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The 1988 built PAN flag standby-safety vessel AMBER-G offshore Gozo bound to Grand Harbour, Malta on Tuesday 27th May, 2014.
Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

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Big Lift's **HAPPY RANGER** outbound from Rotterdam. Photo : Monique Davis-Mulder ©

Ibero Cruises To Be Absorbed Into Costa Cruises

By Mike Faust

Earlier this month, Costa Cruise's CEO, Michael Thamm, announced the line would absorb the smaller Ibero Cruises into the Costa brand by the end of the year. The announcement was made public at a travel agent conference aboard the **Costa Luminosa** earlier this month. Ibero Cruises is Spain's second largest cruise line, behind Royal Caribbean Ltd.'s Pullmantur Cruises, and a subsidiary of Carnival Corporation.



Left : The **GRAND HOLIDAY** moored in Malta last January – **Photo : Peter Herweijer ©**

The cruise line itself, while owned by Carnival Corporation, is under the executive control of Costa Cruises. The decision to absorb Ibero into the Costa brand will allow Costa to significantly expand in the Spanish cruise market, a market Costa has been eyeing for some time. Ibero's transition into Costa will take place over the course of this year. Costa has stated Ibero will continue to operate under its own brand until at least the end of the year. Prior to the final transition into the Costa fleet, one of Ibero's two ships, **Grand Celebration**, will be renovated and redesigned to coordinate with the remainder of the Costa fleet. The ship will be renamed **Costa Celebration** and has reportedly received a new hull design, reflective of the white hulls of the current Costa fleet. The **Grand Holiday** is expected to be either transferred from the Ibero fleet or sold before the transition is finalized. Following the transition, Thamm states Costa will increase their calls in Spanish ports by six percent in comparison with 2013. In addition, Costa will also devote a number of docking slots in Barcelona's port to the new **Costa Diadema** throughout 2015. Costa Cruises is one Europe's major cruise lines, sailing alongside its primary competitor, Swiss based MSC Cruises. **Source : cruisecurrents**

Left : The **TERASEA FALCON** operating with the **OCEAN RIG ATHENA** off Cape Town – **Photo : Aad Noorland ©**



The **TERASEA FALCON** operating with the **OCEAN RIG ATHENA** off Cape Town – **Photo : Aad Noorland ©**

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ANTARES (EX SMIT DUITSLAND) spotted in Puerto La Cruz



Once a proud harbour tug operating in the port of Rotterdam as the 28.4 mtr long **SMIT DUITSLAND** built in 1979 at BV Scheepswerf & Mfbk 'De Merwede' v/h van Vliet & Co -



Hardinxveld under Yard/hull No.: 625, powered by 2 Stork-Werkspoor Diesel BV 6F240,699 kW (950 hp) engines, in 1991 the flag was changed from the Dutch to the Marshall Islands followed by the Panamanian Flag in 1992 in 1997 the tug was renamed **ANTARES** and received the flag of Venezuela owned and operated by Terminales Maracaibo CA the tug was Disclased in in June 2011 by Bureau Veritas, looking at the photo's the tug will not sail anymore on her own power **Photo's Antares : Jacob Versteeg © Photo SMIT DUITSLAND – Collection National Tugboat Museum Maassluis**

Sewol incident and aftermath

By Ji-Hyun Diana Kim

The recent, tragic accident of the **Sewol** ferry, which claimed hundreds of lives, engulfed the nation with a sense of remorse and sorrow. Over a month has passed since then, and many are still resentful. Some blame the authorities, from the Coast Guard to relevant ministries, while others criticize the outdated and ineffective system. But, we should rise up from playing the blame game to conduct a “logical, heartfelt analysis and systematic reform,” so that the deaths of fellow Koreans are not in vain. Chonghaejin Marine Co. is reportedly involved in numerous crimes related to



corruption. The de facto owner of the company has been accused of tax evasion, embezzlement and leading a Christian cult. The sunken Sewol ferry was overloaded compared to its capacity and size. The captain and many crewmembers of the ship quickly took flight, leaving passengers in a plight. Such actions have led to the tragic loss of hundreds of innocent lives. The ferry disaster clearly underscored the need to strengthen law enforcement. Moreover, it also shone a light upon Koreans’ notorious trait of doing things quickly (or “ppalli ppalli,”

in Korean). In actuality, the ppalli ppalli spirit brought about the “Miracle on the Han River,” restoring the devastated nation in the aftermath of the Korean War. However, the moral hazards of breaking the law, along with the “faster is better” mentality, are seeds of our deeply engrained obsession with completing tasks hastily by any means. Such a national trait has resulted in many accidents that were preventable. What’s more, accidents and tragedies are bound to continue occurring if this mentality is left unchecked. Strictly speaking, the blame, as far as regulations go, goes to a broader group of parties. The ferry company and crew were responsible for mismanagement on the human level, but the lack of tighter regulations and poor emergency management magnified the already bad situation.

There is a familiar saying: “Mend the barn after the horse is stolen.” This is sadly true for the Sewol ferry accident. It is a time for the nation to undergo drastic renewal of its system and mindset. Changes always involve extreme pain, but not doing so in fear of the pain will bring more pain. As a larva breaks out of its shell to become a beautiful butterfly, embracing the growing pains to pass on a more advanced and mature society to the next generation is a noble idea. So, let’s remember and remind one another: No pain, no gain. **Source : The Korea Herald**

Civilian divers scouring the Sewol wreckage are being ‘paid by the body’, presidential office suggests

A spokesperson for the South Korean president has sparked further controversy over the sinking of the **Sewol** ferry by apparently suggesting that civilian divers are being paid “by the body” for their work in the recovery effort.

Speaking at a press event on the island of Jindo, near where the ferry sank on 16 April, Presidential spokesman Min Kyung-wook reportedly said the government had agreed a deal with private companies where they get a fee up front and then further bonuses for each corpse recovered.

Min was quoted by the state-run Yonhap news agency as telling reporters: “Civilian divers are paid 1 million won (£580) per day and 5 million won (£2,900) for retrieving each dead body.” Of the 476 people who were on board the Sewol when it sank, 288 have been confirmed dead. Teams of civilian and military divers are still searching for 16 people listed as missing.

The government of President Park Geun-hye has already faced an outpouring of public anger amid claims more could have been done to save lives, and Min’s alleged comments provoked a further storm of criticism online. Undine Marine Industries, a private company appointed by the government to lead the search effort, has reportedly denied being paid because, a spokesperson was quoted as saying, human life “cannot be measured by money”. Some divers have previously said they are giving up their time voluntarily, and a representative yesterday told the Korea Times the

claims of a “pay-per-body” system were “insulting” and untrue. Bae Hui-cheol, a lawyer representing the family emergency committee in Jindo, said the families of those missing were “incredulous” but refused to comment further because there was no official recording of what Min actually said. “If the spokesman’s words are true,” one Twitter user was quoted as saying, a parliamentary investigation must be conducted on Choeng Wa Dae [the presidential office] as well.” Meanwhile, South Korean police confirmed they have offered an official bounty of half a million dollars (£300,000) for information about the billionaire Yoo Byung-eun, who prosecutors say owned the sunken ferry and has since fled. Yoo, head of the now-defunct predecessor of the ferry’s current operator, Chonghaejin, allegedly still controls the company through a complex web of holding companies in which his children and close associates are large shareholders. Senior prosecutor Kim Hoe-jong said authorities believe Yoo is the chairman of Chonghaejin.

Five Chonghaejin employees have already been arrested, after the authorities said they suspect improper stowage and the overloading of cargo may have contributed to the disaster. Prosecutors earlier this month indicted 15 crew members tasked with the ship’s navigation, four of whom will face charges of manslaughter. **Source:** Independent.co.uk



VBA wins £36M coast defence job

The VBA consortium has secured a £36M coastal protection scheme in Essex. The joint venture – consisting of **VolkerStevin**, **Boskalis Westminster** and **Atkins** – will deliver a 5km defence from Clacton Pier to Holland Haven.

The scheme is being funded by Tendring District Council, Essex County Council and the Environment Agency. Mott MacDonald is acting as project manager. Work is due to begin next month and complete in autumn 2015, with a break over the winter. Tendring District Council cabinet member for environment Nick Turner said: “We now have the contractor in place to deliver this huge coastal defence scheme which residents have been longing for. “It will get off the ground earlier than expected and will be completed in around 18 months – which is much quicker than we originally anticipated. “Not only will residents see activity on site within weeks they will also have their vastly improved beaches and defences in place sooner than was ever thought possible.” **Source :** [New Civil Engineer](#)

Offshore safety rules fine for now: N.S. energy minister

Nova Scotia’s energy minister says he’s satisfied with federal legislation aimed at improving safety in the offshore energy sector even though it doesn’t call for an independent safety agency, a measure he pushed for while in Opposition. “I still think there is merit in having an offshore safety board,” Andrew Younger said in an interview.

“The reality is that I’m not going to sit around for five or six years ... while waiting and hoping that the other provinces and federal government might come on board.”

Younger said Ottawa’s proposal to have an independent safety officer within the Canada-Nova Scotia Offshore Petroleum Board is good enough — for now. “It’s a huge step ahead from where we were,” he said. “It’s not the same as having a completely separate organization, but it is a step forward.”The federal government has argued that the regulatory boards in Nova Scotia and Newfoundland and Labrador are already independent of the industry. When Bill C-5 was tabled last October, Natural Resources Minister Joe Oliver said he did not support the “proliferation” of

regulators because that would not improve safety, worker protection or environmental protection. In 2011, while a member of the provincial Liberal Opposition, Younger said a stand-alone, independent watchdog was a must for Nova Scotia. "When you're dealing with an inherently risky environment, it makes sense that you would have an independent agency or watchdog making sure that lives aren't lost and that you don't have injuries," he said at the time. Younger's comments came nearly a year after an inquiry into an offshore helicopter crash called for the creation of an independent safety agency. The inquiry investigated the March 2009 crash of Cougar Flight 491, which plunged into the ocean near Newfoundland, killing 17 of the 18 people on board. The inquiry, led by retired judge Robert Wells, found serious flaws with the Canada-Newfoundland and Labrador Offshore Petroleum Board, the equivalent of Nova Scotia's offshore regulator.

Wells said the board suffered from a lack of transparency and a lack of autonomous safety staff, which could contribute to a conflict of interest. "Safety regulation should be separate from production aspects of the oil industry in order to avoid the conflicts which could arise when both activities are presided over by a single regulator," Wells wrote in his report. Independent safety boards have been set up for the offshore industries in Norway, Australia, the United Kingdom and the United States. Wells also concluded that if establishing a safety agency wasn't feasible, then he recommended setting up an autonomous safety division within the regulatory board, with a separate budget and a separate leadership dedicated only to safety.

Younger said these conditions have been met within the federal legislation, which is now before the Senate and has been mirrored at the provincial level. Wells testified before a Commons committee in December, saying he would like to see a national safety agency created. However, he also said he supported the bill and understood that Canada's offshore industry may be too small to justify a safety agency. The federal New Democrats have argued that the bill doesn't go far enough, though the party voted in favour of passing it earlier this month. St. John's South-Mount Pearl NDP MP Ryan Cleary said the bill represents a step forward, but added the NDP has not given up on pushing for an independent agency.

"Anything less than that is not serving the best interests of our people who work in the offshore," he said. "Is this (legislation) a step forward? Yes. Is it a step far enough? Absolutely not." Newfoundland and Labrador's natural resources minister, Derrick Dalley, declined a request for an interview. But he sent an email suggesting the province is still working with Ottawa regarding Wells' key recommendations. **Source : The Telegram**

Australia LNG development could see second wave: Santos exec

Australia is due for a second wave of LNG project development, despite spiraling costs that have hindered further progress in recent years, Santos Vice President of LNG Markets and Eastern Australia Commercial Peter Cleary said.

Speaking at 8th Asia LNG summit in Beijing, Cleary said that with the first wave of LNG projects now due on stream in Australia, cost pressures in the country were due to ease. "Committed LNG projects currently under construction are valued at \$188 billion," Cleary said. "The simultaneous development of multiple LNG plants has contributed to the rise [in] costs, making Australian projects increasingly expensive." However, with these projects now nearing completion, Cleary expects cost pressures to abate from 2015 onwards, noting that the wider resources boom in Australia was also reaching the end of a capital intensive cycle.

"For Santos, the capital expenditure peaked in 2013 as we progressed the Papua New Guinea project. We expect our capital expenditure to reduce next year," Cleary said. Santos remains on track to bring its 7.8 million mt/year, two train Gladstone LNG project in Queensland online later this year, he added. The pressure is growing on Australia though to become more competitive with planned projects in the US, Canada, East Africa and Russia. The country currently has three operational LNG liquefaction plants, seven facilities under construction and a further 12 in the planning stages, although cost blow outs in recent years have led many to believe that not all the projects will be sanctioned. Labor shortages and the high cost of construction in the country are largely cited as the biggest stumbling block to further development and still threaten to curtail the development of the industry. Numerous expansions and developments have already been shelved due to an inability to compete with cheaper sources of LNG in other countries. While Cleary conceded that some of these projects will remain uneconomical, he noted that some of Australia's 820 Tcf of reserves could be tapped through brownfield expansions at existing facilities, which would reduce initial capital expenditure costs. Floating LNG facilities could also offer an economically efficient way of monetizing small, offshore reserves, Cleary added, as this allows the infrastructure to be imported from cheaper labor markets, such as South Korea, also reducing capital expenditure. "That this is not the end of Australian LNG. Australia will have a next phase of LNG production," Cleary said. **Source : Platts**



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Scott blasts ferry service 'bribe'

Shetland MSP Tavish Scott has criticised the Scottish government after a scheme offering cheaper ferry fares on the west coast was not extended to the Northern Isles. The road equivalent tariff scheme has operated in the Western Isles since 2008 and was introduced in Islay, Colonsay and Gigha two years ago. Islanders in Arran will benefit from the scheme – which links ferry fares to the cost of travelling an equivalent distance on land – when it is introduced there in the autumn. This week the Scottish government announced that the scheme would be rolled out to a further 14 ferry routes next year, including services in Barra, Mull, Eigg, Raasay, Cumbrae, Muck and Rum.



But there is no sign of the RET, which applies to passenger fares, as well as cars, small commercial vehicles and coaches, being introduced in Shetland and Orkney. Mr Scott claimed the Northern Isles had been ignored and said this week's announcement was an "independence bribe". He said island councils in Shetland and Orkney must be left wondering why they speak to the Scottish government.

While not pressing the case for RET on the North Boats Mr Scott plans to ask whether the government has

had any discussions with the SIC and OIC over road equivalent tariff (RET) for the islands' internal ferries. He said: "Our Islands Our Future (OIOF) is meant to be a serious negotiation with government over the assistance Shetland needs for our economic future. Transport is always top of that list. "So it beggars belief that the SNP announce another independence bribe for the west coast but ignore our islands.

"Road equivalent tariff might help Shetland's internal ferry services as fares are increasingly prohibitive. Yet the SNP government have not even offered our council any assistance on this. "RET might mean lower ferry fares for local people. That would be a significant help for hard-pressed island economies. "Shetlanders will wonder what the point of OIOF is following this decision. Islanders now ask me if there is a blatant policy of nationalist discrimination against the northern isles in the run up to the independence referendum in September." Orkney MSP Liam McArthur joined Mr Scott in levelling criticism at the government. He said introduction of the RET in the Northern Isles would reduce the cost of getting to and from the islands and bring associated economic and social benefits.

Mr McArthur insisted that should be a "key commitment" of any government but must be done "on the basis of fairness to all". He said: "Spending millions of pounds of public money targeting a scheme at some islands but not others will strike most people as unfair and unacceptable." However, Transport Scotland insisted introducing the RET for the Northern Isles would increase the fares due to the longer distances involved. In a message sent to The Shetland Times by a communications official the department stated: "We have made a commitment that no one will pay more for an RET fare than their current standard single fare, therefore the intention is to phase in the introduction

of RET to the Northern Isles over a longer timeframe. "We are committed to an overarching fares policy and are considering how any such formula might best be implemented between various communities across the network."

Announcing the extension of the RET to the remaining ferry routes in the Clyde and Hebrides ferry service earlier in the week, transport minister Keith Brown said it would deliver "significant fare reductions" from the start of the 2015/16 winter timetable. Mr Brown said: "We have already seen the positive impact of RET on other ferry routes around Scotland – this further roll out is expected to bring similar economic and tourism benefits." Mr Brown anticipated that the reduced fares would lead to a spike in demand for the services. "The Scottish government remains committed to assessing the affordability of ferry travel to and from our island communities, with the aim of bringing in cheaper fares for islanders, tourists and businesses," he added. **Source : The Shetland Times**



5 **SVITZER** tugs moored in Soyo (Angola) – **Photo : L.Nentjes o/b Schokland ©**

Norway's oil rig workers reach wage deal, strike threat averted

Workers operating oil rigs off Norway reached a deal in wage talks with employers on Wednesday to avert a strike after similar negotiations with other oil sector workers broke down in recent weeks. Two unions representing workers who operate oil drilling rigs reached a deal with the Norwegian Shipowners' Association, representing their employers, the Safe and Industri Energi unions said. "We achieved results for some of our demands but had to compromise on other demands in this particular instance," Hilde-Marit Rysst, head of Safe, said in a statement.

"We are pleased with the overall financial settlement," Leif Sande, head of the Industri Energi union, said separately. Two years ago, about 10 percent of Norway's offshore workers went on strike for 16 days, cutting oil output by 13 percent and gas production by 4 percent. The dispute ended when oil firms threatened a full lockout and the government stepped in to impose a deal. The strike helped push oil prices above \$100 per barrel.

This year, three rounds of talks with other types of oil workers - platform workers, oil services employees and those operating onshore supply bases - have broken down. These are heading for state mediation in the coming weeks.

The first of the mandatory mediation rounds is scheduled for June 16-17. Unions have said if the talks fail, they would shut down two ExxonMobil platforms and one operated by GDF Suez with combined production of around 80,000 barrels of oil per day. The government, however, can force through a settlement if it believes a strike would threaten Norway's economic interests. **Source : Reuters (Reporting by Gwladys Fouche; editing by Jason Neely)**

Dacon Rescue Scoop for 2 Vroon-operated Ships

Ocean Safety is to supply a set of **Dacon maritime rescue equipment** to two vessels operated by **Vroon Offshore Services** in a six-figure contract. **Ocean Safety**, which is the U.K.'s exclusive distributor of the Dacon



range, will be showing the Dacon man overboard recovery products selected by Vroon at Seawork in June. The two vessels, which are both based in Aberdeen, will each take delivery of a 5m x 10m Dacon RSA Scoop with a catch net, a **Dacon RB300 rescue basket** and four **Dacon Scrambling Nets** which are 3.5m in depth.

The **Dacon Rescue Scoop** is a crane operated recovery system favored by commercial vessels, which is a maneuverable rescue net normally stowed compactly against the bulwark or railing when not in use. The Scoop's recovery net forms a cradle in the water and can be positioned underneath the person(s) in the water, giving full length body support, and reducing the possibility of injury aggravation, before being lifted clear of

the water. The rescue scoop has the capacity to efficiently rescue numerous casualties. The Dacon Scrambling Net provides a rigid, nonslip climbing and grip surface whose rigid rungs combined with heavy duty webbing makes it easy to climb. Hauling lines are fitted for active recovery of casualties unable to climb to safety. This application is offered in any dimension, therefore can be installed on all types and size of vessel, including wind farm support boats. The **Dacon Rescue Basket** is a rugged aluminum rescue basket with soft padding. It has a large float in the mast to prevent capsizing and net covered sides for safety. The fenders rotate for easy "float-in" access from the sea as well as for protection when hauled against the ship side during recovery. Vroon Offshore Services operates over 100 vessels internationally from its offices in Aberdeen, Den Helder, Genoa and Singapore. **Source : MarineLink / oceansafety**



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Billionaire Fredriksen Bets on Russia With Rosneft Rig Deal

North Atlantic Drilling Ltd. (NADL), the rig-owner controlled by billionaire **John Fredriksen**, signed a cooperation deal with OAO Rosneft (ROSN) that will make Russia's biggest oil company one of its largest shareholders. The accord, signed as the U.S. and the European Union threaten further sanctions against Russia over Ukraine, will see Rosneft employ as many as nine offshore rigs for the equivalent of 35 rig years, the Hamilton, Bermuda-based driller said.

Rosneft will buy “a significant” stake and Seadrill Ltd. (SDRL) will remain the biggest owner. Seadrill, 24.5 percent owned by Fredriksen, holds 69.7 percent of North Atlantic.

It was one of several deals between Rosneft and international companies signed at the St. Petersburg International Economic Forum this weekend, less than a month after the U.S. adopted sanctions against the Russian oil firm’s CEO Igor Sechin, a close ally of President Vladimir Putin. Seadrill and North Atlantic Drilling see “huge possibilities” in the Russian market and aren’t concerned the tensions will be an obstacle, Seadrill Chief Financial Officer Rune Magnus Lundetrae said in a phone interview from London today. “We operate in many parts of the world where there is or can be unrest, so it’s just business as usual for us. Right now, there are no challenges related to Rosneft and sanctions.”

Going Onshore North Atlantic is already set to drill two wells in 2014 and 2015 in the Arctic Kara Sea for Rosneft’s joint venture with Exxon Mobil Corp. The Russian state-controlled oil producer extended that deal with the biggest U.S. crude producer at the same venue in St. Petersburg, in addition to signing deals with BP Plc and companies from India to Venezuela. Under the deal with Rosneft, due to last until at least 2022, North Atlantic will also venture into onshore drilling in Russia. The agreement, which is expected to be completed during the second half of the year, may involve asset swaps between the two companies, Sechin said in St. Petersburg May 24. Rosneft could over time increase its stake in North Atlantic to as much as 50 percent, two people familiar with the agreement said. They declined to be identified because the details of the deal hadn’t been made public yet.

‘Good Deal’

Seadrill will remain the largest shareholder in North Atlantic “in the short and medium term,” Lundetrae said. He declined to comment on the rates that will be charged under the agreement while Sechin said they would be at market levels. “This is a good deal,” Lundetrae said. “We’ve seen that you don’t make the best deal through traditional tendering processes, where you’re usually measured only on price, but by offering a package.” North Atlantic rose as much as 8 percent to 54 kroner in Oslo, the most in almost three years. Seadrill climbed as much as 4.7 percent to 226.8 kroner, its highest level in three months, before paring gains to 3.3 percent. Rosneft rose 1 percent to 235.28 rubles in Moscow. “We view the agreement as positive for both Seadrill and NADL,” Kristoffer Pedersen, a Nordea Markets analyst, said in a note to clients. “It will significantly strengthen NADL’s contract backlog and free up cash for Seadrill.” **Source: Bloomberg**

Berwick lifeboat crew help stricken yacht

Berwick RNLi lifeboat crew came to the aid of a yacht whose skipper set his lifejacket on fire while setting off



emergency flares. Answering a request by the Humber Coastguard, the lifeboat was launched at 00:40 on Sunday morning after a mayday call from the Trimaran yacht ‘Trina’, which had lost its navigation system and was partially swamped. There was one man on board with no reported injuries. However, the casualty did not know his position as his electrics were down and conditions had worsened to thick fog with a heavy two metre swell. He managed to let off some flares but in doing so set fire to his lifejacket and had to throw it overboard.

The ship ‘Prudence’, which was in the area, assisted the lifeboat in locating the yacht. Crewman Hugo Hughes climbed aboard the vessel with a lifejacket for the owner and helped him sail it as the lifeboat escorted the ‘Trina’ back to Berwick, returning to station at 05.45. Graham Dawson, Humber Coastguard watch manager, said: “The skipper of the yacht ‘Trina’ had lost his navigation system and let off a number of emergency flares to help us locate his position.

“Unfortunately in doing so he had set fire to his lifejacket which resulted in him having to remove it.” Source : Berwick Advertiser



The **DEMAREST TIDE** moored in Aberdeen – Photo : Anton Klaasen ©

Coast Guard sets hearing on ship channel spill

The U.S. Coast Guard has scheduled 4½ days of hearings in Galveston early next week on a collision between a tugboat and a freighter that spilled nearly 170,000 gallons of fuel oil into the Houston Ship Channel. According to a Coast Guard statement Wednesday, the hearings will begin at 1 p.m. Monday at the Galveston County Criminal Justice Center and will continue through Friday. The National Transportation Safety Board will participate. No injuries were reported from the March 22 collision, but the oil is spilled coated some shores on the southern end of Galveston Bay. Mostly, though, it flowed into the nearby Gulf of Mexico, where some washed ashore as far southwest as Matagorda Island. source : [washingtontimes](#).

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Fredriksen cancels two more boxships at Shanghai Shipyard

John Fredriksen controlled **Ship Finance International (SFI)** announced that it has cancelled orders for two 4,800teu containerships at Shanghai Shipyard. SFI said the cancellation was due to delayed delivery, with the two

vessels scheduled to be delivered last year. In February this year, SFI cancelled two vessels of the same type at [Shanghai Shipyard](#). SFI has requested Shanghai Shipyard to return the advance payment and relevant interest.
Source : SinoShipNews

Sovcomflot is among world's top 10 tanker companies

Sovcomflot Group is among the 10 largest tanker companies in the world. According to the rating published by the industry-focused media group Rivera Maritime Media, president and CEO of Sovcomflot is also in the list of 50 most influential people in the tanker industry.



The list of 10 top companies includes:

1. Scorpio Group - Robert Bugbee, president and director;
2. Frontline – John Fredriksen, president, CEO and chairman;
3. Teekay Corporation – Peter Evensen, president and CEO;
4. BW Group – Andreas Soehmen-Pao, CEO;
5. Norden – Carsten Mortensen, president and CEO;
6. Sovcomflot - Sergey Frank, president and CEO;
7. AET Tankers – Hor Weng Yew, president and CEO;
8. Hafnia Tankers – Mikael Skov, CEO;
9. Tsakos Energy Navigation Ltd. - Nikolas P. Tsakos, president, CEO and executive director;
10. Maersk Tankers – Morten Engelstoft, CEO.

Apart from the tonnage, financial results and chartering activities the rating was based also on how dynamic the companies are, their footprint, compliance with international environmental standards and strivings to renovation.

Riviera Maritime Media Ltd established by John Labdon and Tony Wilson in December 2001 specialises in maritime information, publishing a range of maritime technical journals, holding related events, and supplying intelligence services covering the newbuilding, conversion, propulsion, sale and purchase and world fleet sectors.

Sovcomflot Group is Russia's largest shipping company and one of the world's leading shipping companies specializing in the maritime hydrocarbons transportation and supporting continental shelf exploration and oil & gas production. The SCF fleet includes 156 vessels with a combined deadweight of around 12 million tonnes. One third of them have a high ice class. The Group specialises in hydrocarbon transportation from regions with challenging ice conditions. Sovcomflot supports large-scale offshore energy projects in Russia and the rest of the world, including: Sakhalin-I, Sakhalin-II, Varandey, Prirazlomnoye, Tangguh, Escobar, and Peregrino.

The company is registered in Saint-Petersburg and has representative offices in Moscow, Novorossiysk, Murmansk, Vladivostok, London, Limassol, Madrid, Singapore and Dubai.

June 2014 issue of Horizons out now

The new, bumper size edition of **Horizons, Lloyd's Register's** marine magazine is out now. In this special Posidonia issue, you can read the pithy and perceptive views of eight leading Greek shipping figures as they reflect on Greece's present and future.

Find out about Lloyd's Register's role in one of the UK's largest current infrastructure projects – the building of two UK supercarriers at six different ports. We also feature the build-up to the launch of one of them, **HMS Queen Elizabeth**, by the Queen in July this year. Another LR project featured in the magazine is the building of the giant **Shell Prelude**, a floating liquefied natural gas platform which, once complete, will be the largest ship ever constructed. And to reflect LR's extensive work and research on future fuels, we've included a 'Lloyd's Register Top Five' wall chart or pullout with a guide to the main fuel choices from LNG to methanol and HFO among others.

A PDF of the magazine can be downloaded now at www.lr.org/horizons. If you require a hard copy please contact the editor Chris Browne at chris.browne@lr.org.

LIFTBOAT MASTER REQUIRED

“International Liftboat operator seeks an experienced self propelled liftboat master for work on board their vessel working off Nigeria. Interested applicants please write to : jackup.crewing@gmail.com”



The Jack Up rig **GSP SATURN** under tow tugs **ZEUS** and **VORTEX** enroute from IJmuiden to Vlissingen Sloehaven, passing Breskens. **Photo : Ronald Ribbe – <http://www.rorifocus.nl> ©**

UK forwarders ‘not surprised’ by further US climbdown on 100 percent container scanning

According to Peter Quantrill, Director General of the British International Freight Association (BIFA), it was ‘hardly surprising’ to hear the recent news that the USA has delayed new rules requiring all cargo containers entering the USA to be security scanned prior to departure from overseas for two more years, amid questions over whether this is the best way to protect US ports.

Mr Quantrill commented: “As BIFA has said repeatedly, the Department of Homeland Security (DHS) has consistently underestimated the enormity of the task in hand relative to the costs both to the US Government and foreign

governments, as well as, importantly, the limited ability of contemporary screening technology to penetrate dense cargo, or large quantities of cargo in shipping containers.”

BIFA's comments are in response to the recent news of a letter from Thomas Carper, chairman of the Senate Committee on Homeland Security and Governmental Affairs, which suggested that the use of systems available to scan containers would have a negative impact on trade capacity and the flow of cargo. Quantrill adds: “Media reports suggest that the US Government now doubts whether it would be able to implement the mandate of 100 percent scanning, even in the long term, and it would appear that it now shares BIFA's long-standing opinion that it is not the best use of taxpayer resources to meet the USA's port security and homeland security needs.

“We have always said that expanding screening with available technology would slow the flow of commerce and drive up costs to consumers without bringing significant security benefits.

“Whilst the latest news of a two-year delay appears to be a healthy dose of common sense at the US Department of Homeland Security, BIFA still believes that the US Government ought to take an even bolder step and repeal the original legislation.

“That would be the most appropriate way to address this flawed provision and allow the Department and the industry to continue to focus on real solutions, including strengthened risk-based management systems to address any security gaps that remain in global supply chains.”



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K.N.R.M. CADZAND NAAR VISBOOT MET MOTORPROBLEMEN



Photo : Schrijvende Pers

Afgelopen woensdag om 17.50 uur werd de bemanning van de reddingboot **Winniefred** gealarmeerd voor een sportvisboot met motorproblemen. Men heeft de boot op sleep naar Vlissingen genomen en deze in de buitenhaven los

gemaakt. De motor van de Nautulis was zoverre hersteld dat men langzaam, op eigen kracht de sluis in kon varen. Ook ging het op eigen kracht naar de ligplaats in de binnenhaven [Source : 112.Zeeland.nl](#)

China-wide port container volume increases 5.3pc to 16.7 million TEU

CHINA's ports posted a 5.3 per cent year-on-year increase in container throughput nationwide to 16.7 million TEU in April this year, but growth was 1.1 per cent slower than in March, reports Xinhua. Seaport container volume in the same month rose 7.2 per cent year on year to 15.11 million TEU, while river ports handled 1.64 million TEU, down 9.2 per cent.

Aggregate cargo volume in April increased five per cent year on year to 948.37 million tonnes, 1.6 per cent slower than that in March. Seaports handled 658.96 million tonnes of shipments, up 7.5 per cent. River ports moved 289.4 million tonnes, almost the same as the last same period. Foreign trade cargo volume of the ports in China maintained rapid growth of 9.2 per cent to 296.56 million tonnes in April, 4.4 percentage points higher than March. Seaports lifted 269.66 million tonnes, up 9.4 per cent. River ports handled 26.9 million tonnes, up 6.9 per cent. [Source : Asian Shipper](#)

RIL dips on CAG indictment

The CAG had questioned a \$1.1-billion contract given to the Aker group for hiring the FPSO vessel.

Reliance Industries (RIL) has dipped 1.28% to Rs 562 on the BSE on the news that petroleum & natural gas ministry is considering action against the company for hiring a floating production, storage and offloading (FPSO) vessel for its KG-D6 block, after the submission of a report by Comptroller and Auditor General (CAG). According to sources close to the development, the auditor has sought an action-taken report from the ministry and the Directorate General of Hydrocarbons (DGH) twice over hiring of the FPSO. Earlier, the CAG had questioned a \$1.1-billion contract given to the Aker group for hiring the FPSO vessel, saying the rate of \$107.5 million could not be justified. CAG pointed out the vessel had cost the Aker group only \$71.5 million. So a person close to the development said that if action was taken, RIL might not be allowed to make a cost recovery for the value of the contract, "leading to a fine of some \$1.1 billion". The stock opened at Rs 571, touched a high of Rs 574.80 and a low of Rs 558 on the BSE. Over, 2,408,188 shares were traded on both the stock exchanges so far. [Source : Business Standard](#)

3 acties voor KNRM Harlingen tijdens HT-zeilrace

Op maandag 26 en dinsdag 27 mei werd weer de jaarlijkse Harlingen Terschelling zeilrace gevaren. Dit jaar deden 135



deelnemers mee. **KNRM Harlingen** voer preventief mee en kwam drie keer in actie. Onder gunstige weersomstandigheden streden de deelnemers in 8 klassen om de prijzen.

De bemanning van een zeiljacht en een lemsteraak werden verrast door de ondiepten op de rand van de vaargeul. De harlinger reddingboot **Wiecher en Jap Visser Politiek** bevrijdde beide deelnemers uit hun positie en bracht ze naar dieper water. Voor een deelnemer kwam er een abrupt einde aan de race, de mast brak en ging grotendeels overboord. De KNRM-ers hielpen de bemanning om alles uit het water te vissen en de mastdelen en zeilen te borgen op het dek. Hierna kon de bemanning op de motor

de terugreis vervolgen. [Bron : KNRM Harlingen](#)



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Global unions demand justice for Philippines fishery workers

Global unions the **ITF (International Transport Workers' Federation)** and **IUF (International Union of Food, Agricultural and Hospitality Workers)** demanded the reinstatement of 78 unfairly sacked workers at Philippines seafood supplier Citra Mina – and promised the workers their continuing support. The 78 are fishers and cannery workers at the General Santos-based firm. They were dismissed when they asked for union recognition at the company. A strike and mediation efforts followed, but they remain barred from their jobs. Before the strike there were around 400 regular employees in the company, while about a thousand were contract workers. Today, there are only 72 remaining regular workers left. Liz Blackshaw is programme leader for the joint ITF/IUF From catcher to counter initiative, which works with fishers to build worker representation and improve conditions across the fishing industry. Speaking from General Santos she explained: "This is the Philippines' second largest seafood exporter, yet it stands accused of continuing exploitation of its workforce, which it has dangled on short term contracts, in apparent defiance of national law. The ITF and IUF are meeting with local and national government as well as the company's management to find a solution that secures justice. These workers are also receiving fantastic support from the church, trade unions, community groups and the Alliance of Progressive Labor."

Teekay Tankers announces new CEO

Teekay Tankers Ltd. announced the appointment of Mr. Kevin J. Mackay as Chief Executive Officer (CEO) of Teekay Tankers, effective June 20, 2014, the company said in its press release. Mr. Mackay will join Teekay Tankers from Phillips 66 Corporation (Phillips 66), where he is currently head of the global marine business unit for this industry-leading downstream company. In this role, he is responsible for all aspects of marine transportation, including chartering, operations, demurrage, strategy & freight trading, business improvement and marine risk management. He held a similar role as the General Manager, Commercial Marine at ConocoPhillips from 2009 to 2012 before the formation of Phillips 66.

Mr. Mackay started his career working for Neptune Orient Lines in Singapore from 1991 to 1995. He then joined AET Inc. Limited (AET) (formerly American Eagle Tankers Inc.) in Houston, where he ultimately was the Regional Director - Americas, Senior Vice President, responsible for AET's business in the Americas, including commercial and business development, operations, technical, finance and human resources. Mr. Mackay holds a B.Sc. (Econ) Honours from the London School of Economics & Political Science. He has extensive international experience, having lived in Japan, Singapore, London and Houston. "The Board is very pleased to welcome Kevin Mackay as the new CEO of Teekay Tankers," commented Arthur Bensler, Teekay Tankers' Chairman. "Mr. Mackay is a seasoned industry professional with the experience and skill sets to effectively lead Teekay Tankers in its next growth phase. At Teekay Tankers, we work hard to develop and deepen long-term partnerships with our customers. Kevin's current experience at Phillips 66 as well as his previous extensive international experience, will ensure Teekay Tankers continues to focus on our customers' needs." Mr. Mackay commented, "Teekay Tankers is a well-established leader in the tanker business and I have followed its performance closely over the years. I am excited to be given the opportunity to lead the Teekay Tankers team. Their well-deserved reputation for operational excellence and customer focus puts us in a great position to take advantage of a tanker market recovery." Mr. Mackay will be relocating to Vancouver in the coming weeks to

effect the transition of leadership from the current CEO, Bruce Chan, who has resigned effective June 20, 2014.
Source : PortNews

The shipping recovery that never arrived

As we approach midyear 2014, shipping's economics remain stuck in the doldrums with little or no recovery in sight. The surplus capacity of ships to the cargoes requiring transportation has been aggravated by the delivery of a massive orderbook of new ships that followed the boom markets of the middle of the last decade.

This surplus is not limited to a few markets but, with the possible exception of gas, both LNG and LPG, it has affected the rest and in particular the wet and dry bulk, and the container markets. The effect has been severe as few ships in these markets generate a profit after operating expenses, debt interest and amortization.

Numerous public companies have gone bankrupt as also have many private ones. The German KG funds have been almost completely wiped out and created huge losses for the German shipping banks. The average age of the world fleet is at an historic low, meaning it will be around for at least another decade. Unfortunately when companies go bankrupt or when their ships get arrested and sold, they do not go away but continue to trade with lower capital costs, thereby prolonging the depressed freight markets.

Furthermore a majority of the fleets in most sectors trade in the spot markets without any period charter cover, in the false expectation that markets will recover or secondhand values will increase.

This however ignores the facts that shipyard capacity remains high and in countries like Korea and China has now become a strategic industry supported with domestic banks funding the construction period and government funds backing Export Credit. All without any secure operating income from charters.

Unfortunately this rush to order new ships has been fueled by an influx of new money, both equity and bonds from Private Equity and Hedge Funds that are gambling on ship values and not the long-term revenue streams from operations.

The vast majority of the ships on order today have no contractual employment and no evidential income other than indications of future ship values referenced back to the boom years of 10 years ago. Some have likened this influx of new money to the "Blind Capital" of the mid-1800s. "Credulous capital, ignoring risks, flooding into unwise investments".

There is no sign of any investment interest from Mutual Funds or Institutional Investors such as Pension Funds or Life Insurance companies which are usually averse to short term gambles. The speculative day traders have fun playing the rumors and the price volatility of the publicly traded companies. Even more surprising is the activity of some of the Private Equity funds buying distressed bank debt at marginal discounts. If a shipowner cannot serve his existing bank debt, how is he going to service the new owners of the debt who have much higher expectations of return on their investments than simple bank margins?

It has been said that some of these funds are looking for default so they can convert the loans to equity, take over the ships and sell them for a profit. The track record of these deals so far is not good and the current focus on newbuildings only extends the excess fleet capacity and prolongs the lower freight rates which are the key economic of the shipping industry. The list of publicly traded shipping companies on the New York stock exchanges is the worst performing of any sector. Original equity has been emasculated by secondary offerings and huge secured debts that in many cases today exceed the current market value of the ships that are the security. In the past 12 months we have seen the emergence of new forms of "Junk Bonds", with double digit interest rates, which rapidly escalate on default and look more like the Cash Advance lending that proliferates among the poor. This junk is surprisingly not shown as debt in the borrower's balance sheets and is ironically named as "Perpetual". So while new money is finding the shipping industry what is the outlook for the services it provides? The freight markets for most ship types remain severely depressed because of the excess capacity that was generated from the new-building orders that followed the brief boom of 10 years ago, and then faced the financial crises and the global recession that still envelops the world today.

Yet it is reported that some \$40bn of newbuilding orders were placed in the first 4 months of 2014. This current reckless activity in ordering hundreds of new ships will only extend further the bad markets and push any balancing between supply and demand into the next decade, at the earliest. The claims of fuel economies of the new ships will not force earlier scrapping as the older ships will have less capital invested in them and can be maintained to operate until they are at least 20 years old. here is no evidence of any increased demand for shipping, except in the gas sectors, and the newfound resources of oil and gas in the USA will have a negative effect on crude oil shipments. This

may well be compounded by the new pipelines between Russia and China, the reduction in consumption of gasoline in China and the expansion of “Fracking” in Europe. The USA will reduce its imports of crude oil by at least 50% in the next 10 years and convert its trucking fleets to natural gas by 2025. It unfortunately will take several years before the current influx of new money faces the reality that it is operating income that makes a business and not the fluctuating values of the operating assets. **Source: First International Corporation**

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CASUALTY REPORTING



Ferry runs aground in Jamaica Bay, passengers rescued, officials say

More than two dozen Rockaway business owners and residents had to be rescued Wednesday when a Seastreak ferry taking them on a special cruise around Jamaica Bay ran aground not far from Cross Bay Boulevard Bridge, officials said.



The vessel **Ocean State** became lodged about 11:30 a.m. in mud in low water that the captain said wasn't on any nautical chart, said Tom Wynne, a spokesman for Seastreak LLC. With the tide going out and the water level dropping, the crew had the passengers move to the front of the ferry in an unsuccessful effort to free it from the mud, Wynne said. About 12:15 p.m. the U.S. Coast Guard was notified and an FDNY

vessel arrived to remove the passengers and four crew members. Howard Schwach, one of the passengers, said he and the others on the vessel were taken at about 1:15 p.m. to the Beach 116th Street dock in Rockaway Park, where

they made their way to their cars. No one was injured and ferry officials said the 55-foot vessel appeared to be undamaged. "It was very uneventful," said Schwach, who lives in the Rockaway area, about the rescue. "The ship's crew was great, the firefighters courteous." Schwach said the ferry trip was arranged for him and others in Rockaway as a community meeting with Seastreak president Jim Barker to explore possible expansion of the company's ferry service to the area. Currently, Seastreak runs ferry service during weekdays from the Rockaway area to piers at the Brooklyn Army Terminal and Manhattan.

The Ocean State was headed east toward Kennedy Airport, which was discussed as a possible new stop, when it got stuck, said Schwach, who runs the local website onrockaway.com. "He was embarrassed," Schwach said of Barker's reaction to the three-hour ordeal. Passengers were given hot chocolate, coffee and potato chips while they waited, Schwach said. Barker didn't return a telephone call or email message seeking comment.

Wynne said the Ocean State was not one of the vessels used on regular runs from the area to Brooklyn and Manhattan, noting that regular ferry service was uninterrupted. Late Wednesday, Seastreak officials were waiting to see if high tide would free the Ocean State from the mud. Wynne said the company was "certainly willing" to look at possible expansion of its Rockaway service. But there were no current plans to add any additional stops, he said.

Source : [Newsday](#)

Freighter aground at Thousand Islands Bridge, salvage team on the way



Photo : US Coast Guard

The **Federal Kivalina**, a Hong Kong-flagged freighter carrying canola seeds, lost steering just upriver from the Thousand Islands Bridge last Tuesday. On Wednesday, a team of divers determined that the boat had run aground but is stable. "Since then a salvage team actually arrived on the scene this afternoon," said Nancy Alcalde, director of public relations for the St. Lawrence Seaway Development Corporation. "They are reviewing the hull inspection as well as the water and weather conditions and are developing a plan for the safe removal of the vessel." Two tugboats are on their way Montreal. The St. Lawrence Seaway Development Corporation and the Coast Guard have to figure out where they'll take the 656-foot freighter.

According to a Coast Guard press release, a Jefferson County dispatcher notified a Coast Guard watchstander in Buffalo about 2 p.m. of a freighter adrift near Wellesley Island and the bridge. A crew from Coast Guard Station at nearby Alexandria Bay, and a Marine Safety Detachment from Massena responded. The captain of the Federal Kivalina, a 656-foot freighter carrying canola seeds, reported losing steering as the ship was transiting the Seaway near the bridge. The crew dropped three anchors to slow its drift.

The Thousand Islands Bridge was shut down for about 10 minutes as a precaution while the vessel was still adrift.

According to the press release, response crews from the local Coast Guard station, state Parks Police, State Police, the Department of Environmental Conservation, and inspectors from MSD Massena and the Saint Lawrence Seaway Development Corporation were either on scene or en route. There are 22 crewmembers aboard the freighter. They will remain on board as long as the situation does not worsen. Coast Guard Cmdr. Dan Jones, chief of response for Coast Guard Sector Buffalo, said "The safety of the crew and the environment are our main concerns." **Source : North Country Public Radio**



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NAVY NEWS

Michelle Obama to help lay keel for USS Illinois submarine

First lady Michelle Obama will help lay the keel for a new submarine under construction in Rhode Island. Obama's office says she is scheduled to speak at a ceremony at Electric Boat's manufacturing plant in North Kingstown on Monday. The future **USS Illinois** is a new Virginia-class submarine named after Obama's home state. The first lady is the ship sponsor. She is expected to write her initials on a metal plate, and a welder will then inscribe them. The plate will later be mounted on the submarine. The event is the ceremonial beginning of a ship's construction. The sub is expected to cost approximately \$2.7 billion. Both Laura Bush and Hillary Clinton have sponsored submarines. Obama also serves as the sponsor for a Coast Guard cutter. **Source : politics-Suntimes**

Royal Navy ship seizes narcotics worth £8.5m

HEROIN worth £8.5m has been seized from a fishing boat by a Royal Navy warship. Nearly 130lbs of the drug was seized in the northern Arabian Sea by sailors and Royal Marines from **HMS Somerset**. **HMS Somerset's** crew found the dhow - a type of vessel common to the Middle East and Indian Ocean - during an operation for the Combined Maritime Forces (CMF) counter-terrorism Combined Task Force (CTF) 150. The crew worked 23 hours to find the contraband's hiding place, stashed under a false deck.

Commander Mike Smith, the Plymouth-based Type 23 frigate's commanding officer, said: 'Full-hearted commitment to the task, courage and teamwork were central to halting this shipment of illegal narcotics. I am incredibly proud of what my team have achieved.' **Source : The Portsmouth News**

Japan Needs Time to Provide Ships to Vietnam

Japan said on Wednesday it was unable to immediately provide decommissioned patrol ships to Vietnam amid heightened tensions in the South China Sea as its own coastguard was stretched by surveillance activities. As tensions mount between China and other claimants to the South China Sea, countries such as Vietnam and the Philippines are

rushing to bolster their maritime patrols. Japan, itself locked in a bitter territorial spat with China, in March agreed to dispatch a research team to Vietnam as a step toward providing it with patrol ships. Asked about the possibility of providing used patrol ships to Vietnam to expedite the process, Prime Minister Shinzo Abe told parliament: "Surveillance duties are getting heavier for the Japan Coast Guard."



"Regrettably, our country is not in a situation where we can retire all the vessels that have reached such age." Patrol ships from China and Japan have been playing cat and mouse in waters near disputed East China Sea islets, raising fears of an accidental clash between the world's second- and third-largest economies. In the South China Sea, scores of Vietnamese and Chinese ships, including coastguard vessels, have continued to square off around a Chinese oil rig in contested waters. Vietnam said earlier this week a Chinese boat rammed and sank a Vietnamese fishing vessel not far from the oil rig, while China's official Xinhua news agency reported the vessel capsized after "harassing and colliding with" a Chinese fishing boat. In an interview with Reuters last week, Vietnamese Deputy Prime Minister Vu Duc Dam said Hanoi was keen to have aid from Japan and other countries to help manage its coastline and waters.

SourCE : mares / Reuters

SHIPYARD NEWS

Gibdock delivers for Greek owner



Gibdock has completed its first shiprepair project for Tsakos Shipping & Trading, one of the leading owners within the Greek shipping market. The Gibraltar yard undertook damage repairs to the 221m long, 2824 teu capacity containership, **Irene's Rainbow**, which is part of the 70+ vessel fleet operated by the Tsakos Columbia Ship Management (TCM) joint venture. The scope of work undertaken

alongside included steel hatch cover repairs, which consisted of the renewal of damaged top plate. In addition the yard carried out non-destructive testing, as required by Class, including Hatch Internal Stiffening and preservation works after the repairs.

The visit of the 39,241 dwt, 2006-built **Irene's Rainbow** drew strong positive owner feedback, according to Gibdock's Greek representative, Hellenic Industrial and Marine Agencies Managing Director Alkis Koukis. "This was the first Tsakos-owned vessel to be repaired in Gibraltar and the company has said that it would have no hesitation in using the yard again in the future. This could be the start of a long term relationship." Gibdock's geographic location was a factor in the contract being awarded, but it was the yard's professionalism that impressed the Greek owner, says Mr Koukis. "Our client wanted repairs to be carried out quickly and for the vessel to be redelivered on time. The workmanship was outstanding and Tsakos is already looking forward to the next cooperation." The **Irene's Rainbow** contract could also pave the way for further orders from the Greek shipping community, Mr Koukis believes. "Tsakos is an organisation with high standards, and to get glowing reports from them will encourage other Greek owners to consider Gibdock for their ship repair and maintenance requirements." Gibdock is targeting the Greek market as one with considerable potential for the future. Managing Director, Richard Beards, says: "We were delighted to have the chance to show Tsakos what we can do and look forward to working with them again in the future. We are receiving more enquires from Greek owners for a mix of vessel types, and we are optimistic that these enquiries will translate into some firm projects later this year." **Tsakos Columbia Shipmanagement** (TCM) provides management, operation and crewing services for a diversified marine fleet consisting of tanker, container and dry cargo vessels. The fleet includes a wide range of tankers, from small product carriers to VLCCs, container vessels up to 5,000 teu capacity and bulk carriers up to 180,000 dwt. TCM was established in July 2010 in Athens as a joint venture between Tsakos Shipping and Trading, which was founded by **Captain Panagiotis Tsakos** in 1970, and Schoeller Holdings.

Davie shipyard challenges feds' \$36B plan

Quebec's **Davie shipyard** is offering to take over one of the federal government's much-delayed signature projects — a new polar icebreaker dubbed the Diefenbaker by Prime Minister Stephen Harper. The offer is a challenge to the federal government's troubled shipbuilding strategy, which is unlikely to see that icebreaker in service for at least 10 years.

Three years into the \$36-billion shipbuilding program, no steel has been cut for any of the planned vessels and the Diefenbaker is a name with no ship. That's because the government has given the job of building it to the Seaspan shipyard in Vancouver — and Seaspan needs extensive upgrades to handle the job. In addition, the government wants Seaspan to build two naval supply ships before even starting work on the icebreaker. Then there's the price. The government originally earmarked \$720 million for the project but, once it became clear that there would be a decade of delay, increased the budget to \$1.3 billion.

Could 'build today'

Enter Davie, with an aggressive new bid to do it for the original budget — starting immediately. Alex Vicefield, the CEO of Inoceca, an international shipping conglomerate which now owns Davie, says his shipyard is fully capable of building such a large ship in just 24 months. He says Davie, on the south bank of the St. Lawrence across from Quebec City, remains the biggest yard in Canada. The shipyard, he says, has 1,000 employees delivering advanced commercial ships on budget for international customers. Davie recently finished the first of three \$200-million offshore construction ships for a Norwegian customer. "We have the capability to build today," Vicefield told CBC News in an exclusive interview.

"We're offering the government to help complement the program with existing capacity that's running and fully operational today. The main project that we've offered ... has been the polar icebreaker. We're building ships which are of a similar size, similar technology, some of the capabilities to date, and we could add that into our existing programs quite easily," Vicefield said. "We would go for the original price, that's our proposal."

'Claim is not credible'

That offer was submitted late last year, but there's been no formal reply from the government. However, a spokesman for the Public Works department, Pierre-Alain Bujold, told CBC News that the department in charge of federal procurement has not spoken to Davie "about their assumptions underlying their claim that they could build the polar icebreaker at a significantly reduced cost." "We believe that their claim is not credible," Bujold said.

"We look forward to working with Seaspan on building the polar icebreaker," he added. Bujold also noted that Davie lost the bidding when the shipbuilding plan was written three years ago. At the time, Davie was in bankruptcy, which was a black mark working against its bid. Vicefield says Davie now has a proven record of delivering ships on budget.

'Capacity exists already'

Seaspan president Brian Carter told CBC News he had no comment. Davie, however, seems determined to challenge the shipbuilding program. Asked if it made sense that Seaspan's two supply ships are costing more than four larger ships being built for the British navy, Vicefield said, "no." The Incocea boss also said it made little sense to hold up the whole shipbuilding plan while Seaspan and Irving do their upgrades — saying that Davie needs no such improvements.

"If you look at the existing ships and the existing capacities of shipbuilding in Canada today, I don't see why you would need to spend money to upgrade capacity because the capacity exists already." **Source : CBCNews**



ARA Ship Management's Dwt 7,223 Container Vessel "**WEC MAJORELLE**" under Dry Dock Repairs in **Cernal Shipyard's Group** in the port of Málaga.

Baltiysky Zavod signs contract for construction of two serial nuclear icebreakers of Project 22220

On May 29, 2014, **Baltiysky Zavod - Sudostroyeniye LLC (United Shipbuilding Corporation OJSC)** and State Corporation Rosatom signed a contract for construction of serial multipurpose nuclear-powered icebreakers of Project 22220. According to the press center of USC, the contract is valued at RUB 84.4 bln, thus increasing the shipyard's backlog of orders to RUB 150 bln. Baltiysky Zavod Shipyard is now building the flagship universal nuclear-powered icebreaker of Project 22220, which was laid down on November 5, 2013. The LK-60 "Arctica" will be powered by two RITM-200 reactors of 175 MWt, which together deliver 60 MW at the three propellers via twin turbine-generators and three motors and will be the largest and most powerful icebreaker in the world.

Ship's specifications: LOA - 173.3 m, beam - 34 m, draft at DWL- 10.5 m, minimum loaded draft - 8,55 m, displacement - 33.54 tonnes.

Under the terms of the contract the flagship is scheduled for completion in December 2017. The serial icebreakers are to be delivered in December 2019 and in December 2020.

The LK-60 features advanced dual-draft capability, which makes it suitable for operations both in the Arctic waters, and in the mouths of the northern rivers. The icebreakers are to escort vessels transporting hydrocarbons from the Yamal and Gydan peninsulas, Kara Sea to the states of the Atlantic and the Pacific oceans.

Baltiysky Zavod OJSC specializes in construction of rank 1 surface-crafts, ice class vessels with nuclear and diesel-electric propulsion plants, nuclear floating energy units, floating distilling plants. The shipyard was set up in 1856. In its history Baltiysky Zavod which built over 600 ships and vessels was privatized several times and returned to state control when financial problems arose. In late 2011, the shipyard once more fell under the control of the state represented by the United Shipbuilding Corporation. To preserve the staff and the competence of the shipyard, USC founded Baltiysky Zavod – Sudostroyeniye LLC. Before signing the contract, the backlog of orders of Baltiysky Zavod-Sudostroyeniye LLC was valued at about RUB 60 bln. The largest orders are: 60-MWt nuclear icebreaker, 25-MWt diesel-electric icebreaker, floating power unit of the world's first floating nuclear heat and power plant. In 2012, the Company's turnover made RUB 9 bln, net profit – RUB 50 mln. United Shipbuilding Corporation (USC OJSC) is the largest shipbuilding company in Russia. It was set up in 2007 with 100% federal ownership. The holding comprises 60 companies and organizations (major shipbuilding and shiprepairing companies as well as leading design bureaus). Currently, USC consolidates about 80% of the domestic shipbuilding complex. The Russian market is the main focus of the state corporation though it also exports its products to 20 countries worldwide. **Source : PortNews**

"On May 26th Talleres Navales del Golfo announced the reactivation of the Mexican Shipbuilding Industry in the Keel Laying Ceremony of the Azimuth Tugboat C-130 for PEMEX" TNG is the first Mexican Shipyard to start the shipbuilding of one of the seven tugs assigned to Mexico by SEMAR and PEMEX, and leads the Mexican Shipbuilding Industry by having the mission of carrying out the steel plates cutting that will be used in the shipbuilding of these 7 vessels, and most important, the full shipbuilding of 4 tugboats assigned to TNG. By June of 2015, TNG will deliver the Azimuth Tugboat C-130 to PEMEX, which will have a length of 31.5m and breadth of 11.2m, with pull power of 50 tons, a draft of 4.2m and 12 knots of speed



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Shipyard Boss Abseils Down Drydock

UK shipyard, A&P managing director, [Peter Child](#) tested his nerves when he joined a dozen others to abseil down the



largest dry dock on the UK's south coast to raise money for charities. Mr Child and Adrian Richards, Chief Executive of BF Adventure in Penryn, were the first to test the ropes 50 feet above the huge dry dock at [A&P Falmouth](#), which is 40m wide and 253m long – the size of two Wembley football pitches. The two companies share the same vision for supporting young people in Cornwall, including a focus on apprenticeships and the opportunities they provide.

The event, which raised money for BF Adventure and All As One Orphanage in Sierra Leone, A&P's charity of the year, also celebrated the ongoing relationship between A&P and BF Adventure. Mr Child said: "Given my lack of head for heights this was a definite challenge to be met but the BF team were excellent and we are already planning the next event with them. Thanks to Gregg, Naomi and my team for

organising the day" "We are proud to continue our association with BF Adventure by sponsoring them, using their facilities and helping with work experience. We strongly believe that investing in sustainable, highly skilled jobs is the future of our dockyard, which is why we place so much value in training and apprenticeships."

Since 1989, 120 apprentices and 33 adult trainees have been recruited in four main trade disciplines – marine engineering, electrical, steel fabrication/welding and pipe fabrication/fitting. The latest five apprentices to join A&P Falmouth (who all joined in the abseil) started work in September 2013, underlining the company's long-term commitment to Cornwall and the future of the dockyard and a further three apprentices are planned for September this year . [Source : MarineLink](#)



[Bougainville](#) and [Lay vessel 108](#) at [Metalships](#), Vigo [Photo : Crew Waterway](#) ©

Bergen Group, Calexco finalize NorYards stake deal

[Bergen Group ASA](#) and [Calexco S.a.r.l.](#) have finalised the transaction regarding Bergen Group ASA's sale of the majority interest in NorYards AS to Calexco S.a.r.l. The transaction is pursuant to the terms in the revised SPA

announced on March 21st 2014, the Group said Wednesday in a press release. As from today, NorYards AS is owned 70 % by Calexco S.a.r.l, and 30 % by Bergen Group ASA. NorYards AS consists of NorYards BMV and NorYards Fosen, which is the continuation of Bergen Group's Shipbuilding division. "The market outlook for construction of advanced offshore vessels and specialised vessels is evaluated as good. With the new ownership, NorYards will strengthen its position in the shipbuilding industry; from basic design through to completion of advanced offshore vessels for a demanding international market", says CEO Johannes Neteland in NorYards AS. NorYards AS signed already in April 2014 their first newbuilding contract, valued more than NOK 650 million. The contract was awarded from NFDS 2 Offshore AS for outfitting and commissioning of a new and modern anchor handling tug supply vessels (AHTS). The project will be carried out at NorYards Fosen, generating outfitting activity at the yard from Q3 this year until delivery in Q2 2015. Bergen Group is an innovative supplier of products, services and solutions to the offshore and maritime industry. The company's main office is located at Storebotn Næringspark in Askøy just outside Bergen, Norway. The Group's 1000 employees are working in companies strategically located along the coast of Norway. Source : PortNews

ASL Shipyard wins newbuild contracts

Singapore's [ASL Marine Holdings Ltd.](#) says that its wholly-owned subsidiary, [ASL Shipyard Pte Ltd \("ASLS"\)](#), has secured new shipbuilding contracts worth approximately Singapore \$91 million. The contracts cover the construction of three Infield Support Vessels of ART 100-42 class RotorTugs design and one seismic support vessel ("SSV"). The orders have been secured from customers in Australia and Norway respectively. The four vessels will be built at the Group's shipyard and are expected to be completed in the first quarter of 2016. Source : [MarineLog](#)

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L&T Shipbuilding engages in container handling at Katupalli Port

[L&T Shipbuilding Limited](#), a JV between Larsen & Toubro and the Tamil Nadu Industrial Development Corporation engaged in container handling at the Katupalli Port situated north of Chennai, plans to explore new areas of operation such as automobile and oil products handling. It may be recalled that L&T's container terminal project at Katupalli Port had commenced operations last year. Sources said that L&T has to reduce its container throughput to 21.60 million tonne from 24 million tonne once it begins handling the new cargo. Source - [Exim News Service](#)

"K" Line announces delivery of Corona-series coal carrier "CORONA ACE"

[Kawasaki Kisen Kaisha, Ltd.](#), Tokyo announces the delivery of "[CORONA ACE](#)," an 88,000 DWT-type special coal carrier at Marugame Shipyard of Imabari Shipbuilding Co., Ltd., Japan on May 29, 2014, the company said in its press release. [CORONA ACE](#) is same type as "K" Line's specialized fleet for transport of thermal coal known as the "Corona-series". The Corona-series consists of epoch-making coal carriers equipped with wide beam and shallow draft, which

are the most suitable type to enter ports of domestic Thermal Power Stations to discharge cargo. With this new latest deployment, the Corona-series now consists of 17 carriers. "K" Line takes pride that its Corona-series has been so favorably evaluated for always ensuring customers steady and reliable thermal coal transport service with maximum safety. **Source : PortNews**

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BOEKBESPREKING

Door : Frank NEYTS

"Floating Luxury".

Bij de Uitgeverij Lannoo verscheen zopas een prachtig boek onder de titel **"Floating Luxury. De meest exclusieve cruiseschepen."** Iwein Maassen tekende als auteur. Vaar mee met 's werelds mooiste cruiseschepen en meer aan in de meest feeëriekste aanleghavens. In dit fraaie, sfeervol fotoboek stelt fotograaf en reporter Iwein Maassen de meest exclusieve cruiseschepen van het moment voor. Schepen die moeiteloos concurreren met de meest luxueuze hotels op aarde en uitblinken in service, inrichting en luxe. Ze zijn overzichtelijk onderverdeeld naar grootte. 'Size does matter' in de cruisewereld. Dit boek doet je niet enkel dromen van exotische reizen maar helpt u ook bij de keuze van de perfecte cruise.

Iwein Maassen reist al jaren de wereld rond om de mooiste plekken en cruises in woord en beeld vast te leggen. Hij werkt voor diverse tijdschriften en is auteur van 'The Contemporary Cruise'. **"Floating Luxury"** (ISBN 9-789401-414951) werd als hardback uitgegeven, telt 239 pagina's en kost 39,99 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeverij Lannoo, Kasteelstraat 97, B-8700 Tielt, Tel. +32(0)51.42.42.11, Fax +32(0)51.40.11.52, www.lannoo.com.

.... PHOTO OF THE DAY



The **FOS LEO** operating in Malaysian waters –
Photo : Capt. Jelle de Vries – Sunshine Marine Offshore Services ©

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