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19-03-2013: the 2012 built MLT flag bulker UNIVERSAL DURBAN offshore Malta
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The **EVER LAWFUL** approaching Rotterdam-Europoort – Photo : Teun Put ©

Cyprus plans to export natural gas to Europe by 2018

Cyprus, urgently needing revenues from its newly found natural gas reserves, hopes to begin exports by 2018 and will target sales at fellow European Union members, its energy minister said.

George Lakkotrypīs also said gas could be sold in advance or used to help the government, which is now negotiating a multibillion-dollar bailout, to issue new debt on international markets in future.

U.S. company Noble Energy and the Cypriot government announced in 2011 that they had discovered gas deposits of around 7-8 trillion cubic feet (200 billion cubic metres), 40 percent of the EU's annual demand.

Aphrodite, as the gas field is known, has more gas than Cyprus could use in over a century, so the government hopes to boost its revenues through exports to the European Union.

"It is important to us not just economically but also geostrategically," Lakkotrypīs told Reuters in an interview, referring to potential exploration partners. "So EU member countries are obviously appealing."

Experts believe Cyprus, an energy sector novice, could be sitting on hydrocarbons worth up to \$400 billion.

Such revenues would be welcome to a government that is now negotiating a bailout from the European Union, International Monetary Fund and the European Central Bank so it can recapitalise its banks, service debt and support government spending.

But as the gas reserves are still unproven pending an appraisal drilling this year, they have barely been taken into account by lenders discussing aid to the island.

A draft bailout deal calls for the establishment of a resource fund to manage revenue and place debt on a downward course, though the creation of such a fund could be years away.

Lakkotrypīs, barely in office two weeks following last month's election, said the financial crisis had made development of the gas fields for exports much more urgent. The new government wished survey work had progressed faster to give Cyprus a stronger economic position and less need for a bailout. "If it had been a year ahead, it would have made a real difference," he said.

To monetise its deposits as fast as possible, the government was pushing Noble Energy to bring forward appraisal drilling to confirm its gas findings, Lakkotrypīs said. "It's a pity we are under so much pressure. Every week counts," he said. Lakkotrypīs said Cyprus was in the final months of deliberation over deals to run an onshore liquefied natural gas (LNG) plant to process the gas for export by ship.

ADVANCE GAS SALES

Lakkotrypīs said the government hoped production could begin as soon as 2018. Once an appraisal confirms initial findings there was a range of options on how to use the reserves to raise cash, including advance sales, he said.

That would probably further anger the de facto Turkish Cypriot state that has run northern Cyprus since a Turkish invasion following a brief Greek inspired coup and effective partition of the island in 1974. The Turkish Cypriot side says Greek Cypriots did wrong by unilaterally striking deals with foreign firms and should at the very least share gas revenue with them. Greek Cypriots say that can only happen once the island is reunited.

Cyprus is not the only country in the region that is hoping to benefit from a gas bonanza.

Geologists believe the eastern Mediterranean could contain up to 122 trillion cubic feet (3.45 trillion cubic metres) of recoverable reserves, enough to cover EU gas demand for around seven years. The biggest finds have so far been made in Israeli waters, where the Tamar and Leviathan gas fields will cover Israel's gas demand for decades while generating huge export potential.

Because the Leviathan and Aphrodite gas fields lie in close proximity, the governments of Israel and Cyprus agreed on joint exploration of some of the gas, making development more attractive for potential investors. Earlier this year, Cyprus announced the results of some of the second round of bidding for offshore exploration blocks, bringing France's Total, Italy's Eni and South Korea's KoGas into Cypriot energy exploration. Cyprus's second licensing round, in which it received 15 expressions of interest by 29 companies either on their own or in consortia for 9 offshore blocks, will be wrapped up by the end of May. So far five blocks have been awarded in the second round. **Source: Reuters**



The **KARMSOUND** outbound from Rotterdam – Photo : Kees van der Kraan ©

The cruise ship AID Astella christened in Warnemünde

The new cruise ship, **AIDAstella**, was christened at a special ceremony held in Warnemünde on the evening of March 16, 2013, AIDA Cruises reports.

Whereas it was well-known personalities that performed the role of godmother in the past, this time the focus was on the stars behind the scenes at AIDA – the AIDA personnel and their families. This made the selection of the godmothers very easy: this honorable duty was carried out by eight female staff from AIDA Cruises, representing the different countries and various departments of the cruise operator, together with one godmother each from the **Meyer Werft** shipyard in Papenburg and the architect's firm Partner Ship Design. With this gesture, AIDA cruises expressed its gratitude to all those who have made a substantial contribution to the success of this range of vessels and the unique atmosphere of AIDA's ships. **AIDAstella** will stay in Warnemünde over night, before setting off on her maiden voyage to Oslo, Southampton, Paris and Amsterdam at 8 p.m. on Sunday evening, March 17, 2013. After that, the schedule will include cruises from Hamburg to Northern Europe. **Source : Portnews**

Singapore up 0.7pc in February to 2.36 million TEU, HK down 8.8pc

SINGAPORE's Maritime and Port Authority reported a 0.7 per cent increase in container movement in February, having handled 2.36 million TEU compared to 2.35 million TEU in February last year.

Figures from the Hong Kong Marine Department show the port handled 1.49 million TEU in February, representing a year-on-year decline of 8.8 per cent from 1.6 million TEU in February last year. **Source : Asian Shipper**



The **PHOENIX LIGHT** outbound from Amsterdam – Photo Marcel Coster ©

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Tragedy lifeboat sets sail again

The **George Elmy** was involved in a tragedy on November 17, 1962, when the **Seaham RNLI boat** was called to the aid of a fishing coble. After rescuing the vessel's crew, she was struck by a freak wave as she returned to harbour and nine of the 10 people on board died, including a nine-year-old boy.

The 62-year-old boat has been returned to its original glory at Fred Crowell's boat yard in South Shields, after being bought from eBay by East Durham Heritage Group in 2009. Last week, the boat took to the River Tyne for the first time since its revamp and underwent further trials on the river on Friday.



The fully-restored former Seaham Lifeboat **RNLB George Elmy** takes to the River Tyne for the first time after being restored by boatbuilder **Fred Crowell**

A HISTORIC lifeboat is set to sail to its home port for the first time in 50 years following a restoration.



Mr Crowell said: "We've been working on it for 18 months so it was brilliant to finally see it on the river. The trials have gone well and it will soon return home to Seaham.

"The boathouse where it was originally has also been restored and it will act as a museum and visitor centre."

The campaign to restore the **Liverpool Class** boat has topped £91,500 in donations and a grant from the Heritage Lottery Fund. In addition to the installation of the two Perkins diesel engines to power the boat, the cabin and

woodwork has been returned to its original state.

The restoration was overseen by the **East Durham Heritage Group**, whose members have been spending two days a week at Mr Crowell's yard helping with the work.

The boat was built by the East Cowes yard of Groves & Guttridge, and arrived at Seaham Harbour early in 1950.

After the tragedy, the **George Elmy** served as a relief vessel and then in reserve, before being sold out of Royal National Lifeboat Institution service in 1972. The boat will be moored at the Royal Quays in North Shields until the boathouse in Seaham's North Dock is completed. **Source : Sunderland Echo**



Super Ship (S.S.) Antoinette joins the River Queen 1 in terms of water quality



Pronomar is thrilled about a follow-up order from **Uniworld Boutique River Cruises**, an international shipping company offering river cruises all over the world and running a fleet of award-winning, 5-star cruise ships. After supplying our innovative and environment-friendly Pronomar-Merus solution to counteract scaling and help improve the water quality on-board their cruise vessel **River Queen 1** last year, we were asked to supply the following rings to be installed on-board the cruise vessel **Super Ship (S.S.) Antoinette**:

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The purpose of the rings is as easily explained as they are installed: to keep the pipes, hydrofoors, boilers etc. free from scaling and to bring back the water to its initial quality. The way the rings work is that they give off tiny oscillations that disturb the lime scale. Afterwards the troublesome substances are simply flushed away leaving the

equipment in question free from any scaling, thus bringing back the initially experienced performance level. The equipments lifetime is also prolonged which in turn means a significant decrease in operational costs as well as a saving in time as there is no maintenance involved with the MERUS rings.

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The **BF EUPHORIA** outbound from Rotterdam – Photo : Frans Sanderse ©

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Maersk to pull older ships to cope with excess capacity of mega ships

MAERSK Line CEO Soren Skou said if shippers' demand falls when his company's mega 18,000-TEUs come on steam, older smaller ships will be withdrawn to take up the slack on the Asia-Europe route.

"As we introduce new and larger ships, if the market is not growing we will pull out other capacity to make the balance for us," said Mr Skou in an interview with in-house magazine, Maersk Post.

"We didn't make money on our Asia-Europe routes in 2012, including those served by Daily Maersk," Mr Skou said. "A lack of growth in Europe has curtailed demand; at the same time supply increased."

"However, [Daily Maersk] has been well received and is currently easily the most reliable in the industry. I am cautiously optimistic that in 2013 we will make money in this part of the world," he said. The company plans to put the first five Triple-E ships into service between Asia and Europe this year, and the magazine notes that it comes at a challenging time with volumes shrinking on the trade lane five per cent in 2012, and expectation of only one per cent growth in 2013, according to Alphaliner. Maersk does 30 per cent of its business between Asia and Europe, Mr Skou said, adding "the key is to manage capacity - that is to act responsibly to ensure we do not contribute to oversupply in the industry - that can only lead to rates collapsing." Mr Skou said the mega ships will have the lowest costs in the industry, consuming 35 per cent less fuel than the 13,100-TEU ships they will replace.

Norman Spirit renamed Calais Seaways



Photo : Dave Medgett ©

NORMAN SPIRIT has since February last year sailed for DFDS on the company's route between Calais and Dover. It has now been given a new name – **CALAIS SEAWAYS** - and the same color as the rest of the family.

French LD Lines added the ferry to the cooperation when they with DFDS opened the new route in February last year. The ferry is still registered in France but has been in Gdansk to be painted in DFDS colors and receive its new name.



Photo : Dave Medgett ©

It is far from the first time that the ferry gets a new name. The list of previous names is long:

1991-1998: **Prince Philip**
1998-1999: **Stena Royal**
1999-2002: **POSL Aquitaine**
2002-2003: **PO Aquitaine**

2003-2005: [Pride of Aquitaine](#)
2005-2010: [Norman Spirit](#)
2010-2011: [Ostend Spirit](#)
2011-2013: [Norman Spirit](#)
2013: [Calais Seaways](#)
Source : Maritime Denmark



Havenbedrijf wil hotel De Beer overnemen

Het Havenbedrijf wil [hotel de Beer](#) in de Europoort overnemen. De onderhandelingen met eigenaar [Stichting de Beer](#) zijn in een dermate vergevorderd stadium dat – maandag 18 maart - het management van het hotel het personeel heeft geïnformeerd.

Het Havenbedrijf gaat aan de grond een haven gerelateerde bestemming verbinden. Het acht het niet langer wenselijk om op die plaats in het haven- en industriecomplex een hotel te hebben. Veiligheidsnormen worden steeds strenger. Tegenwoordig bestaan er in de directe omgeving voldoende soortgelijke faciliteiten. Op termijn komt de hotelfunctie te vervallen en daarmee de dienstbetrekking van de circa 42 medewerkers. Voor het personeel treedt een sociaal plan in werking.



The barge [MWB 403](#) arrived in Rotterdam Europoort under tow of the tug [En Avant 5](#) and assisted by the [En Avant 21](#) and [En Avant 4](#) upon arrival - [Photo : Frans Sanderse ©](#)

FOLLA ran into reindeer herd

Police in Helgeland has started an investigation regarding the particular animal tragedy that took place in Lurøy in Helgeland on Mar 14, 2013. A reindeer herd moved from Onøya to Røssøya while the "[FOLLA](#)" approached bound for Tromsø. There were four men out in a boat to stop traffic. When the freighter arrived they waved all they could, but the vessel made no sign of stopping. Hundreds of deer were swimming in the middle of the sound when the freighter ran into the herd at full speed. The leading animals turned and swam into those that followed. In the chaos several of the animals drowned, and dead animals were picked up on both sides of the strait. On Mar 15 herders filed a complaint to the police which started an investigation. Norwegian report with photos: <http://nrk.no/nyheter/distrikt/nordland/1.10951724>

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Oil tanker market facing crisis as slump deepens

Many oil tanker owners are struggling to survive as weak freight rates and escalating costs batter profitability with the industry looking for ways to ride out one of the worst ever slumps, a top market official said.

Ship owners went on an ordering spree between 2007 and 2009, bolstered by strong earnings as rates in the tanker market reached a peak of over \$180,000 a day for crude oil supertankers before economies worldwide slowed, sending rates tumbling.

"A lot of our very, very high quality members are currently in really dire straits," said Katharina Stanzel, managing director of trade association INTERTANKO, whose members own the majority of the world's tanker fleet.

"In particular, we are seeing very large crude carrier rates are absolutely rock bottom on key routes. So, people are just losing money the whole time," she said in an interview. "That is something that is very worrying."

Average earnings for VLCCs on the benchmark Middle East Gulf to Japan route - the major market barometer - are currently around \$790 a day, below operating cost levels of around \$10,000 to \$12,000 a day, Baltic Exchange data showed.

Despite average earnings sliding to negative levels in recent months and a record low of nearly -\$8,000 a day, ship owners have continued to hire their tankers out, aiming to keep their vessels in employment and also ensure they are positioned in places where they can pick up further work. "We are actually paying oil companies to transport their oil," Stanzel said.

Last month Frontline, one of the world's biggest tanker operators, said it may miss bond repayments due in 2015 and be forced to restructure again if the market's depression continues.

In November top tanker operator Overseas Shipholding Group filed for bankruptcy protection.

INTERTANKO estimated that 60 percent of all VLCCs, those that trade the spot market, had accumulated losses of around \$5.5 billion in the period since 2009.

Many banks have been reluctant to seize vessels, which would mean they would have to operate them and instead have extended loan covenants. However, many in the ship industry expect banks to get tougher on repossessions as conditions stay poor and banks feel the pressure on their own credit lines.

"The issue is the oversupply is there - we have too much tonnage. It is not going to go in a hurry," Stanzel said.

The ordering boom saw owners paying up to \$162 million for a VLCC in 2008, with values sliding to around \$80 million currently, leaving many saddled with huge mortgages in weak market conditions, analysts say.

"It's likely that the independent VLCC owners will be the easiest to get squeezed out of the market or to have to fight for the remaining cargoes in the market not bought by strategic buyers," said Basil Karatzas, chief executive of consultancy and brokerage Karatzas Marine Advisors & Co.

While crude tanker market earnings have seen periods of gains since 2009, rising bunker fuel costs have also taken their toll on bottom lines.

Bunker fuel costs for a VLCC on an average 30-day journey from the Middle East Gulf to Asia have surged to an estimated \$1.7 million from under \$700,000 in early 2009. Tanker owners face further costs related to fitting vessels with equipment that meets new environmental regulations in coming years.

INTERTANKO said it was looking to ensure the sustainability of the tanker industry, which includes "redrafting the worst terms in freight contracts between ship owners and charterers that helps makes it possible for us to survive, helps makes it fair and helps share the risk equally".

Asked why charterers would agree to better terms on contracts, Stanzel said: "If we break the supply chain because members go to the wall it affects everybody. "It is the quality tonnage they will lose." **Source: Reuters**

Maersk Line's focus on energy efficiency pays off

Maersk Line's 2012 Sustainability Progress Update shows strong progress on CO2 performance and container sustainability. Challenges remain on workplace safety.

There is especially one result that stands out in Maersk Line's 2012 Sustainability Progress Update: "Maersk Line's energy efficiency improvements in 2012 have led to a remarkable achievement which we are very proud of - we have met our 25% CO2 emissions reduction target eight years early," says Søren Skou, CEO of Maersk Liner Business.

Earlier this year, Maersk Line announced that it will now go for a 40% CO2 reduction per container kilometre by 2020 (baseline: 2007). The Triple-E vessels, which Maersk Line will start to take delivery of in mid-2013, will contribute greatly to reaching the new CO2 target for 2020.

Customers are increasingly valuing sustainability performance. Maersk Line has witnessed an increasing number of customers requesting sustainability data or engaging in dialogue on the issue. In 2012, Maersk Line's customers saved 2.1 million tonnes of CO2 by shipping with Maersk Line compared to choosing a shipping line with an industry average performance.

"We welcome and encourage this interest and hope to see much more of it in 2013. An increased demand for shipping services with a strong sustainability profile will help drive industry-wide change, thereby enabling more sustainable global trade," says Søren Skou.

The dollar value of the energy efficiency improvements is clear: If Maersk Line had not improved its efficiency since 2007, the fuel cost would have been approximately USD 1.6bn higher in 2012, effectively swinging Maersk Line's overall financial result from positive to negative.

Container sustainability has also seen good progress. Since 2010, Maersk Line has had a policy to only buy new containers with sustainability floorboards (bamboo or FSC-certified hardwood). Approximately 30% of Maersk Line's container fleet is now equipped with sustainable floorboards.

On the other hand, it has been a less satisfactory year for workplace safety. While the frequency of accidents declined, Maersk Line experienced a total of four fatalities in 2012.

"Any fatality is unacceptable. Our target is to bring the number of fatalities down to zero, and we are working hard to minimise the number of work-related accidents" continues Søren Skou. **Source: Maersk Line**



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Dealing with maritime "garbage"

The sea is not a gigantic dustbin, and recent generations of seafarers, just like people who live ashore, have learned to treat the marine environment with greater respect. Regulations, in the shape of the Marine Pollution Convention, with special sections dealing with what and where anything can be disposed of at sea, have been implemented and are enforced. And it is fair to point out that a very large proportion of the garbage that still illegally enters the sea comes from landside sources, even though ships are still sometimes blamed!

Ships, of course, don't have the facility of garbage collections while they are at sea and will depend upon shore authorities providing this service when they are in port, so what can they do to mitigate the problem? Like shore-side organisations, those aboard ship will try hard to separate and segregate their "recyclables", but also they will try hard to minimise the waste materials left from their consumable stores, provisions and the like. Well- found ships will also have installed a certain amount of helpful equipment, in the shape of compactors that can be used to squash tins and boxes into a small volume for ease of storage and collection and incinerators that can be used to dispose of anything that can be burned.

There is also much that can be done, in collaboration with those selling stores for ships, to ensure that packaging is not too bulky and can be easily disposed of in the ship's systems. Minimising the volume of garbage that has to be stored and landed is a useful strategy for reducing costs and contributing to the reduction of wastes in general. Much will also depend on the ports which need to ensure that they have in place adequate reception facilities that ships will find convenient to use. Having to struggle down half a mile of quay to the nearest garbage reception facility is not exactly encouraging for ships' crews. There are also serious quarantine issues with the landing of ship's garbage, for instance, with the proper disposal of food waste or wood dunnage and packaging that ports need to deal with.

The amount of garbage produced by a ship depends heavily on the number of people aboard her. While cargo ships have small crews, generating little more than that of a few households ashore, passenger vessels, by contrast, need to have well ordered and often highly sophisticated systems for dealing with ship-generated wastes. In a large cruise ship, hundreds of tons of wastes are generated in addition to the solid wastes and "grey water" produced by the ship sewage and domestic water systems.

Aboard such vessels, the treatment of wastes will be approached on an industrial scale, with specialised equipment sorting, compacting, storing and incinerating all the ship's garbage, so that what is landed is easily dealt with by mechanical handling systems during the fast turn-round in port. Garbage treatment will occupy a whole department on board ship, and the development of this specialised equipment has gone hand in hand with the design of large cruise ships, with their thousands of passengers. **Source: BIMCO**

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Iran Drops Four Places Among Indian Oil Suppliers Amid Sanctions

Iran slid four places to become India's seventh-largest crude supplier from April to December, as the South Asian nation reduced imports from the Persian Gulf state because of global sanctions. The Middle East producer exported 9.7 million metric tons of crude to India, Asia's second-biggest energy consumer, in the fiscal year that started in April, according to data given to parliament by P. Lakshmi, the Indian junior oil minister. Iran sold 7.2 percent of the Asian nation's imports in that period, down from 10.5 percent in the prior 12 months, the data show.

The U.S. and its allies enacted sanctions in July to restrict Iran's oil exports, its largest source of revenue. The countries are trying to pressure the Persian Gulf nation to curb its nuclear program, which they say is designed to develop an atomic weapon. Indian refiners have struggled to get tankers for transporting supplies from Iran, and may have to stop buying crude from there because of difficulties in receiving insurance cover for plants that process the oil. Saudi Arabia, Iraq, Venezuela, Kuwait, the United Arab Emirates, and Nigeria provided more oil than Iran, according to the data. Iran was India's third-biggest crude supplier in the fiscal year to 2012, selling 18.1 million tons, according to the data.

India, which relies on imports for 80 percent of its oil needs, bought a total of 134 million tons of crude from April to December last year, the government data show. Asia's third- largest economy took in 171.7 million tons in the year ended March 31, 2012.

U.S. Waiver

The drop in India's imports show that the South Asian nation is complying with a U.S. requirement that calls for "significantly reduced" purchases from Iran. The U.S. in December renewed a waiver for India and eight other nations from a law that cuts institutions off from the American banking system if they process payments for Iranian oil. The exemption is subject to a review every 180 days. Indian refiners planned to reduce their purchases from Iran by as much as 20 percent in the year starting April 1 to keep the waiver, a Bloomberg News survey of five refinery officials

last month showed. OPEC's biggest oil producers, including Iraq and Saudi Arabia, have assured that they have enough supplies to provide extra crude to India if it halts imports from Iran, four people with knowledge of the matter said March 13. Indian refiners may cease buying Iranian crude as local insurers refuse to cover the risks for using the oil, P.P. Upadhyaya, the managing director at Mangalore Refinery & Petrochemicals Ltd. (MRPL), said March 8. The refiners and the Indian government plan to discuss the option of forming a fund to be run by the processors and government-owned insurers to provide cover for the plants in coming weeks, two people with knowledge of the matter said on March 13. **Source: Bloomberg**

CASUALTY REPORTING

13 missing after ship sinks in E China

One person has been rescued and 13 others remain missing after a container ship sank in east China's Bohai Bay on Monday afternoon, local maritime authorities said.

The ship carrying 14 crew members was traveling from the northern coastal city of Tianjin to the coastal city of Taizhou in eastern Zhejiang province, according to the Yantai Maritime Safety Administration. Maritime authorities were alerted to the incident at around 4:30 pm. Rescue work is underway. **Source : China Daily**

NAVY NEWS

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Russia to install missile systems on 3 frigates

Russia will install Kalibr (SS-N-27 Sizzler) missile systems on three of its Project 11356 frigates, the Baltic shipbuilding plant said on Monday, March 18, according to RIA Novosti.

The plant, affiliated with the United Shipbuilding Corporation, will manufacture the missile systems for the Yantar shipyard before the end of 2014.

"Under an existing contract, the Baltic plant will install Kalibr systems on the first troika of frigates," the plant said, adding that the next three frigates are also expected to be equipped with Kalibr missiles. The Kalibr is capable of effectively engaging aerial, submerged and coastal targets, and has a range of up to 185 miles. The Project 11356 Krivak IV-class is a guided-missile frigate designed to counter surface ships, submarines and airborne targets.

Source Pan Armenian

Russia's Mediterranean Task Force to Comprise 5-6 Warships – Navy Chief

The Russian Navy will maintain 5-6 warships in the Mediterranean Sea as a task force to defend Russia's interests in the area, Navy Commander Adm. Viktor Chirkov said on Sunday.

"Up to five-six warships must be present in the Mediterranean Sea on a permanent basis and control must be exercised through the command of the [Russian] Black Sea Fleet," Chirkov said in an interview with the Zvezda TV network run by the Defense Ministry.

The Russian Navy's Mediterranean task force will comprise frigates and cruisers, as well as support vessels, he said. Russian Defense Minister Sergei Shoigu said on Monday a [decision to deploy a permanent naval task force in the Mediterranean](#) had been made.

"I believe that we have the capability to form and maintain such a task force," Shoigu said, citing the success of recent large-scale naval drills carried out by the Russian navy in the Mediterranean and Black seas. The exercises involved warships from the Northern, Baltic, Black Sea and Pacific fleets, strategic bombers and naval infantry.

Shoigu did not mention, however, a timeline for the deployment of the new task force, which would likely require significant effort to ensure efficient logistics and the proper maintenance of warships in the Mediterranean group.

The Soviet Union maintained its 5th Mediterranean Squadron in that sea from 1967 until 1992. It was formed to counter the US Navy 6th Fleet during the Cold War, and consisted of 30-50 warships and auxiliary vessels at different

Russia Goes Ahead with 5G Submarine Project



Work is in progress on the newest fifth-generation nuclear-powered and diesel submarines at Russia's Rubin Central Design Bureau, Rubin head Igor Vilnit said on Monday.

The Russian Navy currently relies on third-generation submarines with fourth-generation subs of the **Yury Dolgoruky** (Project 955 Borey) and **St. Petersburg** (Project 677 Lada) class just beginning to be adopted for service.

In addition to Rubin, Defense Ministry research centers and the Navy Institute, as well as Rubin's partners and contractors, are currently working to develop a basic design of the fifth-generation submarine.

The new submarine will have a service life of about 50 years, he said.

The fifth generation will be distinguished by its lowered noise, automated control systems, reactor safety, and long-range weapons. The Defense Ministry previously said Russia is planning to develop its fifth-generation submarine by 2020 under a 2011-2020 arms procurement program, to be armed with both ballistic and cruise missiles.

Source : RIA Novosti.

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ONEGO NAVIGATOR LAUNCHED AT DAMEN YICHANG SHIPYARD



18.03.2013 Launching of **YN 9439 - Onego Navigator** - at **Damen Yichang Shipyard** in China. The Vessel is a **Damen Shipyard Bergum** design. This is the first vessel built on this yard from a series of two for **ForestWave Navigation B.V.** Heerenveen Vessel will be towed to Shanghai for completion, commissioning and seatrials. **Photo: Joop van der Duim ©**

Sembcorp Marine's PPL Shipyard secures repeat rig orders to build two jack-up rigs at US\$417 mln

Sembcorp Marine's subsidiary **PPL Shipyard** has secured orders for two turnkey contracts with a combined value of US\$417 million for the construction of two units of jack-up rigs from repeat customer Integradora de Servicios **Petroleros Oro Negro, S.A.P.I. de C.V ("Oro Negro")**, the company reports.

Scheduled for delivery at end of the fourth quarter of 2014 and end of first quarter 2015, the pair of high specifications and high performance deep drilling offshore jack-up rigs will be built based on PPL Shipyard's proprietary Pacific Class 400 design. Including the two jack-up rigs of similar design ordered in November 2012, the total number of Pacific Class 400 jack-up rigs ordered by Oro Negro now stands at four units.

Incorporating the latest drilling equipment for improved drilling efficiency, offline handling features and simultaneous operations support, these new rigs will be capable of operating in deeper waters of 400 feet and drilling high pressure and high temperature wells to depths of 30,000 feet. These rigs will be equipped with increased accommodation with full catering facilities and amenities for a complement of 150 people on board in one-man and two-man cabins.

Mr Gonzalo Gil, CEO of Oro Negro, said "We are pleased to have PPL Shipyard as the builder of another two jack-up rigs in our fleet. The first two units currently under construction are progressing well and we are confident that the strong collaboration will continue with the third and fourth jack-up units. Once operational, these high-specification jack-up rigs will further strengthen our rig fleet, positioning Oro Negro as a leading player to capitalise on emerging opportunities within Mexico's growing offshore market."

Mr Douglas Tan, Managing Director in **PPL Shipyard** said "We are heartened to be chosen once again by Oro Negro as a partner in their offshore fleet expansion programme. The repeat order of two additional **Pacific Class 400 jack-ups** signals **Oro Negro's** confidence and endorsement of PPL Shipyard's design capabilities, efficient project execution, and track record for quality and timely deliveries."

Barring unforeseen circumstances, **Sembcorp Marine** expects a positive contribution to its earnings from the contracts. However, the contracts are not expected to have any material impact on the consolidated net tangible assets and earnings per share of **Sembcorp Marine** for the year ending December 31, 2013.

Vancouver Shipyards starts OFSV design work

Canada's **Seaspan Shipyards** reports that **Vancouver Shipyards (VSY)** has started design work under the Construction Engineering Contract for the Canadian Coast Guard's Offshore Fisheries Science Vessel (OFSV). This contract will take a total of ten months to complete and lead to a build contract in early 2014.

The work under this contract will be completed in three phases:

1. Initial Design Phase – in this phase key elements of the design will be matured and an initial cost model developed.
2. Functional Design Phase – in this phase the design for spaces and systems will be completed, equipment identified, suppliers engaged and regulatory approval for the design obtained.
3. Production Design Phase – in this phase a detailed 3D model of the ship will be started to define final requirements for material and layout of spaces and systems.

In addition to the construction engineering contract, a future contract will allow the completion of the 3D model, procurement of long lead time equipment prior to the start of the build of the ships, and development of manufacturing information to a production ready state.

Each of the three Offshore Fisheries Science Vessels will be:

- 55 metres long
- Designed to operate in the Atlantic, Pacific and Arctic Oceans
- Built to conduct fishing and acoustic surveys of fish and invertebrates and collect physical, chemical and biological oceanographic data to monitor changes in the marine ecosystem.

Seaspan says that "work on the OFSV construction engineering contract is being performed by an experienced team of engineers, program managers and supply chain specialists who collectively have over 1000 years of ship design and construction experience. Recognized industry leaders and experts in design from STX Canada Marine, Imtech Canada, Thales Canada and Computer Sciences Canada are bolstering the internal team at VSY."

The OFSV is the first in a series of Non-Combat ships to be built by VSY for Canada. Additional vessels include one Offshore Oceanographic Science vessel, two **Joint Support Ships** and a **Polar Icebreaker**.

Vancouver Shipyards is currently undergoing a \$200 million shipyard modernization to allow for the efficient build of Canada's new Non-Combat ships. The new facilities will include seven fabrication, construction and painting shops, as well as a 300 tonne gantry crane.

"This construction engineering contract further solidifies the revival of the shipbuilding industry on the west coast of Canada which will eventually see the production workforce at Vancouver Shipyards reach and sustain 1,000 skilled trades workers," said Brian Carter – President, **Seaspan Shipyards**. – Source : **MarineLog**

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18-03-2013 : Halifax Tug ' **ATLANTIC OAK**' providing assistance to Liberian tanker '**PETROZAVODSK**' as she makes her way into Halifax Harbour. Photo : René Serrao Portuguese Cove, NS.

ZHD Stevedoring GMP+ gecertificeerd



Teneinde haar klanten beter en professioneler van dienst te kunnen zijn, nieuwe segmenten aan te kunnen boren en haar positie in de Rotterdam-Rijnmond regio verder te verstevigen, is **ZHD Stevedoring** sinds maart 2013 GMP+ gecertificeerd.

“Als het gaat om op- en overslag wordt een GMP+ certificaat (Good Manufacturing Practices) steeds vaker als eis gesteld”, legt Leo Lokker, commercieel directeur ZHD Stevedoring, uit. Onze grijpers en materieel worden voor aanvang van overslag gekeurd, personeel wordt geschoold, etc. “Daarnaast bouwen we dit jaar een 4-tal nieuwe loodsen te Dordrecht die qua ontwerp en inrichting specifiek

zijn geschikt om ook GMP-producten op te slaan”; aldus Lokker Het systeem dat gebaseerd is op GMP+ richtlijnen geeft zekerheid over de beheersing van de kwaliteit van diervoeders in brede zin van het woord. Onze klanten moeten er zeker van kunnen zijn dat de productkwaliteit inkomend en uitgaand hetzelfde is. Met een GMP+ certificaat wordt voldaan aan wet- en regelgeving en wordt productveiligheid centraal gesteld.

Voor ZHD Stevedoring betekent dit, dat naast de reeds bestaande droge bulk pakketten nu ook mengvoeders, granen en andere GMP-producten kunnen worden op- en overgeslagen.

ZHD Stevedoring is een zelfstandig, particulier stuwadoorsbedrijf met vestigingen in Dordrecht en Moerdijk. Daarnaast is **ZHD Stevedoring** met zelfvarende drijfkranen in Rotterdam actief. **ZHD** is specialist in bulk- en stukgoedoverslag (waaronder staalproducten, coils en containers), maar ook in opslag, distributie en havengerelateerde projecten. Voor meer informatie kunt u contact opnemen met Leo Lokker (078 6111009) of Dico Regoord (078 6111012).



15-03-2013 : The **STAR ATHENA** being towed stern first to **A&P, Hebburn** Bede Quay local tugs **Svitzer Redbridge** and **Svitzer Sun**.

Admiralty Shipyards to deliver submarine of project 677 in 2016

Admiralty Shipyards OJSC (part of **United Shipbuilding Corporation**) will transfer to the active phase of the construction of the Lada submarine (second submarine of project 677) in late 2013. The delivery is scheduled for 2016, PortNews IAA reporter cites Aleksandr Buzakov, Director General of the shipyard, as telling the journalists today.

We remind that last week RF Ministry of Defense made a decision on a serial construction of conventional submarines of project 677 (Lada) put on ice in 2012. The construction of submarines has already been included into the Defense Procurement.

Admiralteiskie Verfi OJSC (Admiralty Shipyards) is a key enterprise of shipbuilding, a centre of conventional submarine building of Russia. The shipyard is affiliated with the United Shipbuilding Corporation OJSC. At the moment the shipyard facilities are fully engaged. A number of contracts are being successfully implemented at the shipyard for domestic and foreign customers. Two series of submarines are under construction now: project 636.1 for foreign Navies and project 636.3 for RF Navy. Besides, the Igor Belousov rescue vessel with the deep-operating vehicle Bester-1 is being built by the Shipyard. The Company's staff numbers 6,500 persons.



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18-03-2013 : The **ATLANTA EXPRESS** departing from Ensenada **photo : Capt.Alt. Juan Angles ©**

Palmali Group takes delivery of Bakhtiyar Vahabzade, sixth tanker of RST22M project

On March 15, 2013, **Palmali Group** took delivery of the 7,100-dwt Bakhtiar Vahabzade, the sixth tanker of RST22M project (construction number 17) built by **Yalova-based Besiktash Shipyard** (Turkey), says press center of Marine Engineering Bureau, the series projector.

The Project RST22M product tankers are successors of Project 005RST01, or "Armada" first series. The Armada serial ships were designed by Marine Engineering Bureau for Palmali Group and built at the shipyards of Selah and ADA in Tuzla (Turkey) in 2002 -2006. The Project RST22m is the evolution of the 2nd series tankers (Project RST22), which were built at Nizhny Novgorod-based Krasnoye Sormovo in 2008-2009. All in all, there were built ten vessels of project 005RST01 and seven vessels of project RST22. The tankers of RST22M, RST22 and 005RST01 projects feature full revolving rudder propellers, increased trunk and submersible cargo pumps. They have no longitudinal bulkhead in CL and no framing in cargo tanks.



The tankers of the first Armada the New Armada types have been engaged in 'river-sea' transportation of crude oil, fuel oil, diesel fuel and other petroleum products and vegetable oils. The vessels also carry the commodities on the shipping lanes in the Caspian, Black, Mediterranean, Baltic and North Seas, including the routes around Europe and in the Irish Sea.

The new series tankers satisfy the Volga-Don Canal and the Volga-Baltic dimensions. RST22M project vessel general characteristics: length overall - 139.95 m, breadth - 16.6 m, depth – 6.0 m.

The vessels' class is Volgo-Don Max.

As compared with the first series of Armada, the new tankers have a reinforced maritime function, deadweight in sea increased by 750 tons and increased capacity of cargo tanks with preserved possibilities in river.

The vessels fully meet new international requirements to transportation of vegetable oils including two-compartment subdivision.

The design complies with the specific requirements of Russian and global oil companies, additional ecological restrictions of the Russian Maritime Register of Shipping «ECO PROJECT» (ECO-S).

The capacity of six cargo tanks and two slop tanks is 8,089 cubic meters, deadweight in sea – 7,103 tons with the draft of 4.60 m, deadweight in river – 4,706 tons with the draft of 3.60 m, service speed – 10.5 knots.

All in all, the third series was to consist of ten vessels (under the contract plus five in the option). The first Armada series also consisted of ten tankers, the second – ten as well (in fact, five vessels were built for Palmali).

The lead ship of project RST22M, the **Mubariz Ibragimov** (construction number 12) was laid down on December 11, 2009, launched on December 20, 2010 and put into operation on February 15, 2011.

As it was reported earlier, in late May 2011 Palmali Group extended the order of vessels of the forth Armada series of project RST22M from 10 to 15 vessels. All vessels are to be built by Besiktash Shipyard by the end of 2013.

Palmali Group is a shipping company operating in the Mediterranean, Caspian and Black Seas.

Palmali Group is a major carrier of oil companies SOCAR (Azerbaijan) and LUKOIL (Russia) on the southern lines. The Group has been awarded long-term contracts for transportation of petroleum products with TNK-BP.

Besiktash Shipyard founded in 2007 is a part of **Besiktash Group**, comprising shipping and shipbuilding assets.



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SALE OF SUEZMAX "CAP ISABELLA"

The executive committee of [Euronav](#) announced that the company sold the Newbuilding Suezmax Cap Isabella (2013 – 157,648 dwt) for a selling price of USD 54,000,000 and that the vessel will be delivered to its new owner upon delivery from [Samsung Heavy Industries](#) due to happen by the end of the month. The vessel will be taken back under a bareboat charter for a fixed period of 2 years at current market rates and with 3 options to extend the charter by a further year. In the event of a sale of the vessel by the new owner during the currency of the bareboat charter, the company will also share in the profit if the vessel value exceeds a certain threshold. As this transaction was signed before the announcement of the 2012 final figures and is the result of negotiations with various parties which started in the financial year 2012, the company will record the capital loss of USD -32 million still in 2012, in accordance with IFRS rules. More importantly, however, this transaction enables Euronav to eliminate its only remaining capital expenditure whilst using very limited cash to take delivery of the vessel.

Testing Times for Lankhorst Tug Bollard Pull Rope



Rosetti AHTS **ASSO TRENTUNO** Offshore Augusta

Rosetti Marino, a turnkey builder of oil platforms and service vessels for the offshore sector, has chosen a **Lankhorst LankoForce rope** for bollard pull testing for its new platform supply vessels (PSV) and anchor handling tugs. The rope was used recently to test the company's most powerful tug-to-date with a bollard pull of 220 metric tonnes.

Based in Ravenna, Italy, Rosetti Marino specialises in PSVs designed to provide assistance to offshore oil platforms and safely transport equipment and material to and from the platforms - even those located in very rough waters, such as the Baltic Sea and the North Sea. and particularly in adverse weather conditions.



Since 2010, bollard pull testing has become standard practice for newly built steel tugs. The test provides a good measure of the tugboat's maximum pulling load. Contacted to supply a bollard pull test rope at short notice, Lankhorst supplied a 88mm diameter, 300m LankoForce rope made from high modulus polyethylene (HMPE) Dyneema. The rope has an actual breaking load of 4806kN (490 mT) (spliced).

"**Lankhorst** was able to supply the new rope within 2.5 weeks ensuring we were able to meet our scheduled bollard test date," said Luca Mazzotti, Procurement and Subcontracting Dept, Rosetti Marino. "The increasing power of today's tugs makes bollard pull testing vital. In this case the LankoForce rope was needed to test a multifunctional anchor handling,

tug, supply and service vessel with a bollard pull of 220t, the most powerful vessel we have built in this class."

For more information on Lankhorst maritime ropes visit www.lankhorstropes.com , call +31 (0)515 487698, and email maritime@lankhorstropes.com .



PACIFIC PALLADIUM departs West Cressida bound for Emerald Driller a few miles away, Bongkot Field, Gulf of Thailand. **Photo : Ian Philpott ©**

OLDIE – FROM THE SHOEBOX



Rederi AB Svea's SS BIRKA assisted by the tug EBBE in Landskrona - Photo : Coll : Kees van Huisstede

.... PHOTO OF THE DAY



The LNG Tanker SERI BALQIS approaching Yemen LNG terminal Balhaf"
Photo : Peter Broesder ©

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