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## OCEANWIDE SAFETY AT SEA



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## EVENTS, INCIDENTS & OPERATIONS

## Pratibha Shipping to sell/scrap majority vessels:

Private sector shipping company **Pratibha Shipping**, which has a fleet of nine oil tankers, is planning to either sell or scrap five vessels due to financial crunch, Directorate General of Shipping (DGS) said on Friday

"For the past couple of months, the financial position of the company has been deteriorating which has resulted in the stranding of all nine ships...statutory and mandatory certificates (of ships) have expired," a DGS statement said.

The vessels, owned by the company, are presently in ports or at anchorage or at the shipyards in Indian waters and overseas, the DGS statement added.

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A majority of the vessels also have staff stranded on board and the DGS, in association with other bodies like seafarers unions, Coast Guard and ports, convened an emergency meeting to look into the issue yesterday.

It has been decided to let a majority of the sailors, who have pending wages, to go back to their respective home towns, it said.

A total of three vessels — Koyna at a port in Bahrain, and Chandrabhaga and Narmada in Chinese shipyards, are anchored in foreign shores, with owners having outstanding dues in both the geographies, the DGS said.



The DGS said the company, owned by the A N Pawar family since 2002 according to its website, has promised to settle the outstanding wages of the crew through the sale proceeds of the vessels being scrapped. The additional details about the company's owners were not immediately known.

Some of the ships are to be manned with the help from the seafarers unions, in keeping with minimum manning norms, and the company will reimburse the expenditure for the same through the sales proceeds, shipping authorities said. During discussions, the company told the DGS that it plans to sell Chandrabhaga and Narmada, and send Tapi, Warna and Cauvery for scrapping, the DGS statement. All the five ships have different tonnages and have been built in the 1980s in various shipyards across the world, according to the company's website.

The company plans to continue commercial operations with **Neera** (double hull, 28,610 DWT), and **Bheema** (double hull, 1,54,971 DWT), the DGS said, adding that they are anchored off Vishakapatnam and Goa, respectively. "After renewal of ship's statutory certification, the owners propose to reactivate the commercial operations of these two ships," the statement said. The company officials were not immediately available for comments. **Source: The Hindu Business line**



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seen at the North Sea Canal near Velsen Noord inbound Amsterdam the **Changhang Tan Suo**.

**Photo: Lourens Visser (c)**

## Dry bulk market looking for direction in first trading days of the New Year

The dry bulk market is actively looking for its footing at the start of the New Year, as charters have been scarce, as is usually the case during these days of each year. The industry's benchmark, the Baltic Dry Index (BDI) rose by a couple of points to reach 700 points yesterday, virtually unchanged since the end of 2012. Still, a positive trend has been noted, as the Baltic Capesize Index (BCI) was up by 17 points yesterday, reaching 1,254 points, while marginal increases were also noted in both the Supramax and the Handysize segments. The only exception so far has been the Panamax market, with the relative index losing 10 points during yesterday's session.

According to the latest weekly report from shipbroker Fearnley's, on the Capesize market, it noted that "with most major players physically and mentally on vacation, spot activity has been and is next to none for almost 2 weeks now. For Brazil in particular, prompt cargo stems have been extremely few and far between - with a resultant piling up of early tonnage in S.Africa and elsewhere, along with softening freight levels. With average daily earnings well below USD 5k and the whole Cape fleet already slow-steaming, idling is becoming an ever more realistic alternative. Period fixing has come to a complete halt - but is expected to resume at lower levels or indexed-linked as takers are still ready to pick the right ships and tonnage providers are faced with few alternatives" it said.

On the Panamax front, Fearnley's noted that "with Christmas holidays fresh in mind and a couple of days into 2013 the following may summarize the past week. The activity has been scarce but some business has been concluded. In the Atlantic; breaching of INL and trading to and from icebound ports has led to some high fixtures. Such trades apart, the TA market is slowly sliding. In the Pacific we see a similar but stronger tendency. Spot ships are forced to start ballasting or drop the anchor to wait for activity. We expect the coming week to be decisive in which direction the market is going, as several countries are still away for holidays".

Finally, commenting on the Handy markets, Fearnley's said that "the Indian market is very quiet in respect of export of iron ore. For Indo-India trip Supra rate is hovering between 11000/12000 bss passing Singapore and around USD 9000 for short period. Spmx freight rate from Red Sea/India is around mid teens" it concluded. Meanwhile, according to a recent report from DVB Bank, as a result of the huge orderbook, freight rates are expected to remain under pressure throughout 2013. exactly how much will this pressure be, will depend on the way that the orderbook and deliveries progress during the year. In the worst case senario, rates could once again bottom out by the end of 2014, should the world economy be stabilised and avoid slipping into yet another period of recession. DVB advised shipowners to reduce contracting and increase scrapping activity, if they wish to keep earnings above operating expenses.

After all, the level of growth of the dry bulk fleet has been stellar, with record breaking newbuilding deliveries for every year since the start of 2009. According to the analysis, since October of 2011, the dry bulk fleet has increased by an impressive 75 million dwt or 758 vessels, representing a growth rate of 13%. Today, the orderbook stands at 130 million dwt, equating to about 20% of current fleet. "The orderbook for all Capesize vessels is large with the fleet relatively young having an average age about 7 years. Merely 3.5% of the Capesize fleet is over 25 years of age. The VLBC and ULBC fleets are expanding rapidly, mainly due to the Vale vessels being delivered. These vessels entering the fleet will undoubtedly have a huge negative impact on all Large Cape asset values as well as T/C rates and will impact earnings of other Sub-Sectors as well" said DVB in its report.

Meanwhile, in terms of newbuilding activity during the last week of 2012 as many as 23 ships were contracted, with STX securing 16 of these. According to Fearnley's the largest order was placed by BP Shipping of UK for three Suezmax ´ and ten Aframax ´ at STX Jinhae. Price reported to 50 mill USD and 60 mill USD respectively for the Aframax and the Suezmax vessels. STX has also secured two more 22,000 cbm LPG carriers from Ultrana of Chile, bringing the total order by Ultrana at STX to eight ships of this type. HHI has also secured LPG carrier order over the past week, as Tomza Group booked a VLGC for delivery July 2014 with price reported to 74 mill USD. The new VLGC design from HHI will be equipped with latest G-type main engine and eco hull form in order to save around 10 t/day of fuel compared to existing VLGCs" the shipbroker concluded.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



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Sea shepherd's "STEVE IRWIN" moored in Timaru Photo: [Tom Johnston \(c\)](#)

## Argentinian protesters disrupt cruise ship as tensions over Falklands rise

Argentinian protesters disrupted the cruise ship industry today as they demonstrated for the Falklands Islands to be handed over.

The nationalist activists targeted the [Star Princess](#) and the [Seabourn Sojourn](#) liners as they docked in Buenos Aires after stopping at the Falklands.

The UK's Foreign and Commonwealth Office said that the problems for the cruise industry have been "going on for a while" and that there have been "quite a few incidents".

Foreign Office Minister Hugo Swire said in response to a Parliamentary question a fortnight ago: "The British government deeply regrets that elements in Argentina have recently taken action aimed at disrupting cruise ships that visit the Falklands. We condemn unequivocally any efforts to intimidate companies from pursuing their lawful business."

He insisted that cruise ships should be allowed to operate "without threat or hinderance" and said that the Argentine ambassador to the UK was summoned to the FCO on 3 December to be left "in no doubt about our strength of feeling on this matter".

Relations between the UK and Argentina have been declining for more than two years with Cristina Fernandez de Kirchner, the Argentinian President, increasingly confrontational since the discovery of oil in Falkland Islands waters.

Cruise liners which visit the Falklands have been accused by protestors of violating a law which bars ships involved in exploiting natural resources round the islands.

Argentinian laws against British shipping were introduced to primarily to disrupt or stop oil exploration but the activists have argued it should apply to cruise ships.

Their anger was inflamed today by the publication of a "hands off" the Falklands advert in Argentina by The Sun newspaper. Protestors burnt copies of the newspaper along with Union flags.



The advert was published in the wake of President Kirchner's most recent attempt to put pressure on the UK to sever ties with the Falklands when she wrote an open letter to David Cameron which was published in several UK newspapers, accusing him of colonialism and demanding negotiations be opened. [source the Independent](#)

## Tanker rates to remain firm in 2013, container shipping rebound subject to more tonnage exiting the market

*If tonnage is being idled or recycled to bring balance to the market, one may see a much faster recovery and more sustainable box rates, BIMCO suggested in its latest analysis on the container shipping business. It added that at the end of November, 274 ships of 768,000 TEU were recorded as idle by Alphaliner. At the same time last year, the number of idle ships was 180. But it was about this time last year that operators began to extend the idling that topped at 300 vessels and paved the way for the rate turnaround that we saw in the last week of 2011 and the first two months of 2012. So each carrier knows what to do. As regards the overall supply of new tonnage in 2013, it continues to grow faster than world trade and as such, it holds the industry on the griddle.*

*BIMCO noted that "the demand erosion suggests that deployed capacity must firmly and continuously be adjusted to achieve some kind of market balance that forms the foundation for rates to go higher rather than lower. If judged by the circumstances that surrounded the 1 November changes in freight rates, this round of adjustments may prove to be a carbon copy.*

*If the bad development in unemployment across Europe is not reversed, consumer confidence will not improve and imports may slide further before things get better. With the anticipated stronger GDP growth filtering down through the European economies catching a stronger tail-wind during the second half of 2013 only, the near-term outlook does not look too positive – despite the light at the end of tunnel. However, we are likely to see positive growth in EU and the US trades during 2013 that will accelerate coming into 2014" the report noted.*

*Meanwhile, in the supply side of things, "the container ship fleet has grown by 5.9% until now and remains on course for a full year fleet expansion of 7.2%. Container ship demolition has stayed very strong throughout the year, up from the very low level at 77,000 TEU in 2011 to touch 300,000 TEU this year. It is equally important that the demolition of larger sizes has started, with 27% of the recycled tonnage having a capacity exceeding 3,000 TEU. The elevated recycling activity, as compared to the steady pace of new deliveries, has meant that the number of vessels in the fleet has actually gone down during the past two months. If the bad development in unemployment across Europe is not reversed, consumer confidence will not improve and imports may slide further before things get better. With the anticipated stronger GDP growth filtering down through the European economies catching a stronger tail-wind during the second half of 2013 only, the near-term outlook does not look too positive – despite the light at the end of tunnel. However, we are likely to see positive growth in EU and the US trades during 2013 that will accelerate coming into 2014" the report noted.*

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*Source Nikos Roussanoglou, Hellenic Shipping News Worldwide*

## NAVY NEWS

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## time running out for Navy ship museum in Downtown Jacksonville?



here have been countless ideas to spur the revitalization of Downtown Jacksonville over the years — some that have come to fruition, many more that haven't — and another may be on the verge of becoming one that didn't.

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in-kind contribution for some refurbishing work on the ship.

But the **Jacksonville Historic Naval Ship Association** still needs \$1.5 million for the U.S. Navy to release the ship to it. In the Jan. 4 edition of the Business Journal, we take a look at issues to watch in Downtown Jacksonville in 2013. During a conversation with Chris Flagg, the chairman of Downtown Vision Inc., for that story, Flagg brought up the Adams ship proposal.



**RFA FORT ROSALIE** ,visited Gibraltar for bunkers/stores/recreation. **Photo: Francis Ferro (c)**



## HMCS Athabaskan Repair Bill Climbs



Repair costs for the **HMCS Athabaskan** had gone up by \$5 million, **Ontario shipyard** says. The shipyard that had done refit work for a navy warship before it was damaged while returning to Halifax says the repair bill had already cost \$5 million more than expected before the vessel left its dock. The Defence Department announced last February that **Seaway Marine Inc.** of St. Catharines, Ont., was awarded a \$21.7 million contract to refit **HMCS Athabaskan**.

But Charles Payne, the company's president, says inspectors discovered more rust and damage than expected when they examined the 40-year-old destroyer.

Payne says the navy asked for more repairs, and the final bill came to \$26.7 million. He says the work went on almost two weeks longer than expected. **HMCS Athabaskan** suffered damage to its hull while it was being towed back to Halifax and is now moored in Sydney. The military is assessing that damage. **Source : [hechronicleherald.ca](http://hechronicleherald.ca)**

## Russia's Northern Fleet Looks Ahead to International Drills



Servicemen with Russia's Northern Fleet will take part in a series of joint international exercises in 2013, an official spokesperson for the fleet confirmed on Friday.

"In 2013, Northern Fleet vessels will take part in major international exercises – the Barents, **Pomor**, and **FRUKUS** – carried out jointly with vessels from the Navies of other states in the Barents and Norwegian Seas and in the Atlantic Ocean," the fleet's spokesman, Captain Vadim Serga said.

The Barents and Pomor drills usually take place in the Barents and Norwegian seas. This year, as in previous years, Serga said, the Barents exercises will feature scenarios aiming to increase interoperability between the Russian and Norwegian search and rescue services. These scenarios range from simulated search and rescue situations, to responding to environmental disasters such as oil spills at sea, Serga added.

The Pomor-2013 drills in May will see one of the Northern Fleet's large antisubmarine ships join forces with the Norwegian Navy in a series of scenarios including "joint air defense exercises involving aircraft from both states ...

coming to the assistance of a vessel in distress, rescuing people in the water, and joint maneuvers during the day and night," Serga said.

Russia and Norway have carried out the annual [Pomor naval drills](#) since 2010 to practice interoperability in the environmentally fragile Arctic area. However, the **FRUKUS drills** are to be the highlight, Serga noted: four Russian vessels will join the navies of France, Norway and the United States in annual exercises held under the Partnership for Peace program. [source : RIA Novosti](#)

## Last Deployment for 'Wizards' on Stennis

The flight deck shakes, an arresting wire is caught and twin turbojet engines roar as [an EA-6B Prowler](#) from the "Wizards" of Electronic Attack Squadron (VAQ) 133 lands on the Nimitz-class aircraft carrier [USS John C. Stennis \(CVN 74\)](#) during its current deployment in the U.S. 5th Fleet area of responsibility. It is the end of an era for the [Prowler](#), an aircraft that has been in use by the military since July 1971. After completing its final deployment as a Prowler squadron, VAQ-133 will transition to the [EA-18G Growler](#) and join Carrier Air Wing 8 aboard [USS George H.W. Bush \(CVN 77\)](#).



"It's a huge technical leap for us," said Cmdr. Michael Bisbee, executive officer of VAQ-133. "The aircraft offers us better situational awareness in electronic warfare." Bisbee will also take the reins as commanding officer of VAQ-133 by the time they finish the transition. "I'm really excited," said Bisbee. "We're going to be learning an entirely new system."

A big change will be transitioning from a crew of four to a crew of two. Growlers will have one pilot and just one electronic countermeasures officer instead of three. Based on the F/A-18F Super Hornet platform, the [Growler is](#) developed by the Boeing Company and began integration into the Navy in August 2009 with VAQ-129. Since then, six more squadrons have transitioned to the [Growler](#). VAQ-133's transition was originally scheduled for January 2014, but due to schedule changes and mission requirements the squadron will start the transition process immediately following deployment.

In order to prepare for the transition, some squadron Sailors will be sent to rate-specific schools to learn how to operate and maintain the new aircraft, while others have already attended Growler school. Aviation Machinist's Mate Airman Tony Svezese, of Bel Air, Md., joined the squadron in November, having just completed Growler "C" School.

"When I arrived at C school, I already had my orders to VAQ-133 and the instructors told me 133 was still flying Prowlers, so I'm learning this [Prowler] aircraft too," said Svezese. Now that the transition is being moved up, Svezese will have a chance to train his fellow Sailors when the squadron returns to Naval Air Station (NAS) Whidbey Island in Washington, where all Navy Electronic Attack squadrons are stationed.

To help Sailors plan for their future after the transition, VAQ-133's career counselors, chiefs and mentors are conducting special career development boards (CDB).

"There is some uncertainty with which Sailors will be staying with the squadron for the transition, and the CDBs are helping us make those decisions," said Bisbee.

While the Prowler is the last aircraft in service made by Northrop Grumman, the company will still provide the electronic warfare capability in the jamming pods that are attached underneath the wings of the Growler.

Lt. Roy Walker, from Greenburg, Penn., a pilot from VAQ-133, said he is looking forward to the transition, but added that it will be bittersweet.

"I knew eventually I would transition to Growlers, but not that soon," said Walker. "At the time [I was finishing flight school] I was excited, but now that I've gotten a chance to really learn the system, it's sad to leave it."

VAQ-133 will turn in two of the Prowler aircraft to NAS Whidbey Island and conduct final checks on the remaining aircraft when they return from deployment. As Sailors attend schools and officers start the qualification process, the fleet replacement squadron, VAQ-129, will be training with VAQ-133 until they are qualified on the new aircraft, which is expected by March 2014.

"It's a rarity for pilots today to change platforms, but this is exciting to have this experience in my career," said Walker.

The **John C. Stennis Carrier Strike Group**, consisting of **Stennis, Carrier Air Wing 9**, Destroyer Squadron 21, and guided-missile cruiser **USS Mobile Bay (CG 53)** are deployed to the U.S. 5th Fleet Area of Responsibility to strengthen regional partnerships, sustain maritime security, and support combatant commander requirements for assets in the area. **SOURCE :.avionics-intelligence.com/**

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to it. In the Jan. 4 edition of the Business Journal, we take a look at issues to watch in Downtown Jacksonville in 2013. During a conversation with Chris Flagg, the chairman of Downtown Vision Inc., for that story, Flagg brought up the Adams ship proposal.

Flagg, principal of Flagg Design Studio in Jacksonville, has done some design work for a proposal that would moor the ship at the Shipyards, the vacant, city-owned site on the Northbank. The original idea called for building a multimillion-dollar pier on the Southbank, but when fundraising efforts fell short, the plans were revised to use the Shipyards. "The Navy's going to be really cornered into making the final decision as to whether Jacksonville should have it," Flagg said. "It's one of those no-brainers."

JHNSA was scheduled to present its proposal to the Downtown Investment Authority on Dec. 12, but was notified Dec. 7 that it had been taken off the agenda due to too many other items to be addressed. Daniel Bean, the managing partner of Holland & Knight LLP in Jacksonville, devised the business and financial plan for the project more than two years ago. He said JHNSA would have an easier time with the fundraising initiative if Mayor Alvin Brown and the city publicly **support** **source: Jacksonville BUSINESS journal**

Congressman Brad Sherman, a senior member of the Foreign Affairs Committee, opposed H.R.6649 both on its merits and on the process being used to secure its consideration in the final hours of the Congressional session, noting: "Woodrow Wilson noted that Congress in committee is Congress at work. Congress ignoring the committee process is a Congress that doesn't work. This bill has not been the subject of hearing and, more importantly, a markup in the Foreign Affairs Committee. And in the dead of night, provisions to transfer two frigates to Turkey, a controversial provision, was added to this otherwise innocuous bill... Send this bill back to committee. Let us have a real discussion. Let us follow the rules, not suspend the rules, when we're dealing with a matter of this importance to our foreign policy in the eastern Mediterranean." Congressman Engel, in his remarks, stressed: "Some people say this should continue because, after all, Turkey is an ally and we need to help them. Well, I look at it the other way. They're a NATO ally, so they have responsibility. And the way they're acting has been anything but responsible. This is not an inconsequential or trivial matter."

Representative Sarbanes, in his comments, remarked that: "This is not a non-controversial bill. I know it's being brought here on suspension as though it is, and I'm sure in the past when we've had these transfers of vessels, excess defense materials and so forth, often that is a non-controversial action to take. In this case, it's anything but non-controversial, and I'm surprised, frankly, that the majority would bring the bill to the floor in this form."

In his remarks, Rep. Bilirakis explained his opposition to H.R.6649, noting that: "the Turkish navy, as recently as last year, held naval live-fire exercises in the eastern Mediterranean. These provocative exercises took place near the natural gas fields of Israel and the Republic of Cyprus and threatened to disrupt peaceful and productive economic activity. Instead, Mr. Speaker, it is my hope that, in the eastern Mediterranean, Congress will continue to work to foster the relationships between the United States, Greece, Israel, and Cyprus in order to promote and foster issues of mutual, economic, and diplomatic importance."



## **Senate Does Not Approve Free Frigates For Turkey**

Congressional scrutiny of the proposed transfer of advanced naval vessels, which are described by the U.S. Navy as having been designed, among other missions, to support and protect amphibious landing forces, was heightened by Turkey's record of aggression in neighboring littoral areas, most notably its 1974 invasion and

**ANCA Joins Greek Americans in Welcoming Senate Failure to Approve U.S. Taxpayer Giveaway to Ankara**



WASHINGTON—Despite the best efforts of Ankara's allies in Washington during the final hours of the Congressional session, the U.S. Senate refused to act Wednesday on a free give-away of advanced American naval vessels to Turkey. Earlier this week, the House had approved the controversial measure, following a contentious debate, reported the Armenian National Committee of America.

"We join with our Greek American friends in thanking Congressmen Engel, Sherman, Bilirakis, and Sarbanes for opposing this controversial measure giving away two guided missile frigates

to an increasingly arrogant and antagonistic Turkey, and welcome the Senate's decision to block efforts to 'fast-track' passage of this controversial measure in the final hours of the 112th Congress," said Aram Hamparian, Executive Director of the ANCA. "This most recent setback for Turkey reflects the growing bipartisan understanding on both sides of Capitol Hill about the real price America is paying for Turkey's growing hostility to U.S. interests and allies. Ankara's failure is yet another signal that the era of Turkey's having a blank-check in Washington is over."

In a letter circulated earlier this week on Capitol Hill, the ANCA stressed that: "Such a transfer would materially strengthen Ankara's naval capabilities at a time when it is using its maritime fleet to aggressively challenge the right of Cyprus to explore its off-shore energy resources, and is seeking to obstruct the ability of Greece to protect its territorial waters." The ANCA also emphasized that: "Transferring these vessels would also send a dangerous signal to Turkey's leaders that our government endorses its military occupation of Cyprus, its increasingly belligerent stance toward Israel, its blockade of Armenia, its meddling in the Nagorno Karabakh conflict resolution process, or, for that matter, its violations against the rights of Christians, Kurds, and other minorities." The letter closed by noting that: "Such material rewards and moral endorsements are neither warranted, nor constructive. In fact, they will work against our nation's regional security interests." The American Hellenic Institute, Hellenic American Leadership Council, and other Greek American groups also weighed in against the transfer.

The U.S. House, on December 31st, considered this transfer as part of H.R.6649, a measure added to the "Suspension Calendar" under expedited procedures requiring a two thirds vote. The House adopted H.R.6649 after considerable debate, including a defense of the legislation by Rep. Ros-Lehtinen and statements in opposition from Representatives Eliot Engel (D-NY), the incoming Ranking Democrat on the Foreign Affairs Committee, and Brad Sherman (D-CA), Gus Bilirakis (R-FL), and John Sarbanes (D-MD). The absence of Senate action at the end of the 112th Congress will mean that any legislation authorizing such a transfer will need to be re-introduced for consideration by the 113th Congress.

## ROUTE, PORTS & SERVICES



### Nautilus: Tender Offer Extended until January 22, 2013

**Nautilus Marine Acquisition Corp.** announced that its previously announced tender offer, as amended, has been extended until 5:00 p.m. New York City time, on January 22, 2013, unless further extended or earlier terminated. The tender offer was previously scheduled to expire at 11:59 p.m. New York City time, on January 7, 2013.

The completion of the tender offer is a condition to Nautilus' previously announced acquisition of **Assetplus Limited**. The extension is being made to comply with the rules and procedure requirements of the Securities Exchange Commission. Except for such extension, all of the terms and conditions set forth in the tender offer materials filed with the U.S. Securities and Exchange Commission on December 7, 2012, as amended, remain unchanged. Shareholders who support the Company's business transaction with Assetplus should not tender their common shares in the tender offer, and if they have previously done so, should withdraw such tendered shares prior to 5:00 p.m. New York City time, on January 22, 2013. Tenders of Nautilus' common shares must be made prior to the expiration of the tender offer and may be withdrawn at any time prior to the expiration of the tender offer in accordance with the procedures described in the previously provided tender offer materials.

The tender offer is subject to conditions and other terms set forth in the Offer to Purchase, dated December 7, 2012, and other tender offer materials (as they may be amended or supplemented) that have been distributed to Nautilus' shareholders. In particular, the tender offer is conditioned on, among other things, that the business transaction with Assetplus, in Nautilus' reasonable judgment, is capable of being consummated contemporaneously with the tender offer. The last reported trading price of Nautilus' common shares on the Nasdaq Capital Market on January 3, 2013 was \$10.00 per share. As of January 3, 2013, 106,105 common shares have been validly tendered and not properly withdrawn. **Source: Nautilus Marine Acquisition**





AfricaN Salvage tug **MARECHIARO** approaching Singapore 4 Jan 2013 Photo: Ian Edwards - [www.shipphoto.com.au](http://www.shipphoto.com.au) ©



## EMEA Bunker Prices End the Week Mixed

Bunker prices in the EMEA region ended the week mixed, according to Ship & Bunker data, but markets were generally firming in Europe. Rotterdam IFO380 rose \$4.50 to \$589.00 per metric tonne (pmt), up \$5.50 week-on-week, and the same price as this time last month. Low sulfur 380 cSt product (LS380) was steady at \$623.50 making the premium for the Emissions Control Area (ECA) compliant fuel \$34.50 pmt. MGO remained at \$934.50 pmt, \$6.00 higher than last month.

Fujairah IFO380 was down \$0.50 to \$606.50 pmt, down \$3.50 month-on-month, and \$54.50 lower than three months ago. MGO in Fujairah moved up \$1.00 to \$1005.50 pmt, losing \$3.50 week-on-week.



SAL's "MV **TRINA**" seen in Okpo (DSME) harbor offloading the test pontoon for the load tests of the 4000mT main crane of Heerema's newbuild "DCV **AEGIR**". Photo: [Wouter Blom](#) ©

 <p><b>DAMEN</b></p>	<p><b>Senior Field Service Engineer</b></p> <p>TOS komt voor Damen Services graag in contact met ervaren Field Service Engineers.</p> <ul style="list-style-type: none"><li>• Ben jij die troubleshooter met de juiste mentaliteit?</li><li>• Beschik je over een MBO/HBO opleiding in de scheeps- of werktuigbouw?</li><li>• Wil je graag internationaal aan de slag?</li></ul> <p>Klik dan <a href="#">hier</a> voor de volledige functieomschrijving.</p> <p>Heb je interesse of ken je iemand? Bel of mail Division Select: (+31)10 – 243 67 04 of <a href="mailto:select@tos.nl">select@tos.nl</a></p>	 <p><b>TOS</b></p> <p><a href="http://www.tos.nl">www.tos.nl</a></p>
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## Rescues the rescuer



the Norwegian [Sea King helicopter](#) was safely lifted down from the mountain to its home-base at Banak airport in Lakselv in Finnmark. The helicopter was repaired during Christmas so it again can be on duty for rescue operations in northern Norway or in the Norwegian- and Barents Seas. Source : [.barentsobserver](#).



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## Rig grounding could put Shell's Arctic drilling plans on ice

### Kulluk where it sits

aground on the southeast side of Sitkalidak Island, Alaska,



Jan. 1, 2013. (U.S. Coast Guard

photo by Petty Officer 3rd Class/Jonathan Klingenberg.)

WASHINGTON \_ Even if Shell is able to free its grounded **Kulluk** drilling rig from a rocky Alaskan island shore, it may be too damaged to resume hunting Arctic oil this summer. The 29-year-old conical drilling unit is uniquely designed to weather floating ice, and replacements aren't readily

Source : **Houston Chronicle**

Istanbul IFO380 rose \$4.50 to \$622.50 pmt, gaining \$3.00 since last Friday, and \$1.50 up from this point in the previous month. MGO in the port moved up \$5.00

to \$993.50 pmt, down \$4.50 in the last month, and falling \$36.50 since September 28, 2012.

Piraeus IFO380 climbed \$4.00 to \$603.50 pmt, \$1.00 lower than last Friday, and down \$0.50 from November 28, 2012. LS380 rose \$5.00 to \$657.50 making the premium for the low sulfur product \$54.00 pmt. MGO was up \$4.50 to \$965.00 pmt, gaining \$23.50 over the past two weeks.

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## Frontline 2012 said to ink LOIs for bulker newbuilds

So, you thought **John Fredriksen's Frontline 2012** was a tanker company? Korean shipbuilding website Asiasis says that Frontline 2012 has reportedly signed Letters of Intent to build up to 14 capesize bulkers with two Chinese shipyards: state-owned Shanghai Waigaoqiao Shipbuilding and STX Group-affiliated STX Dalian. Prices are said to be around \$45-46 million per ship for 2 014 and 2015 deliveries.

Asiasis cites industry sources as saying that the Frontline LOIs cover four plus option two 180,000 dwt newbuilds at Shanghai Waigaoqiao and four plus option four capesizes at **STX Dalian**.

### MARITIME ARTIST CORNER



He atest New watercolor from **Hans Breeman** showing the **Zwarte Zee** which became well-known as one of the most important and fastest sea going tug under command of **Captain Teun Vet** and working together with allied forces in order to assist cargo ships from Murmansk to places where their cargo was absolutely necessary for allied troops all over the world. [www.hansbreeman.nl](http://www.hansbreeman.nl)

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## OLDIE – FROM THE SHOEBOX



**Peter Rimmer** from Liverpool who used to sail for years on the **John Ross** and the **WW** sent the above picture of the tug **Beemore** at the Mersey near the Gladstone docks.

The year the picture was taken must be a few years after the war. Pete's grandfather was skipper on the tug

## .... PHOTO OF THE DAY ....



The diving support vessel "Seven Pelican" at the Shipdock yard in Amsterdam. Photo : Rinco Hollemans©

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# All Aboard! Ships, Ports, Cruises – a Southern African Guide

by David Hughes "

One of the main purposes of this guide is to provide a background on cruise liners that call at South African ports, voyage opportunities presently available and a user-friendly reference for "first-timers" at sea! The various sections, with their own explanatory notes, show how useful (and interesting) it can become to follow the routes of "The Liners". The man-in-the-street can now differentiate between the different shipping lines and their ships seen at the country's passenger terminals. Know the livery (that's funnel and hull colours) whether a ship belongs to Silversea Cruises or Voyages of Discovery. Compare tonnages, passenger capacity, and other details of general interest. In other words, become an instant "Shipwatcher" and soon you may end up being addicted to Cruiselineer Life... This book has been planned as a guide to show would-be-cruisers, as well as the regular cruise aficionados, the variety and scope of voyages available out there. Voyages aboard cargo vessels (alternative cruising?) are covered as well as the big liners, so a wide choice exists." David Hughes

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