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Offshore Heavy transport's EAGLE loaded last Friday at the Singapore West Jurong Anchorage the brand new jack up rig AL JASSRA

Photo : Piet Sinke ©

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Roro pontoon ICO 3, build in 1982, fully reconditioned, now on her way to her new 'life' in Zeebrugge. The pontoon was towed from [Dockside Ship facilities](#) Rotterdam by [MTS Valour](#). Another turn-key project by [Quist Maritime Services](#) and [Ned Marine B.V.](#)

Bureau Veritas slashes MLC compliance time

LEADING international classification society [Bureau Veritas](#) has set up a web-based system which will help shipowners to cut certification time for the Maritime Labour Convention 2006 dramatically. BV says the system is needed because some shipowners are leaving it until late to seek the necessary MLC certification. An addition to the services available to Bureau Veritas' clients through the individual private section of its Veristar Info website will allow owners to create and clone the Declaration of Maritime Labour Compliance Part II, the main compliance document needed, across their fleets and to submit fleet-wide documents easily for review and certification.

Boris Gruden, MLC Implementation Leader for Bureau Veritas, says, "Shipowners have to have MLC documentation in place and certified by a Recognised Organisation before August 20 this year or risk detention of their vessels. Some have not even begun to work on this yet. They need to work with their flag states to have the norms for their fleet set out in a document DMLC Part I. Then for each ship they have to prepare a DMLC Part II which must be reviewed and certified by the RO, usually class. The DMLC Part II is built on the requirements set out by the flag state and is ship

specific but most of it is the same for all ships in any one fleet. We have built a system to automate the process for the owner and to speed review. It is web-based, simple and quick. And owners need it right now because the deadline is looming.”

Bureau Veritas is recognised as an RO for MLC implementation by leading flag states. Says Gruden, “We have planned ahead for this to make life easier for owners and have trained a major workforce of auditors in MLC. They are ready to move, and with this new web-based software they can work even faster, so owners needing MLC approval can come to **Bureau Veritas** assured of speedy service. The deadline is close so they need to act now.”

Bureau Veritas is a world leader in conformity assessment and certification services. Created in 1828, the Group has 58,000 employees in 940 offices and 340 laboratories located in 140 countries. Bureau Veritas helps its clients to improve their performance by offering services and innovative solutions in order to ensure that their assets, products, infrastructure and processes meet standards and regulations in terms of quality, health and safety, environmental protection and social responsibility.



The 80.15m motor yacht **GOLDEN ODYSSEY** (1864 gt) arriving in Brisbane from Papeete 26 April. It is owned by **Fraser Yachts Monaco** of Monaco. **Photo : John Wilson ©**

EAGLE LOADS BRAND NEW RIG IN SINGAPORE

Last Friday **Offshore Heavy Transport's** semi submersible heavy lift vessel **EAGLE** loaded the Jack Up rig **AL JASSRA** at the West Jurong anchorage in Singapore



The **EAGLE** submerged to 17.5 mtr draft ready to load the **AI JASSRA** - **Photo's : Piet Sinke ©**

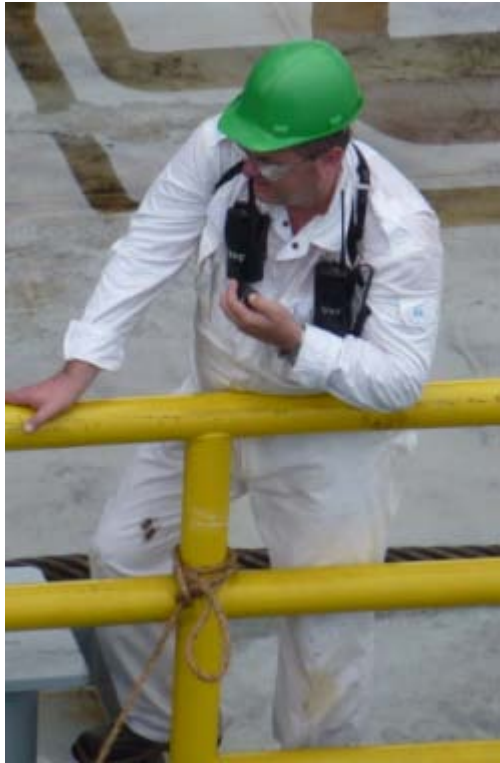


The **AL JASSRA** is a **Baker Marine Services Pacific Class 400** rig which is built at the **PPL Shipyard** in Singapore for **Gulf Drilling International**



GDI's rig fleet has grown to twelve (12) rigs and its workforce to over 1,000 employees. The current rig fleet consists of five (5) offshore jack-up drilling rigs, six (6) land rigs, one (1) accommodation jack-up. In addition, GDI operates one (1) lift boat under a management contract. The market share at the end of 2012 is 100% of onshore operations and more than 40% of offshore operations.





Top : loadmaster **Capt Ken Bekkevold** instructing the winch operators which pulled the rig over the **Eagle** having a clearance of 1 mtr above the cribbing / blocks installed at the deck of the **Eagle** prior de-ballasting,

GDI have ordered three (3) new rigs from **PPL shipyard** in Singapore from which the first one was delivered in March 2013, (the **AL JASSRA**) followed by 2 more in September 2013 and August 2014 respectively. Having those additional rigs, **GDI** expects to be at 50% of the offshore market share by 2015.



Below a happy rig crew / team onboard the **Al Jassra** after the loading operation



Herewith I would like to thank, the master and crew of the **Eagle** , Loadmaster **Ken Bekkevold** and **Roald Kaper** (OHT) for the invitation and hospitality onboard all **photos : Piet Sinke (c)**



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Ore-Ship Returns Advance Most in Six Weeks on Stronger Demand

Returns for Capesize ships, the biggest iron-ore and coal carriers, rose the most in six weeks on stronger demand to haul cargoes.

Daily average earnings gained 7.3 percent, the biggest climb since March 12, to \$4,602, figures from the Baltic Exchange in London showed today. The vessels, each able to hold more than 150,000 metric tons, were earning the least since September on April 24, according to data compiled by Bloomberg.

Charters to haul coal in Asia helped to lift returns, according to shipbroker Galbraith's Ltd. in London. Capesize earnings also advanced amid speculation demand for Brazilian iron-ore cargoes will strengthen during the second half, Oslo-based investment bank RS Platou Markets AS said. The country is the second-biggest exporter of the steelmaking raw material.

"The Cape index seems to be being pushed up more by an increase of Pacific round voyages, coal from Newcastle to China, for example," Dominic Meredith Hardy, an analyst at Galbraith's, said by e-mail. "We have seen a few fixtures for iron ore out of Brazil and Australia going to Qingdao."

Still, he referred to the increase in Capesize returns as "an uptick from very low levels." The ships were earning almost \$234,000 a day at the high in June 2008.

Capesizes are the largest vessels in the Baltic Dry Index, a wider measure of freight rates that dropped for a fourth day after rising in eight of the prior nine sessions. The index fell 0.1 percent to 871, staying at the lowest since April 11.

Brazilian iron-ore exports climbed more than 20 percent in the second half of each year since 2009 compared with the prior six months, Platou said in an e-mailed report. That pattern will continue this year, it said.

Daily average returns for Panamaxs, the largest vessels to navigate the Panama Canal, retreated 3.5 percent to \$8,644, according to the exchange. That rounded out a 9.6 percent weekly slide, the biggest since December. Supramax ships lost 0.5 percent to \$9,409 and Handysizes, the smallest vessels tracked by the index, rose 0.1 percent to \$8,051. **Source: Bloomberg**

Moore Stephens says shipping should explore leasing solutions

International accountant and shipping adviser **Moore Stephens** says shipping companies should explore leasing opportunities as a way of adjusting their self-owned and chartered-in tonnage balance in response to the radical changes that have taken place in ship financing in recent years. Phil Cowan, the firm's Head of Corporate Finance, says, "The traditional thinking of a company needing to own all the resources it uses to operate has been successfully

challenged for many years in the shipping industry by the use of extensive outsourcing. This has proved to be an effective way of improving efficiency and making better use of resources. But it could be argued that shipping still has something to learn from the aviation industry in this respect.

“Shipping and aviation are both capital-intensive, cyclical industries employing assets which have a long economic life. But whereas a well-established airline would probably own roughly a third of the planes it operates, and lease the rest, with about half of chartered-in aircraft typically under operating leases, shipping has not embraced the leasing concept to anything like the same extent. Of course ships and planes are very different, not least because ships are mostly tailor-made for the cargoes they carry. But leasing does offer some interesting opportunities for ship operators and Chinese lessors in shipping have developed rapidly over the past few years.”

In the latest issue of the Moore Stephens shipping newsletter, Bottom Line, Paul Chang, Managing Director and Global Head of Shipping at ICBC Financial Leasing Co Ltd, Beijing, says, “Professional operating lessors can offer a range of solutions to enable shipping companies to manage their balance sheets and capacity more effectively. The amounts currently being lent by banks for shipping deals are low, and loan profile and maturity have shortened. But with the correct leasing and finance structure, it is possible to put together a bespoke ship leasing and finance package. There are now 20 financial leasing companies backed by banks and large corporates in China, with more expected to be formed.”

Phil Cowan concludes, “Those considering leasing solutions for acquiring tonnage or restructuring existing tonnage ownership should seek professional advice in finding an appropriate financial leasing company with a successful track record.”



The **MAERSK ESSEN** moored at Singapore Pasir Panjang terminal last Friday – Photo : Piet Sinke ©

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Panamax coal freight rates on established routes from South Africa's Richards Bay and Indonesia to India edged down Friday as a weakening of fixture activity in the Atlantic basin failed to lend support, sources said.

"In the Atlantic, the number of fresh requirements is limited and the number of ballasters heading for ECSA [east coast of South America] demand more cargoes to avoid a further slide," broker Fearnleys said in its weekly note on Wednesday.

"Some increased activity from the Baltic after cold winter is not enough to give any boost -- so far," the broker said, adding that the market in both hemispheres seemed to be weakening. There are a few cargoes available from Indonesia to India for Panamax vessels, but Richards Bay to India is largely inactive, a Singapore-based source said.

A fixture was reported for a Panamax vessel from Samarinda in East Kalimantan to Dahej on the west coast of India at \$10.50/mt, sources said.

The Singapore-based source reported a fixture for a Panamax vessel from Indonesia to New Mangalore on the west coast at \$9.50/mt FOB, adding that freight rates further up to Dahej and Mundra could range from \$10 to 10.50/mt.

He said freight rates had fallen in recent days, following weakness in the derivatives market. "The wind is coming off the sails now," a second Singapore-based source said, referring to weakening spot freight rates.

China will be inactive for the first three days of next week due to the Labour Day holidays, and most Chinese market participants are not active during that time, a Dubai-based source noted, adding that this was one of the reasons freight rates had weakened. Platts assessed the daily Panamax coal freight rates from South Kalimantan to India's east coast at \$9.10/mt, down 50 cents from Thursday and down 40 cents on the week, and to the west coast at \$10.10/mt, down 70 cents on the day and 60 cents on the week.

Platts also assessed the daily Panamax coal freight rates from Richards Bay to India's east coast at \$16.50/mt and to the west coast at \$16/mt, both down 10 cents from Thursday and stable week on week.

CAPEX WEAKER

"Maybe due to the forthcoming holiday in the East, it has been a continuation of quiet conditions for the Panamax market. The whole market remains enveloped in negative sentiment, with ratings slipping and overall activity lessening," broker Braemar Seascope said in its weekly note Thursday.

"Coal cargo ex-Indonesia is the main focus of the Pacific market, but not many charterers are willing to give firm numbers with the upcoming holidays."

As for the Pacific market, the North Pacific is still largely inactive and the number of ships heading to ECSA is growing, the broker said.

The first Singapore-based source estimated 200-250 vessels waiting in ECSA for grain cargoes, but said the congestion would ease in the near term with the season winding down. He said the traditional grain season ran from March to May. Capesize vessels continued their downtrend from last week amid weak fixture activity, sources said.

"[Capesize vessels are] still on their knees and expected to remain so for the foreseeable future, as there are simply too many prompt ships around," Fearnleys said.

Reflecting continuing global economic uncertainty, combined trade flows for coal and iron ore will be insufficient to provide a high utilization ratio for the largest bulkers, the broker said. So far in 2013, a total of 36 Capesize vessels have been ordered -- already surpassing the 33 ordered in 2012 -- for a total 6.8 million dwt, analyst Erik Nikolai Stavseth of Arctic Securities said in a daily note Friday. "This is more than we had expected for the full year of 2013," the analyst said. The second Singapore-based source reported a fixture for a Capesize vessel from Richards Bay to Krishnapatnam and Gangavaram on the east coast of India on a two-port discharge basis at \$10.25/mt.

Source: Platts



The **SINGAPORE EXPRESS** inbound for Melbourne – Photo : Dale E.Crisp ©



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NORWEGIAN BREAKAWAY IN ROTTERDAM FOR THE FIRST TIME



The **Norwegian Breakaway** passing Hoek van Holland inbound for Rotterdam last Friday early morning

Photo : Frans de Lijster ©

Norwegian Breakaway is a cruise ship operated by Norwegian Cruise Lines. Construction of **Norwegian Breakaway** began on 21 September 2011, when the first piece of steel was cut at the **Meyer Werft shipyard** in Papenburg, Germany. She was delivered to NCL on 25 April 2013. Following the handover, **Norwegian Breakaway** left the port of Bremerhaven in Lower Saxony, heading for Rotterdam. Following several inaugural events, she will start her transatlantic cruise from Southampton to New York, where the naming ceremony will take place. On 12 May 2013 she will head to Bermuda to start her seven-day cruises.



Photo : Lex Keasberry ©

She is 144,017 GT in size, and has capacity for 4,000 passengers, double occupancy. The ship has a total of 1,024 staterooms and 238 suites, designed by Priestmangoode and Tillberg Design.

Norwegian Breakaway will be home ported at the New York Passenger Ship Terminal in Manhattan, making seven-night cruises to Bermuda (May thru Sept) and seven-night cruises to the Bahamas & Florida (October thru April). She will be the largest cruise ship homeported year-round from New York City.



Photo : Monique Davis-Mulder ©

The ship, along with her sister **Norwegian Getaway**, were named through a public contest; Kimberly Powell submitted the name **Norwegian Breakaway**, which was announced on 14 September 2011



Arriving in Rotterdam at 9.00 hrs prior mooring alongside the cruisterminal at the Wilheminakade

Photo : Bert Lamers ©

Ras Tanura Oil-Tanker Capacity Seen Falling 13% in Latest Week

The combined carrying capacity of oil tankers calling at Saudi Arabia's Ras Tanura fell 13 percent in the week ended April 20, vessel-tracking data compiled by Bloomberg show. The implied capacity of vessels calling at the world's largest crude-export complex slid to the equivalent of 7.66 million barrels a day from 8.80 million barrels for the prior week, according to signals gathered by IHS Fairplay, a Redhill, England-based maritime research company. The data may be incomplete because not all transmissions are captured. The Ras Tanura complex, including Ras al-Ju'aymah, is the biggest global crude terminal, according to the website of Saudi Arabian Oil Co., known as Saudi Aramco. Tankers hauling crude from the Persian Gulf may call at other loading ports before or after Ras Tanura, indicating they might

have collected partial cargoes elsewhere. The table below lists the destination countries of tankers calling at Ras Tanura in the latest week as of about 10 a.m. London time today. The percentages represent the share of the total number of ships loading at the terminal that each country is due to receive. Very large crude carriers are assumed to carry 2 million barrels apiece, twice as much as Suezmax tankers. The tally excludes vessels smaller than Aframax, each holding about 650,000 barrels. **Source : Bloomberg**



The **LIEKE** arriving in Willemstad (Curacao) –

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

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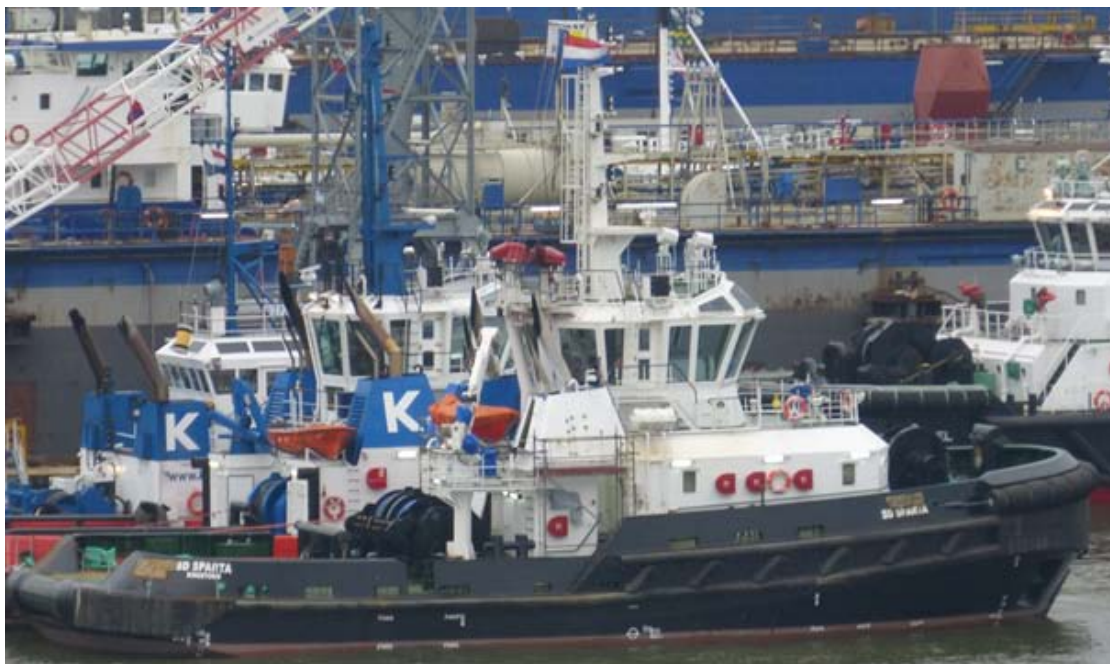
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First cruise ship of the season sails into Resurrection Bay

The **Crystal Symphony** makes a stop in Seward on its way to Vancouver, B.C. The cruise ship is the first to put into port at the Alaska Railroad Cruise Ship Terminal this year. This trip originated in Kobe, Japan, visited Kamchatka, Russia and is touring communities in Alaska having just left Kodiak with Ketchikan as the next port of call after Seward. There are 51 more cruise ship visits to Seward scheduled for this summer with the **Celebrity Millennium** up next on May 10. **Source : Seward Phoenix Log**



KOTUG latest fleet addition the SD SPARTA – Photo : Frans Sanderse ©

Diesel spill after ship damaged

A fishing vessel struck rocks while sheltering off Stewart Island late last night and has spilled up to 23,000 litres of diesel.



The **Sureste 700** was sheltering off the area known as "The Neck" in Paterson Inlet when it struck rocks and ruptured a fuel tank at about 10.50pm, Environment Southland Regional On-Scene Commander Dallas Bradley said. It has since moved about 30 nautical miles offshore and is awaiting a full damage assessment in daylight.

First indications are that the hull damage has been confined to the fuel tank. The ship has not reported any issues with its stability or propulsion and there are no concerns for the safety of the vessel or its crew.

An observation flight has found no signs of

diesel either on the shore around The Neck, off Stewart Island, or on the water where the fishing vessel Sureste 700 is stationed.

Dallas Bradley said that the diesel has either blown further offshore or has dispersed naturally in the heavy seas.

An unknown amount of diesel is believed to have spilled, either in the impact or as the vessel steamed offshore. Waves and wind action meant that most of it would have evaporated, with a small amount dispersing into the water column.

Environment Southland has scaled back its response to the spill

It activated its oil spill response team at 1am but an observation flight over the area this morning has found no sign of diesel, either on the shore around The Neck, off Stewart Island, or in the water.

Spokeswoman Michele Poole says the diesel has either blown further offshore or dispersed naturally in the heavy seas.

"We've arranged with some of the fishermen and boat owners from Stewart Island to go and have a look at The Neck, to see if they can see any signs of diesel on the water that we couldn't see from the air.

"They'll also be checking to see if they can smell anything."

Michele Poole says the vessel will be sailing to Lyttelton for inspection and repairs.

Southland Harbourmaster Kevin O'Sullivan said that the flight also confirmed that the **Sureste 700** was not listing. He had been in touch with the charter company, and following discussions with Maritime NZ and Environment Canterbury's regional harbourmaster, the vessel would be steaming to Lyttelton for inspection and repairs.

The Labour Party Environment Spokesperson Maryan Street said the spill should be a reminder to government of the risks of environmental damage at sea.

"In the wake of the **Rena** disaster in the Bay of Plenty, the rupturing of the fuel tanks of the **Sureste 700** near Paterson Inlet should be a warning to the government not to be so gung ho about deep sea drilling.

"It is fortunate that there are no concerns for the safety of the **Sureste** crew at present, but the loss of 23,000 litres of diesel at sea will cause environmental damage even if it is dispersed naturally by rough seas.

"New Zealanders have seen too much damage done to our precious environment in recent years. It is no wonder so many oppose deep sea drilling."

Conditions are extremely rough in the area, with winds of up to 30 knots blowing offshore. The **Sureste 700** is a 58m long fishing vessel based in Timaru and is chartered by South East Resources.

Source : - APNZ

NAVY NEWS

Australian Navy's New LHD Takes Shape



A high precision **Enerpac** SyncHoist system has been successfully deployed by heavy lift and transport specialists **Universal Cranes** to ensure optimum accuracy and safety in the hoisting and positioning of key components of one of the largest ships ever built for the Royal Australian Navy.

The **Enerpac System** – deployed by **Universal Cranes** for the Landing Helicopter Deck (LHD) vessel project under way at Williamstown, Victoria – is being introduced to Australasia to enhance crane performance and safety in diverse heavy lift projects including construction, engineering, hydraulics, mining and energy, oil and gas, manufacturing and metal fabrication, shipbuilding and safety.

Universal Cranes integrated the system with a 600 tonne crawler crane as part of the project management and engineering for the consolidation of steel blocks of between 164-300 tonnes on the deck of the first of the (LHD) vessels being built by **BAE Systems Australia**.

The four steel blocks, with variable centres of gravity, will become the operating control towers on the flight deck of the **Canberra class** LHD, one of two 28,000 tonne LHD vessels that will come into service in 2014 (**HMAS Canberra**) and 2015 (**HMAS Adelaide**) respectively.

Based on the Spanish **Juan Carlos class**, the LHD's roles will be to embark, transport and deploy an Army

force of up to 1160 soldiers each by helicopter and landing craft. They will also be an outstanding asset for carrying out or supporting humanitarian missions.

BAE Systems Australia is prime contractor for the project, including superstructure fabrication at Williamstown (Melbourne) and Henderson (WA), and ship consolidation at Williamstown.

The **Enerpac SyncHoist** system involved in construction of the Canberra offers load manoeuvring vertically and horizontally using one crane, being employed in this application to align the block so the crane could lower it.

Employing intelligent hydraulics to monitor and guide compact but powerful 700 bar double-acting push-pull cylinders integrated into four lifting points above loads, the **SyncHoist SLS system** can be used for pre-programmed positioning, tilting and aligning of loads and for counterweighting and determining their centre of gravity. In particular applications (although this feature was not required on the **BAE lift**) the system can also be used to reduce the risk of damage from crane jogging – oscillations of wire rope due to sudden crane starts and stops.

Universal Cranes Heavy Lift Engineer Mr Nick Morris said that, because of the size of the vessel, the use of traditional craneage and dry dock option was not feasible. The Demag CC2800-1 crawler crane was rigged with a 72m Main Boom in Superlift Lift (SSL), and positioned to work from the Nelson Pier adjacent to the moored LHD Vessel.



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"To allow positioning on the pier, BAE Systems designed and built a steel grillage to purposely match the characteristics of Universal Cranes CC2800-1 Crawler Crane. The grillage, weighing approximately 600 tonne, allowed the crane to be positioned on the pier structure with loads effectively transferred directly to lower piles. The grillage was then

relocated by the crane in preparation for each sequential lift." **All photo's : Richard Verhoeff – Enerpac ©**

Universal Cranes purchased a 440t Enerpac Synchronised Hoisting System specifically for the LHD Project. The system, comprising of four hydraulic cylinders each capable of 110t and offering a stroke of 1500mm, can be installed within a rigging arrangement in tension providing an overall capacity of 440 tonnes.

"The SyncHoist allowed a gradual lift of the load, and dynamic adjustment in relation to the centre of gravity during the lift. This unique system allowed constant monitoring of load and stroke on each cylinder; ensuring very accurate control by the operator," said Mr Morris.

Universal Cranes' contract also involved engineering and project management in the fabrication of a 330t purpose designed lifting frame for the project. This lifting frame was adapted with specific sling lengths for each specific block.



"The SyncHoist system integrates readily with the expertise of companies such as Universal Cranes, which has built an outstanding reputation for safety, efficiency and innovation on heavy lifting and transport services for short or long

term jobs anywhere in Australia," said **Mr Verhoeff**, who was recently appointed Integrated Solutions Manager for **Enerpac** in Australasia.

The scope of Universal Cranes LHD project included:

- a) Fabrication of LHD Heavy Lift Frame.
- b) Supply of Heavy Rigging Gear.
- c) Mobilisation and Rigging of the CC2800-1 onto Nelson Pier.
- d) Provision of Craneage and Skilled Labour.

Enerpac's PLC-controlled 700 bar synchronous lifting technology can control, from a central point, hundreds of compact high-pressure (700 bar) hydraulic cylinders being used to lift, shift and manoeuvre onshore and offshore resources structures during construction, movement and placement. **Source : Naval Today**

Submarine fire 'a very small event'

A minor that broke out at a nuclear-powered submarine has been put out, the Royal Navy said. **HMS Torbay** was in the dry dock at Devonport naval base in Plymouth, Devon for scheduled maintenance work when the blaze occurred.

The Royal Navy said a member of the crew put out the blaze, which was on top of the outer deck just below the fin, before the fire service arrived.

A spokesman described the blaze as a "minor short-lived fire" and said it happened at around 3pm.

"There was no risk to life, no risk to the public. No-one was hurt and no one breathed in any smoke," the spokesman said. "There were no nuclear implications and the nuclear reactor was not affected. There has been no damage to the submarine.

"The incident was reported within minutes of happening and was reported to Devon Fire and Rescue Service. Before the fire service arrived, the fire was put out by a member of the Royal Navy crew in response to an alert by the duty watch." The spokesman said the Ministry of Defence and contractors would carry out an investigation into the cause of the fire.

"Early indications suggest a worker accidentally sparked the fire, possibly through welding or similar tools," he said.

"The investigation will aim to learn lessons to avoid similar incidents. "The early warning system on board the submarine and on-going training of the crew and contractors in health and safety response worked well in this incident and restricted the fire to a very small event." **Source : Belfast Telegraph**

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Jury acquits officers in Nerpa submarine fatal accident trial

The jury has handed down a unanimous not guilty verdict on Captain Dmitry Lavrentyev and engineer Dmitry Grobov, who were accused of causing the **Nerpa** nuclear submarine accident.

On November 8, 2008, the **Akula-II class** nuclear attack submarine **Nerpa** was running sea trials in the Sea of Japan in the western Pacific when its freon-based fire extinguishing system malfunctioned, killing 20 of the 208 people on board and injuring 21.

Lavrentyev was charged with abuse of power and Grobov was accused of causing death by negligence. The jury acquitted both men on September 14, 2011. The Supreme Court's military board overturned the verdict in May 2012 and ordered a retrial. The new jury ruled that both men were innocent of all charges brought against them by the prosecutor's office. Their attorneys had hoped for an acquittal and consider it a fair verdict, Lavrentyev's lawyer Sergei Bondar told RIA Novosti on Friday. **Source : RAPS I**

SHIPYARD NEWS



The **UNION SOVEREIGN** getting new **Boskalis Offshore** colours in Gdansk, Poland.

Photo: B v/h Padje ©

EVENT is christened – the AMELS 199 is born



The first **AMELS 199, EVENT**, has been christened at the **Amels yard** in Vlissingen, Holland. In a few weeks this avant garde 60-metre will set out on her maiden voyage to Norway to explore the spectacular fjords.

The successful, on-time delivery of **EVENT** represents another successful collaboration between Amels and Imperial. Imperial's CEO Evgeniy Kochman commented: "Of the many projects we have done with Amels, **EVENT** is one of the most exciting. Such a thrilling concept, brilliantly executed."

The christening was an emotional occasion, the owner sending his thanks to the Amels workforce who were there to enjoy the moment after many months of dedication and hard work.

The honour of christening the yacht

was given to **Laura Sessa**, the designer who worked closely with the owner in creating an interior that perfectly complements the bold theme of Tim Heywood's lines for the **AMELS 199**.

For Mr. Heywood himself, seeing **EVENT** in all her glory was a special moment. "I'm so pleased that Amels and the owner of **EVENT** shared my passion for such a thrilling looking design as the **AMELS 199**," said the British designer. "On paper and in concept form the scimitar bow and reverse tumblehome features of the design looked very exciting, and now to see the reality is a dream come true."

After her maiden voyage to Norway, **EVENT** will sail south for the Mediterranean where she will become available for charter and then go on to star at the Monaco Yacht Show in September. "Her dramatic looks will really turn heads in Monaco," predicted Rob Luijendijk, managing director of Amels. "**EVENT** looks stunning, so avant garde, yet unmistakably a Tim Heywood design. The **AMELS 199** remains true to the Limited Editions concept that we have been promoting for the past six years: a superior yacht of the highest quality and technical specification, delivered in much less time, whilst avoiding the risks of a full custom design. The continuing success of Limited Editions proves that we have found a 21st century concept that really appeals to the modern superyacht owner."

Limited Editions **Amels 199** statistics:

LOA: 60.00 metres
Beam: 10.30 metres
Gross Tonnage: 1119
Owners & guests: 12 + 2 spare
Crew: 14 plus captain
Speed: 16.5 knots
Range 5,000 nm @ 13 knots

For more information on the **AMELS199**: <http://www.amels-holland.com/index.php?pk=336&lang=en>

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LUNA SPIRIT passing **IVER EXPRESS** + **VENTURE PEARL** at Melbourne Photo : Dale E Crisp ©

Overslag Rotterdamse haven daalt licht

De overslag in de Rotterdamse haven lag in het eerste kwartaal van 2013 met 109 miljoen ton, 1% onder het niveau van de vergelijkbare periode vorig jaar. Uitgesplitst naar goederensoort werden agribulk (-11%), kolen (-2%), ruwe

olie (-7%), overig nat massagoed (-2%), containers (-1%) en overig stukgoed (-20%) minder aan- en afgevoerd. Aan de positieve kant eindigden ijzererts en schroot (+10%), overig droog massagoed (+14%), minerale olieproducten (+3%) en roll on/roll off (+1%).

President-directeur Hans Smits van het Havenbedrijf Rotterdam: "Ten opzichte van het eerste kwartaal van 2012 misten we een schrikkelidag, oftewel een procent overslag. Daar staat tegenover dat we sinds 1 januari de overslag van Dordrecht meetellen en dat leverde een half procent op. Al met al bleef de overslag in de eerste drie maanden ongeveer gelijk. Voor heel 2013 rekenen we op een bescheiden groei."

De overslag van nat massagoed nam met 3% af tot 53 miljoen ton. De aanvoer van ruwe olie daalde met 1,7 miljoen ton tot 24 miljoen ton. Dit komt vooral door de hoge aanvoer vorig jaar. De vraag naar raffinageproducten in Europa was de afgelopen drie maanden weliswaar laag, maar dit trof vooral Zuid-Europese raffinaderijen. De aan- en afvoer van minerale olieproducten nam met 600.000 ton toe tot bijna 21 miljoen ton. Dit is vooral te danken aan toename van de handel in benzine (export) en gasolie (import). De behandeling van overig nat massagoed liep 150.000 ton terug tot ruim 8 miljoen ton door tegenvallende orders voor de Europese chemie en omdat de tankterminal van Odfjell deels niet operationeel is.

De totale overslag van droog massagoed nam toe met 4% tot 20 miljoen ton. De overslag van kolen daalde licht tot 6,7 miljoen ton door de afbouw van voorraden op de terminals, vooral van cokeskolen. Voor het gehele jaar, blijven de vooruitzichten positief. De overslag van ijzererts en schroot nam met 750.000 ton toe tot 8 miljoen ton omdat een grote staalproducent het erts nu aanvoert in de allergrootste schepen (Vale Max). Deze kunnen in Europa alleen in Rotterdam terecht. Van hier gaat het in kleinere zeeschepen naar Bremen en, nieuw, Duinkerken en Gent. De behandeling overig droog massagoed (bouwstoffen, mineralen, biomassa) boekt een relatief grote winst van 400.000 ton en komt op 3 miljoen ton. Belangrijkste oorzaak is dat sinds 1 januari de overslag van Dordrecht wordt meegeteld. Hierbuiten wordt weinig groei verwacht door de slechte conjunctuur in met name de bouw.

De overslag van containers daalt in tonnen met een klein procent tot 30 miljoen ton maar neemt in eenheden met 4% toe tot 2,9 miljoen TEU. Er zijn in vergelijking met de eerste drie maanden van 2012 aanmerkelijk meer lege containers behandeld. Naar verwachting is dit het beeld voor het gehele eerste half jaar vanwege de tegenvallende Europese economische ontwikkeling. Het roro-verkeer bleef volgens verwachting vrijwel stabiel op ruim 4 miljoen ton, conform de stagnerende economie in het Verenigd Koninkrijk. De daling van de overslag van overig stukgoed met 300.000 ton tot ruim een miljoen ton is toe te schrijven aan de verminderde overslag van brammen en andere staalproducten.

Shipping industry hit hard by dock strike

By :Keith Wallis

With the dockers' pay dispute into its second month, cargo throughput is down, and the costs of shipping lines and freight handlers are up

While the dockers strike is costing Hongkong International Terminals a reported HK\$5 million a day, the actual cost of the dispute is costing the maritime and logistics industry much more as ships and cargo are diverted to other ports.

Alan Lee Yiu-kwong, chairman of the Hong Kong Container Terminal Operators Association, said it was too early to estimate how much the month-long dispute was costing and how much cargo Hong Kong had lost. The association represents the terminal companies including HIT, Modern Terminals and Cosco-HIT that operate port facilities at Kwai Tsing.

But estimates from the Port Development Council show container volumes through the nine Kwai Tsing container ports fell 5.9 per cent in March to 1.42 million teu (20-foot equivalent units) compared with a year earlier. Lee expected this to fall further this month as the dockers' strike took hold. The April cargo throughput figures will be released by the middle of next month.

Lee said: "We are urging all interested parties to sit down and resolve the issue to minimise the impact on the industry, make Hong Kong more competitive and not hit the 200,000 people who depend on the port for their livelihood."

We are urging all interested parties to sit down and resolve the issue to minimise the impact on the industry, make Hong Kong more competitive and not hit the 200,000 people who depend on the port for their livelihood. Shipping lines and logistics firms have also been hit with extra costs as ships burn extra fuel while waiting to berth and vessels and

cargo are diverted to other ports. Roberto Giannetta, from the Hong Kong Liner Shipping Association, said the strike's adverse impact on shipping lines was "particularly an issue in the days and weeks immediately after the strike started" when arrangements for each Hong Kong shipment had to be sorted out individually. "This was frustrating, took time and effort, and was ultimately [financially] costly."

Giannetta said now various arrangements had been put in place for most of the cargo that needed to be moved via Hong Kong. He said some freight was being delayed while ships waited to dock at the terminals, other cargo was being discharged at other Hong Kong facilities or at alternative ports and being barged or trucked to Hong Kong.

It is the longer term damage to Hong Kong's reputation as a fast and efficient transshipment port that has some senior industry executives concerned. Lee said once container shipping lines "feel that [Hong Kong's] costs are too high and it's not as efficient as other transshipment ports then they will change".

If carriers feel "Hong Kong is not as efficient, then for them to change is easy", he said, adding that Shenzhen, Shanghai, Kaohsiung and Busan were snapping at Hong Kong's heels for transshipment volumes. The last three cities already handle more transshipment cargo than Hong Kong at a time when intra-Asia emerged as the world's biggest trade hub, according to figures compiled by Hong Kong port planning consultant ICF GHK. **Source** South China Morning Post



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The **TSHD FAIRWAY** moored in the port of Sattahip (Thailand) – **Photo : Piet Sinke (c)**

Darling Harbour among most polluted

Darling Harbour is so choked with litter, much of it under piers and walkways out of the public eye, that it is one of the most polluted areas in Sydney, a new report says.

The Boomerang Alliance - a coalition of organisations pushing for a national container deposit scheme - visited more than 20 sites in Sydney and found the Cockle Bay area of Darling Harbour had 2456 pieces of rubbish per 1000 square metres, on top of refuse in the water.

The area contained more litter than any other site, bar the F3 at Mooney Mooney north of Sydney. The Cooks River in the inner west was the worst affected waterway. "People sit on steps around Darling Harbour and leave their packaging on them. Nobody cleans it off so overnight it flows into the harbour," Jeff Angel from the Total Environment

Centre said. "There are some big stormwater drains that flow into Darling Harbour and bring rubbish with them. We've also noticed that [food tenants] seem to just push the litter off their tenancy into the public space."

The report, released on Friday, says bins in the area overflowed quickly on busy days. "In five visits [Boomerang Alliance] staff did not witness a single Sydney Harbour Foreshore Authority staff member cleaning up the area," it said.

The report recommends a number of measures, including:

Installing reverse vending machines in the area that take recyclables and give back money or other rewards.

Putting up a "vertical gutter" that would catch refuse before it entered the harbour.

Providing more ashtrays.

Increasing the frequency of rubbish collection.

A spokesman for the Sydney Harbour Foreshore Authority said he could not comment on the report. "When the authority receives the report it will review it," he said.

But a spokesman for the NSW Environment Department said the government's recently released "Waste Less, Recycle More" initiative had allocated \$26.2 million "to revitalise anti-littering efforts across NSW in conjunction with local communities and councils". The plan does not include a container deposit scheme Source : SMH

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Teekay's Voyageur Spirit FPSO achieves first oil

One of Teekay's largest projects recently achieved an important milestone. The **Voyageur Spirit FPSO** has achieved first oil on the Huntington field in the United Kingdom. The production unit has been installed for its new charter contract with E.ON Ruhrgas UK E&P (E.ON). The charter is expected to last for a firm period of five years, with extension options, the Corp. news release said.

Teekay acquired the 2009-built Voyageur Spirit as part of the acquisition of three FPSO units from Sevan in October last year. Before undergoing the upgrades, the FPSO operated on the Shelley field in the UK sector of the North Sea from August 2009 to August 2010.

Designed with a storage capacity of 270,000 bbls, the **Voyageur Spirit FPSO** offers a processing capacity of 30,000 bopd and a total liquids (oil and water) processing capacity of 60,000 bpd.

Brand new 8.888teu boxship to join OOCL fleet on Trans-Pacific service

OOCL held April 26, 2013 an official naming ceremony in Shanghai for the **OOCL Memphis**, the newest 8,888 TEU vessel. The vessel will join OOCL's fleet for the Super Shuttle Express (SSX) service on the Trans-Pacific trade, connecting Asian and North American markets, the shipping company's press release said.

In his ceremonial address, Mr. Andy Tung, Chief Executive Officer of OOCL, thanked everyone for their support and expressed his gratitude to Hudong-Zhonghua Shipbuilding (Group) Co. for the successful fourth delivery of another efficient vessel.

OOCL Memphis is the fourth of the eight 8,888 TEU vessels that OOCL has commissioned Hudong-Zhonghua to build. She will be deployed on OOCL's Trans-Pacific SSX service and her 42-day port rotation begins in Yantian, calling Da Chan Bay, Hong Kong, Kaohsiung, Long Beach, and then completing the loop sailing back to Asia by calling Kaohsiung, Xiamen, Hong Kong and Yantian.

Orient Overseas Container Line (OOCL) Limited is a wholly-owned subsidiary of Hong Kong Stock Exchange listed Orient Overseas (International) Ltd. Headquartered in Hong Kong, OOCL is one of the world's largest integrated international container transportation and logistics companies, with more than 290 offices in 60 countries. Linking Asia, Europe, North America, the Mediterranean, the Indian sub-continent, the Middle East and Australia/New Zealand, the company offers transportation services to all major east/west trading economies of the world. OOCL is one of the leading international carriers serving China, providing a full range of logistics and transportation services throughout the country. It is also an industry leader in the use of information technology and e-commerce to manage the entire cargo process. **Source : PortNews**



POSH Semco's tug **SALVISCOUNT** departed with the **THAMESBORG** from Singapore (Jurong) bound for Batu Ampar where **THAMESBORG** will be repaired

Photo's : Capt Neil Johnston – Master Salvanguard ©





.... PHOTO OF THE DAY



The **LORELAY** outbound from Rotterdam – Photo : Jan Simons ©

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