been significantly increased, especially since the droughts in 2011," said Paul Wyatt, WFP head of logistics for Somalia.

The improvements to Bosaso port mean that ships can dock even at low tide, increasing the number of berthing ships by roughly one-third and the average tonnage of imports by 50%.

It will also allow WFP to transport greater volumes of food to Somalia at any one time, making its operations more efficient and cost-effective.

Hanjin bolsters Indonesian coverage

Hanjin Shipping is expanding its service network in Indonesia by adding new services to the region. With NCI (New China-Indonesia) launching on April 3 from Qingdao, Hanjin Shipping will be jointly operating with T.S. Lines and KMTC to run a weekly service with four 2,500 teu class ships deployed by the partner carriers.

In addition, Hanjin Shipping is adding JIS (Japan-Indonesia Service) and JIE (Japan Indonesia Express) to its service network at the end of March. Both JIS and JIE are jointly operated by NYK and K-Line. On the Indonesian market Hanjin noted "demand is rapidly grow along with the economic development". **Source: Sea Ship News**

G E Shipping contracts to sell a Panamax dry bulk carrier

The **Great Eastern Shipping Co Ltd. (G E Shipping)** has signed a contract to sell "**Jag Arnav**", a Panamax dry bulk carrier. The 1995 built vessel of about 71,000 dwt will be delivered to the buyers in H1CY2013.

The Company's current fleet stands at 33 vessels, comprising 23 tankers (9 crude carriers, 13 product carriers, 1 LPG carrier) and 10 dry bulk carriers (1 Capesize, 3 Kamsarmax, 1 Panamax, 4 Supramax, 1 Handymax) with an average age of 10.0 years aggregating 2.60 mn dwt. **Source: The Great Eastern Shipping Co Ltd.**

.... PHOTO OF THE DAY



The inbound **MARISKA G** (Gross Tonnage: 1108) passes the **AEGIR** (GRT: 55397) which is moored in Rotterdam Caland Canal

Photo : Cees Kloppenburg - www.photomaassluis.com (c)

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

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

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

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