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PRM's PACIFIC 9 in Tuas Bay in Singapore

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20-04-2013 : Star line ship **STAR HANSA** inbound to Vancouver harbour Photo : Robert Etchell ©

'Significant Growth' in Asia-Europe Trade: Maersk CEO

Trade between Europe and Asia is growing significantly, and the routes are getting the biggest investment attention from major shippers, Maersk Group CEO Nils S. Andersen told "Squawk on the Street".

"Trade, of course, is very big from Asia to Europe, also Asia to the U.S.," he said. "What we're talking about is maybe a little slower growth, but of course this business is a growth business in general."

Andersen sees a trend in global trade favoring "significant growth" in trade from Europe to Asia, "reflecting the fact that the European economy is becoming more competitive as costs go down," he added. "You see the Chinese government steering away from being an export and investment-led economy to being an import, domestic-consumption and local wealth-driven economy," he said.

Ships returning to Asia from Europe are underutilized with "significantly less back-haul trade," Andersen said. "That means there is a lot of opportunity to offer good rates to our export customers in Europe." Twenty triple-E-class container ships—the largest available, and too big for the Panama Canal—are being built, 10 of them for Maersk. Each ship costs about \$190 million and can carry about 18,000 containers. Andersen said that they are designed exclusively for Asia-Europe routes and "will be the most fuel-efficient ships on that trade by quite a margin."

These ships represent "quite a big infusion of capacity" and will be implemented gradually over a longer period and replace smaller, less-efficient ships, he said. Right now is "not the optimal time to put in capacity, so that's why we're [doing it] gradually," he added.

Andersen doesn't expect these vessels to change shipping costs but rather to reduce fuel consumption, which will translate to more profits. Maersk diversifies its portfolio to hedge against fuel costs, and although the company doesn't hold a price forecast for oil, Andersen said it is prepared for both higher prices as well as a temporary downturn in the market. **Source: CNBC**



The **WINTER** outbound from the IJmuiden locks bound for the Thames – **Photo : Simon Wolf ©**



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EU: Tentative agreement on European satellite navigation systems

The Council of the European Union and the European Parliament have reached a tentative agreement on financing and governance of the European satellite navigation systems (EGNOS and Galileo) for the period covered by the multi-annual financial framework for 2014-2020.

In order to enter into force, the draft regulation stills needs to be formally approved by the Parliament and the Council. However, as the amount to be allocated to the EU's satellite navigation programmes depends on the outcome of the ongoing negotiations with the European Parliament on the next multi-annual financial framework (MFF), the final adoption of the draft regulation can only take place once there is a decision on the MFF.

EG NOS, the European Geostationary Navigation Overlay Service, enhances the accuracy of the existing civilian GPS services, with a geographical area centred on Europe and a possible future extension to other regions of the world. It is already operational and available for use with both an open service and a safety-of-life service for aviation.

Galileo will be an independent European global satellite-based navigation system, providing five services:

- an open service (OS) free for the user and providing signals for timing and positioning;
- a commercial service (CS) for applications for professional or commercial use requiring higher performance than offered by the open service;
- a public regulated service (PRS) using strong, encrypted signals and restricted to government-authorised users;
- a contribution to the international search and rescue service (S&R) system by detecting emergency signals; and
- a contribution to integrity monitoring services aimed at users of safety-of-life (SoL) applications; the SoL function, which will be provided in cooperation with other satellite navigation systems such as the American GPS, allows users for whom safety is essential, for instance airlines or maritime companies, to be alerted when certain margins of accuracy are not met. **Source: Council of The European Union**



The 163 mtr long **SAFFET BEY** outbound from Amsterdam, the **SAFFET BEY** is built in 1987 at the Danyard A/S - Frederikshavn Yard under hull number 421 and named **CARACAS**, in 1989 renamed in **NDS ATLANTIC**, followed by **UND SAFFET BEY** in 1995 and in **SAFFET BEY** in January 2003 **Photo : Marcel Coster ©**

Amble RNLI Lifeboat Station set for high-speed lifeboat

A LIFEBOAT station on the North East coast has been chosen to receive the RNLI's most advanced class of rescue vehicle.

Amble RNLI Lifeboat Station has been earmarked to receive the **Shannon class** lifeboat, which is 50% faster than the vessel it will replace, ensuring that those in need are reached even quicker. The RNLI plans to replace Amble's Mersey class lifeboat *The Four Boys* in 2017, which is reaching the end of its planned 25-year life span. The new lifeboat will cost £2m and the RNLI is currently working to identify whether the money for the new vessel can be raised from legacy gifts or whether fundraising activity is needed. The Shannon is the first modern RNLI all-weather lifeboat to operate with water jets, not propellers.



Capable of 25 knots, it is 50% faster than the classes it has been designed to replace, which have a lower maximum speed of 17 knots.

It will also improve safety for the charity's volunteer crews, thanks to shock-absorbing seats and an on-board computer system, which allows the crews to operate and monitor the lifeboat from the safety of their seats.

RNLI Operations Director Michael Vlasto said: "I have had the privilege of being involved with the RNLI for

over 38 years. In that time I have witnessed great advances in the charity's lifeboats and seen many new vessels arrive on station.

"However, I have never seen our volunteer crews quite as excited as they are about the Shannon. This all-weather lifeboat is half as fast again as the lifeboats it has been designed to replace, and, using water jet propulsion, the manoeuvrability is exceptional. "Most importantly though, the Shannon has been carefully developed with the safety of the volunteer crews at the very heart of the design, allowing them to shave life-saving moments off the time it takes to reach those in trouble at sea."

Rodney Burge, operations manager at Amble RNLI, added: "Naturally we'll be sad to say goodbye to our current Mersey class lifeboat *The Four Boys*, but as she'll be nearing the end of her operational life, everyone at the station is delighted we'll be receiving a Shannon class lifeboat. Her arrival will be greeted with much enthusiasm by our volunteer crew."

The Shannon has been developed by the RNLI's in-house team of naval architects, marine engineers and operators to replace the majority of Mersey and some remaining Tyne class lifeboats as they reach the end of their operational life.

The majority will be built at the RNLI's new All-weather Lifeboat Centre in Poole, which is currently under construction. Bringing production of the all-weather lifeboats in-house will save the charity £3.7m a year, the equivalent of two-and-a-half Shannon class lifeboats. **Source : Journal Live**

Dry-bulk shipowner says good relations with charterers make it stronger than rivals

By : Keith Wallis

Strong relations with charterers, particularly Japanese cargo owners, and a healthy balance sheet have helped dry-bulk shipowner **Pacific Basin Shipping** weather the downturn better than rivals, the chief executive said yesterday.

Mats Berglund said there had been "some Japanese casualties" among international shipping firms that have ceased trading or are being restructured since the shipping markets collapsed in late 2008.

He gave no names but they include Sanko Steamship which had about 50 Handysize and Handymax ships and was Japan's fourth largest shipping company early last year before it filed for bankruptcy protection pending a corporate restructuring. He said **Pacific Basin** did "a lot of business" with Japanese interests, including charterers, and its strength as a counterparty allowed it to benefit from a chartering and buying perspective. The firm had cash and deposits totalling US\$753.46 million at the end of last year. Berglund said these links gave it "access to deals that don't show up on the open market". Pacific Basin has purchase options on 28 Handysize and Handymax ships it is chartering from other owners. A large proportion of Pacific Basin's dry cargo Handysize and Handymax vessels were built in Japan and carry Japanese cargoes, especially logs.

The firm finalised an US\$85.2 million 12-year post-delivery financing package earlier this month with the Japan Bank for International Co-operation and the **Bank of Tokyo Mitsubishi UFJ**. The deal covers three Handysize ships and a Handymax bulk carrier that are due to be delivered by mid-2014.



The **ELLIOTT BAY** moored in Melbourne – Photo : Dale E. Crisp ©

Andrew Broomhead, chief financial officer, said: "This loan represents an opportunity for us to access export credit agency financing." Berglund reiterated the firm was considering ordering new 37,000-38,000 deadweight tonne dry bulk ships in Japan with a larger cargo-carrying capacity than the Handysize fleet. The ships would also be more fuel-efficient, but Berglund said at 10 knots they would not save as much fuel as shipyards claimed when they sailed at 14 knots.

Asked how Pacific Basin would verify the fuel consumption claims, he said: "Our newbuilding guys will scrutinise shipyards' specifications and designs." Source : South China Morning Post

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Pacific Drilling Comments on Transocean Patent Infringement Claim

Pacific Drilling S.A. announced that it became aware that Transocean (RIG) has filed a complaint of patent infringement against Pacific Drilling in the United States District Court for the Southern District of Texas. The suit concerns dual activity patents of Transocean which are also subject of pending actions in the US against Maersk Drilling and Stena Drilling. The foreign counterparts to these patents have been invalidated in other various jurisdictions around the world, including Norway and Korea. The US appellate process with regard to the action against

Maersk has not been exhausted, and the action against Stena has yet to go to trial. "We have not conducted dual activity operations in the US Gulf of Mexico, as the challenges to the validity of the patents have not yet been finally adjudicated," commented CEO, Chris Beckett. "We are aware that Transocean has filed a lawsuit but we have not been served. We think this action is an attempt to pressure us into taking a license before the validity of the patents is finally adjudicated. We do not anticipate this claim will have an impact on our operations outside the US Gulf of Mexico."

Dual activity drilling is not to be confused with dual gradient drilling which is a Chevron (CVX) technology.

Pacific Drilling retained the Houston office of Winston & Strawn LLP to defend it against the claim.

Statements that are not historical facts in this press release are forward-looking statements and are subject to certain risks, uncertainties and assumptions and consequently actual results may differ materially from those indicated or implied by such forward-looking statements. Forward-looking statements speak only as of the date they are made, and we undertake no obligation to publicly update or revise any of them in light of new information, future events or otherwise. **Source : Pacific Drilling**



The **DL MARI GOLD** making here way down the Derwent River near Hobart, Tasmania, Australia heading to sea. – **Photo : Glenn Towler ©**

Odyssey's SHIPWRECK! Exhibit to Open at Discovery Times Square

Odyssey Marine Exploration, Inc. (OMEX), a pioneer in the fields of deep-ocean shipwreck and offshore mineral exploration, announced today that the first public unveiling of silver recovered from the **SS Gairsoppa** shipwreck will be held when its multi-media traveling exhibit opens at Discovery Times Square in New York City on May 24, 2013.

SHIPWRECK! features hundreds of authentic artifacts and historical treasures recovered from Odyssey's deep-ocean projects from around the world. Odyssey's world-class archaeological work is showcased through interactive elements, graphic displays and an enhanced theater experience.

Silver recovered from the World War II-era **SS Gairsoppa** shipwreck, which lies approximately three miles deep, will be on display. This is the first public showing of some of the 1,218 silver bars (approximately 48 tons) of silver recovered to date from the Gairsoppa, which is the heaviest and deepest recovery of precious metal from a shipwreck in history.

In addition to the **Gairsoppa** silver, **Odyssey** is expanding the **SHIPWRECK!** Treasure Room to include a large selection of never-before-displayed coins from both the SS Republic and the "Tortugas" shipwrecks.

"We're really excited about bringing **SHIPWRECK!** to Discovery Times Square in New York City. Our team has discovered hundreds of shipwrecks in the deep ocean ranging from 2,000 year old Roman wrecks to WWII U-boats, and last year set a record by recovering 48 tons of silver from a shipwreck nearly three miles deep. One of our company's goals is to share our amazing work in the deep ocean with the general public, and Discovery Times Square is a premiere venue. **SHIPWRECK!** allows visitors to get up close and personal with the artifacts we've discovered and to learn about the team, tools and technology necessary to explore the deep ocean," said Greg Stemm, Odyssey Chief Executive Officer.

"The **Odyssey** crew is a group of true pioneers in the world of deep-sea exploration and their quest for uncovering the past aligns well with the stories we have brought to life here at Discovery Times Square," said James Sanna, President and Executive Producer of Discovery Times Square. "We are thrilled to host such an exciting exhibition featuring Odyssey's incredible deep sea discoveries." **SHIPWRECK!** allows visitors to experience the thrill of shipwreck exploration while investigating some of the world's greatest maritime stories and mysteries. Featuring authentic shipwreck artifacts recovered by Odyssey in the Atlantic Ocean, English Channel and Mediterranean Sea, the exhibit takes visitors on a voyage through more than 2,000 years of seafaring history. A variety of authentic shipwreck treasure, decorative porcelain figurines, personal items such as combs and tooth brushes and even the 300-year-old logarithmic calculator on a folding rule -- the oldest ever recovered on a shipwreck site -- are on display in the exhibit.

The fascinating story of one of America's most famous shipwrecks, the Civil War-era **SS Republic**, is a highlight of the exhibit. The Republic's vivid history including its historical connection to New York City is brought to life by the wide variety of treasure and artifacts on display. First-hand accounts from the passengers aboard the Republic during her final stormy journey departing from the New York harbor help paint the picture of her tragic demise.

The pioneering techniques and technology that allowed Odyssey to discover some of the most famous shipwreck sites in the world are also presented. A full-size replica of ZEUS, Odyssey's eight-ton Remotely Operated Vehicle (ROV) which acts as the archaeologist's hands and eyes in the deep ocean will also be on display.

Guests can test their skills by attempting to pick up artifacts with an operable model of ZEUS' robotic arm. An interactive version of the **SS Republic** photomosaic takes guests to the **SS Republic** which lies 1,700 feet beneath the Atlantic Ocean. Visitors can zoom in on specific areas of the photomosaic to find artifacts as small as a gold coin or a domino. More than 2,500 digital photographs were stitched together to create this large scale photographic map of the wreck site.

Finally, the **SHIPWRECK!** "World of Pirates" interactive gallery and activities immerse visitors in the lore, legends, and facts of pirates of the Caribbean, Barbary Corsairs, Privateers and Buccaneers. Guests can learn how to identify pirate vessels on the horizon using spyglasses, raise the banners of notorious pirates, learn about life on the high seas, and create their own pirate in an interactive game. Discovery Times Square (DTS) is New York City's first large-scale exhibition center presenting visitors with limited-run, educational and immersive exhibit experiences while exploring the world's defining cultures, art, history and events. More than a museum, DTS has featured a renowned line-up of exhibitions including Titanic: The Artifact Exhibition, Leonardo Da Vinci's Workshop, King Tut, Pompeii: The Exhibit, Harry Potter: The Exhibition, Dead Sea Scrolls: The Exhibition, and most recently Terracotta Warriors: Defenders of China's First Emperor. DTS is located at 226 West 44th Street (between Broadway and 8th Avenues).



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The **FOUR MOON** arriving in Willemstad (Curacao) -

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

Sustainable drying systems at wind park Riffgat by EWE



We from **Pronomar** see it as our responsibility to be considerate of our environment and we are happy to see that also globally more and more companies do the same; recently to appoint us as one of their suppliers is the company **EWE** in Oldenburg/Germany who are a producer of sustainable energy on their offshore wind park RIFFGAT, located about 15 km northwest of the island of Borkum in the North

Sea. It is a good sign to see that the sector of wind farming is booming and in times of global warming and impending oil and gas shortages we say rightly so!

It is pleasant for us to see that EWE is not only considerate of the environment but also of their employees. This is where we from Pronomar came into play. EWE decided to provide their staff with their own drying room, for this purpose we were asked to provide our Pronomar-Top Trock multipurpose drying systems for a total of 24 survival suits, jackets, trousers or overalls as well as drying systems for boots and gloves. All systems are manufactured completely from high-quality stainless steel and are thus built for long-term, professional use. The drying systems dry from the inside out (at all neuralgic zones, such as arm pits, shoulders and back) by means of a big amount of warm air coming from a powerful blower. Even though the blower is a powerful one it still uses very little energy which is in-keeping with our idea of environment-friendliness. The drying systems also prolong the lifetime of the costly work outfits which means less purchasing costs. From a health point of view the drying systems decrease the risk of sickness among the staff (as it goes without saying that when you can work in dry and properly maintained outfits you are less prone to sickness) which as a consequence increases motivation and productivity.

Pronomar is very happy about this order and hope that more and more countries will realize the high potential of wind energy.

MAMMOET INSTALLS SINKER AT NEW BOTLEK BRIDGE LOCATION



Mammoet installed a 90 mtr long and 265ton in weight "sinker" in the Oude Maas , the sinker with a diameter of 1220 mm will be used for data and power lines another sinker will be installed in 14 days time by **Mammoet Photo**
top : **WOUTER GUIJT ©**



Photo : **Marius van den Ouden ©**



Zodiac, Totempower and Lloyd's Register conclude bulk carrier wind project

Zodiac's bulk carrier **Cape Flamingo** was the focus of a wind energy monitoring project, as the project partners investigated the potential to improve fuel efficiency

In 2012 Lloyd's Register's Strategic Research Group joined forces with Totempower Energy Systems to support Zodiac Maritime Agencies in assessing the potential for wind-generation devices to be placed onboard commercial ships.

Last year, a fully autonomous wind-monitoring system, designed and assembled by Totempower, was installed on the Zodiac-managed bulk carrier Cape Flamingo. Sensors were installed in locations where the best wind conditions and the most relevant environmental data (wind speed, direction and turbulence) could be expected, with consideration given to the potentially most effective locations for onboard wind generation.

The project has successfully identified and measured the potential generating capacity from wind power for the ship's trading patterns. This data will be used to support the development of computational fluid dynamics-based simulation models, suitable for predicting the potential energy yields on other Zodiac ships.

"This project demonstrated that wind assisted power generation on board commercial vessels may be considered for auxiliary power generation in the future. The results illustrate the importance of placing wind energy generators in way of the bridge wind stations where the vessels receives the best quality of unobstructed air flow. Designing a wind turbine for the prevalent conditions and the environment it is used in are important factors to consider at implementation level. Wind turbines of the conventional type may be able to contribute to the on-board auxiliary power supply, but are highly unlikely to replace it completely for practical as well as for operational safety considerations."

"We are glad that our in-house developed technology can assist in this process. Future work may help with justifying the benefits and design requirements," commented Wolf Dietrich, Chief Executive Officer, Totempower Energy Systems.

"We are very happy with the outcome of this initiative," said Kalliopi Xypolita, Environmental Superintendent for Zodiac Maritime Agencies. "The data-collection phase lasted for seven months. We now have better understanding of the feasibility of implementing wind turbines onboard our ships and some of the associated economic and environmental benefits."

Spyros Hirdaris of LR's Strategic Research Group said: "As the maritime industry steps up its pursuit of more efficient shipping operations one key area where we have a number of projects is related to wind energy. Ship owners want good data to help them make decisions and we have made real progress in that respect with this project."

Supplemental wind power is just one of many cleaner energy options being explored by the marine team at the Strategic Research Group in concert with ship owners, designers and operators; others include research into low

distillate fuels (e.g. LNG as fuel, methane etc.), nuclear propulsion systems, solar and tidal energy and the potential of fuel cells.

"The purpose of this innovative work has been the understanding of the fundamentals for better onboard energy management," said Hirdaris. "To save fuel and maximise the understanding of alternative sources of power, we need good data. This project has been designed to provide the information that Zodiac needs to get general understanding of the effectiveness of potential wind-turbine driven energy solutions."

The alliance was formed at a time when commercial shipping is increasingly looking to work with specialised service providers to support the development of new technology, creating alliances that can provide the technical solutions that the industry needs.

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NAVY NEWS

French pitch new warships for next Canadian navy vessels

France showcased its latest warship to the federal defence minister Saturday in Halifax, as the Royal Canadian Navy considers options for designs of its next generation of combat vessels. Peter MacKay toured the 142-metre Fremm-class vessel Aquitaine, viewing the command-and-control systems on the bridge, as well as its engine rooms and missile systems.

MacKay said he came away impressed with the way the ship had centralized consoles for communications, sonar detection and navigation in the bridge area. "I have never seen... such an impressive vessel," he said.

The vessel built by French-based DCNS was launched last fall and is being tested with a crew of 94 — less than half the complement of the French navy's previous generation of destroyers.

'I have never seen... such an impressive vessel' — Defence Minister Peter MacKay

The publicly owned firm is pitching the vessel as a cheaper design due to a higher level of automation, reducing the need for crew during missions and allowing space for more comfortable living and working quarters than prior French ships.

Capt. Benoit Rouviere, the warship's commander, said the ship costs less to operate and has a crew that performs at a higher level due to the design changes.

"We put a bit more money into buying the ship, but over the life cycle we are trying to save a lot of money," he said in an interview.

MacKay said he's viewing the latest in foreign vessels as Ottawa decides what designs it will use for Canada's next combat vessels.

"The... reason we are taking the time to tour ships such as the Aquitaine is to look at the capabilities of partners, serious navies like the French, to determine the best fit for Canada," he said.

The federal government has chosen [Irving Shipyard](#) in Halifax and Seaspan Marine in British Columbia to build vessels for its 20-year, \$35-billion National Shipbuilding Procurement Strategy.



Representatives for DCNS told reporters that the publicly owned firm is interested in bidding on designs and components of Canada's new combat vessels once the federal government provides details on what it is looking for.

Olivier Casenave-Pere, Canadian director for DCNS, said an adapted, off-the-shelf design may save Canadian taxpayers money.

"You will benefit from ships for which studies and developments have already been paid by the French government," he said. However, he said it's difficult to estimate what the potential cost savings would be without knowing the Canadian navy's design specifications **Source : CBC**

S Korea to build Thai navy frigate

The Royal Thai Navy has chosen a South Korean naval ship manufacturer to build a new frigate that will cost about 13 billion baht. An RTN selection committee announced on Friday it had chosen Daewoo Shipbuilding and Marine Engineering to manufacture the frigate, a navy source said.

The company was one of the last two South Korean firms to enter the final round of the bid organised by the RTN panel.

The other three foreign firms ousted from the previous rounds were from Spain, Italy and China.

RTN chief of staff Chakchai Phucharoenyot, who chaired the panel, said [Daewoo Shipbuilding and Marine Engineering](#) was selected because it had proposed specifications for the frigate that were in line with the navy's demands.

The navy also asked the company to manufacture a Combat Management System (CMS) which can be allied to the systems installed in the frigates [HTMS Naresuan](#) and [HTMS Taksin](#), he said.

The frigate, which will be the first South Korean-manufactured navy ship in Thailand, is expected to be commissioned in two years' time, Adm Chakchai said. The new frigate will have a displacement of between 3,000 and 4,000 tonnes.

The cabinet earlier approved the RTN's procurement of two frigates with a budget of 30 billion baht. The frigates will be considered for manufacturing one by one.

According to the navy source, the RTN preferred European frigates but they were too expensive. Meanwhile, a Defence Ministry source revealed that Defence Minister Sukumpol Suwanatat will lead military top brass on a visit to Russia between Tuesday and next Monday to bolster military ties. Thai delegates will inspect the armaments industry in Russia, the source said. **Source : Bangkok Post**

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Museum to Build Replica of Historic Submarine



The Maritime Museum is building a replica of the Russian Empire's first wooden submarine, a two-person, human-powered vessel built and tested in Tallinn in 1854.

The submarine was constructed under the direction of Russian Empire military engineer Ottomar Gern. Maritime Museum Director Urmas Dresen said the idea to build a copy emerged several years ago.

"The diagram essential for recreating it was found in Russia just a few years ago, when Maritime Museum experts were preparing the Seaplane Harbor exhibition," he said in a press release.

The museum said it hopes to complete the replica by May 11 - the first anniversary of the opening of the critically acclaimed Seaplane Harbor - when the vessel is scheduled to be submerged into the sea for public viewing. It will remain in the water until the end of the summer, after which it will be exhibited on land.

Able to submerge to a depth of 2 meters, the original submarine provided air to the crew members through pipes that were held above water with the help of floats. However, the vessel, which was built to boost Tallinn's military defense, never went into service because it was not sufficiently sealed and it was difficult to steer, according to the Port of Tallinn's website.

Source : ERR/news

Russia to help India build 4 guided-missile destroyers

The **Baltic Shipyard** will produce four sets of shaft lines for India's newest torpedo-boat destroyers under Project 15B, which will be built at shipyards in Mumbai from 2018 to 2024, a source in the Russian defence industry told Interfax.

The shafts are expected to be ready by 2017, **Baltic Shipyard** said on its website: "Under the terms of the contract concluded between Baltic Shipyard LLC, Rosoboronekspert, and the foreign customer, **Baltic Shipyard** is to produce four sets of shaft lines by the year 2017."

The statement notes that the first contracts for such machine parts were fulfilled by the enterprise in the early 1990s, while shafts for the predecessor Project 15A were made in 2007-2009.

The source in the Russian defence industry clarified that the shaft lines were for four Project 15B destroyers, currently being built for the Indian Navy at the shipyards of Mazagon Dock Limited (MDL) in Mumbai. Engineers of Northern Design Bureau (St Petersburg) had been involved in designing the blueprint of the destroyer, according to the source.

Indian Defence Minister A K Antony previously stated that his ministry had signed a contract with MDL in January 2011 for the construction of four new Project 15B destroyers. The ships are due to be built sequentially in June 2018, 2020, 2022, and 2024.

Three ships of the Project 15A guided-missile destroyers are being constructed in the MDL. The four Project 15B destroyers are essentially upgraded Project 15A ships, with changes in the superstructure that will improve stealth and include better sound and infrared suppression systems. The displacement of each Project 15B ship will be about 8,000 tonnes and they will operate two helicopters.

The Project 15B ships will be armed with the Nirbhay land attack cruise missile, which has a 1,000 km range, the hypersonic Brahmos-2 anti-ship cruise missile, with a 300 km range and Extended Range Surface to Air Missile also known as Barak 8ER, which has a 120 km range. **Source : Indrus**

See the future of the Indian navy ships at :

http://www.youtube.com/watch?feature=player_embedded&v=fqfca0poyX8#!

New aircraft carrier close to completion

The most powerful aircraft carrier ever built for the Royal Navy has taken a step closer to completion.

HMS Queen Elizabeth is getting bigger by the day at the shipyard where she is being built. She is a gigantic jigsaw puzzle of state-of-the-art military hardware and technology. Even in her unfinished state she is already the largest ship in British naval history. **HMS Queen Elizabeth** will carry the new F35 Lightning II jump jet, due to make their first flights off her deck in 2018 with the carrier becoming operational by 2020 Together with her sister ship to follow - **HMS Prince of Wales** - she will be in service for up to 50 years. Forces News has been given exclusive access to the carrier's giant structure. **Source : British Forces News**

SHIPYARD NEWS



DAMEN HIGH SPEED DIVISON

One part in the **Damen Group** is the **High speed division**, which is designing and delivering around the globe crewboats, patrol vessels for all kind of purpose.

The larger patrol crafts started off with the "**Stan patrol series**" Like the **ZEEAREND** which is operated by the Dutch coast guard / customs, the **ZEEAREND** and her sister **VISAREND** are of the **Stan Patrol 4207** design The **Damen Stan Patrol 4100**, **Damen Stan Patrol 4207** and **Damen Stan Patrol 4708** are three related designs The **Stan 4207** design are 42.8 metres patrol vessels. They are 7.1 metres wide, and can travel at 22 knots. They are

designed to carry a complement of approximately a dozen. The **Stan 4708** is 46.8 metres long, 8.11 metres wide, have a maximum speed of 23.8 knots, and carry a crew of 16-24 persons.



Photo's : Piet Sinke ©

Vessels of this type have been supplied to, or ordered by a number of countries. As of December 2011 thirty five vessels had been built. Many of the agencies that employ these vessels have them delivered without armament, or solely with small arms. They are equipped with water cannon. Many of the agencies that employ these vessels specified they should be equipped with stern launching ramp, capable of launching and retrieving a 7.9 metres pursuit craft without first stopping. The vessels are equipped with a horizontal thruster in their bows, to aid maneuvering in tight conditions, such as mooring in crowded anchorages.



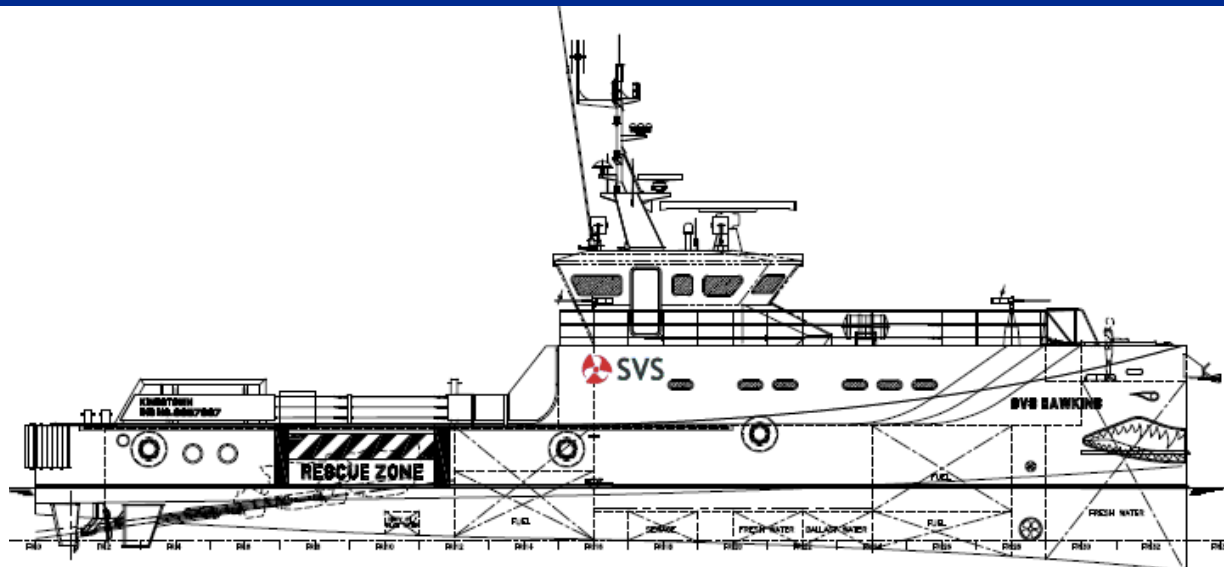
As **Damen** is always looking for improvement of their products, they developed together with **Delft Technical University**, the **US Coast Guard**, the **Royal Netherlands Navy**, and **Maritime Research Institute of the Netherlands (MARIN)** the **"Sea Axe" hull** concept which concept is now around for some five years and was a logical evolution of the work which **Damen** did in developing an patrol craft that could maintain speed and comfort in bad weather , Rather than bouncing over waves, the **Sea Axe design** cuts through them, limiting speed degradation due to wind and waves.



The "Sea Axe hull" can also be found back at the **Damen FCS 3307** and **FCS 5009** crafts which are light weight aluminium built crafts for the transport of crew or material, quickly and safely in rivers, harbours, coastal waters and offshore. Due to the Sea Axe Hull the Damen Fast Crew Supplier gives the vessel unparalleled seakeeping behaviour. The vessel is fuel-efficient and has everything needed to fulfill all duties and built at the **Damen** yards around the globe as in Singapore and in Da Nang (Vietnam), this original designed and built Fast Crew Suppliers can be delivered by **Damen** in several versions to the client(s) operating in the Offshore / Oil industry or for military or para military organisations as seen left the **Damen FCS 3307 DEFENDER II** with a length of 33.3 mtr and powered by 3 **Caterpillar** C 32 TTA engines with a total output of 3300 BHP, the patrol vessel is able

to make a speed of 26 knots, furthermore vessel is able to carry 75 passengers and a crew of 6 persons, onboard are 7 cabins for 2 persons in air-conditioned spaces

DAMEN FAST CREW SUPPLIER® 3307



In April 2012, the **Damen Fast Crew Supplier 3307** named the '**SVS HAWKINS**' was delivered and was followed by the **SVS TEACH** in September and the **SVS AVERY** in early 2013, all 3 units were added to the fleet of **Specialised Vessel Services** in Kenya, in order to perform maritime safety duties in East African waters. SVS now operates four **Damen FCS 3307**, and one **FCS 5009** in their fleet of security patrol craft. The **FCS 3307** series are at present built at the Damen yards in Singapore and in Vietnam



Below is seen the larger sister named **DAMEN FCS 5009 – SVS COCHRANE** which is build by the Damen yard in Da Nang (Vietnam).



The vessel is executed as a security vessel and therefore equipped with bullet proof windows, armored plating around the wheelhouse and a flir camera amongst others. In addition she has been equipped with a davit to handle a **Damen Interceptor** (as seen left) on the aftdeck. She will offer security services to the oil & gas industry of Kenya. The the 50.02m LOA **FCS 5009**, is able to sail at maximum speed under

all circumstances without distressing the crew or the ship itself. The propulsion system sees four main engines delivering a total installed power of 4,324 kW and driving four propellers to deliver a maximum speed of 23 knots



Click [here](#) for a virtual tour over the **Damen Fast Crew Supplier FCS 5009**

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Vega at Boat-Asia, Singapore. Every year this 120 years old Norwegian build historic vessel **VEGA** and her volunteer crew sail about 7,000 miles to collect and deliver 15- 20 tons of donated tools, educational and medical supplies. Those supplies are loaded on board in Thailand, Malaysia, Indonesia, and Singapore then delivered to East Timor and remote islands in Eastern Indonesia. (<http://www.sailvega.com/>) - Photo : Ey Kuet ©

Diana Containerships Inc. Announces the Sale of a Panamax Container Vessel, the m/v Maersk Madrid

Diana Containerships Inc., a global shipping company specializing in owning and operating containerships, announced that it signed, through a separate wholly-owned subsidiary, a Memorandum of Agreement to sell to an unaffiliated third party the 1989-built vessel **MAERSK MADRID** (to be renamed "**Madrid**") for demolition, with delivery due to the buyers by mid-May 2013, for a sale price of approximately US\$8.8 million before commissions.



The **MAERSK MADRID**- Photo : Guido Fliek ©

Upon completion of the sale of m/v **Maersk Madrid**, Diana Containerships Inc.'s fleet will consist of 10 Panamax container vessels. A table describing the current Diana Containerships Inc. fleet can be found on the Company's website, www.dcontainerships.com. Information included on the Company's website does not constitute a part of this press release.

	 Leerling Proces Operators TOS zoekt voor de BP Amsterdam Terminal (BAT) Leerling Proces Operators. Ben je woonachtig in de regio Amsterdam en beschik je over een technische en/of nautische opleiding op MBO-niveau? Mail dan onze divisie Select: select@tos.nl Ervaring op een tanker of in de procesindustrie is een pre.	 www.tos.nl
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ISS World of Ports service meets growing demand for collaborative digital marine assurance data

ISS World of Ports, a division of the world's leading maritime services provider, is responding to the growing demand for more collaborative marine assurance data with new feedback features, improved accessibility and online mapping tools.

With safe operations always at the forefront of tanker operations, the service available at www.iss-worldofports.com provides marine assurance teams with the vital data required to assess whether a vessel matches up with the particular requirements of load, discharge and husbandry port - quickly, easily and accurately.

This rapid access to specialist terminal and berth information offers unparalleled, up to the minute coverage of restrictions information for 1,500 ports, 3,000 terminals and 6,800 berths in 169 countries worldwide for fast and confident fixture decisions.

Additional new features include increased personalisation to customise the user experience. As well as World Of Ports' own 170 data fields, users can provide direct feedback on a port call, make comments on a particular berth, or upload documents to provide additional user information on a facility, creating truly collaborative data.

Users can also store their own private notes on ports and pull in information from other data feeds including social media to allow all port related information to be managed in one workspace when screening a port call and provide maximum user flexibility. **ISS World of Ports** is also now optimised for use on mobile phones or tablet devices.

New mapping tools deliver powerful map based navigation to precisely define the geographic areas required and accurately retrieve port information. Comprehensive database search functions allow every aspect of port, terminal and berth parameters to be checked to provide complete assurance in vessel compatibility and maximum safety.

Says Piers Yea, General Manager for ISS Group Information: "The new online service uses the latest technologies for greater user accessibility and a more collaborative approach to deliver the very best in marine assurance data."

The ISS World of Ports team has many years of sea going tanker experience, with qualified mariners and local agents central to regularly collecting and assessing berth restriction information. Adds Piers Yea: "We work with our global network of agents every day to make sure we have the very latest knowledge on port developments worldwide to provide as accurate and timely data as possible."

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



The Chinese crane vessel **JU LI** anchored at Shanghai anchorage, owned and managed by **Shanghai Salvage Company**. After installing Rolls Royce thrusters and a Navis DP-2 system the **JU LI** is due to execute DP trials.

Photo : Herman de Kuijer ©

Woolwich Ferries celebrate 50 years of service

In the year that The Beatles released their debut album and Doctor Who first aired on BBC television, another little bit of history began in southeast London. The arrival of three new diesel powered ferries on the River Thames, operating between Woolwich and North Woolwich, started a new chapter of the Woolwich Free Ferry, the history of which dates back to the 14th century. The **James Newman** was the first ferry to enter service on 22 April 1963 and was soon followed by the John Burns and the Ernest Bevin. The ferries, named after prominent London politicians, replaced side-loading steam paddlers that had been in service since 1922.

Built by the Caledon Shipping and Engineering Company in Dundee, the new ferries delivered greater manoeuvrability as they used two propellers driven by powerful engines.

With a propeller located at each end of the boat, the ferries can move sideways or spin, which is essential for the tidal Thames.

Fifty years on, the three ferries continue to play an important part in east Londoners' lives, helping one million vehicles and 2.5 million passengers pass safely across the River Thames every year. The service operates every day of the year, with the exception of Christmas Day.

This month saw Briggs Marine and Environmental Services commence a £50m seven-year contract to not only operate the Woolwich Ferry Service but to make a number of improvements designed to increase reliability and extend the life of these three hard working ferries and their infrastructure.

Each ferry will be overhauled and, in keeping with the Mayor's clean air strategy, will be made more environmentally friendly to improve London's air quality.

All three vessels already use low sulphur diesel and will now be fitted with diesel particulate filters that will reduce particulate matter emissions by 90 per cent.

Improvement work will also continue on the infrastructure improving the reliability of both terminals on the north and south of the river.

Andy Thompson, General Manager for London River Services (LRS), said: 'These three ferries have worked tirelessly for the past 50 years so the time is right to give them, along with the infrastructure, a new lease of life.'

'**Briggs Marine and Environmental Services** bring with them a wealth of experience which I know will help the Woolwich Ferry to continue its important service for years to come.'

Colleson Briggs, Managing Director of **Briggs Marine and Environmental Services**, said: 'Briggs is delighted to be an integral part of LRS's plans for the Woolwich Ferry's future.'

'Our breadth of capability, combined with our customer's on-going support will ensure that the service reliability is improved over the coming years.' **Source : Ferries of Northern Europe**



21-04-2013 : The **BOUDICCA** inbound to Liverpool cruise terminal to open the 2013 cruise season from Liverpool.

Photo : Jon Godsell ©

Hapag-Lloyd, Hamburg Sud Under Pressure To Restart Merger Talks

German container shippers Hapag-Lloyd and Hamburg Sud are under pressure to restart merger talks within the next two months in a last-ditch attempt to revive a plan to create the world's fourth-largest container company in terms of capacity, according to several people with direct knowledge of the matter. "There is pressure from many sides for the talks to resume, so there is a good chance that the two parties will give it another go in the next couple of months," one of those people said Monday. Representatives from the City of Hamburg as well as logistics magnate Klaus-Michael Kühne--both large Hapag-Lloyd shareholders--have approached Hamburg Sud owners, the Oetker family, to resume talks, another person said. This person also said the "the prospects for another round of talks look good," but added that if it doesn't happen by the middle of the year "then the deal is probably dead for a longer time."

The two sides halted merger talks in March, the main sticking point being the ownership structure of the merged entity.

Hapag-Lloyd wanted a merger of equals while the smaller Hamburg Sud pushed for a controlling stake on the grounds that it has little or no net debt whereas Hapag Lloyd has net debt of around 1.8 billion euros (\$2.3 billion).

Hapag-Lloyd reported revenue of EUR6.84 billion in 2012. It owns a fleet of about 150 containerships with seven new vessels scheduled for delivery this year and in 2014.

Hamburg Sud reported revenue of EUR4.7 billion in 2011. It is due to report 2012 figures later this week. Hamburg Sud owns more than 100 vessels.

Plagued by overcapacity and a series of price wars that have kept container shipping rates hovering at 2007 levels on the key Asia-Europe trade route, a number of European shippers are seeking ways to join forces in to have a bigger say in setting shipment rates and pulling out excess vessels. Analysts are unanimous that consolidation in the sector is urgently needed, particularly as deep-pocketed larger players like AP Moller-Maersk's Maersk Line continue to expand.

"We have a high interest to keep the talks going and in the end achieving a merger," said Daniel Stricker, a spokesman for the city of Hamburg Finance Senator Peter Tschentscher. The city of Hamburg is Hapag-Lloyd's biggest shareholder with a 36.88% stake. Mr. Stricker said the merger makes sense as both companies are based in Hamburg and will both benefit from synergies with Hapag-Lloyd being strong in the east-west route and Hamburg Sud in the north-south route.

Hamburg Sud couldn't be immediately reached for comment. Hapag-Lloyd declined to comment. Other Hapag-Lloyd holders like TUI with a 22% stake and Mr. Kühne's Kühne Maritime with a 28.17% stake are backing the merger, said the people familiar with situation. TUI declined to comment on the merger talks. Mr. Kühne, who is the major shareholder in Swiss logistics group Kühne & Nagel, wasn't immediately available for comment. The Hapag-Lloyd and Hamburg Sud merger talks follow a failed attempt by Singapore's Neptune Orient Lines (N03.SG) to buy Hapag-Lloyd in 2008. **Source: Dow Jones**



Spliethoff's **SPUIGRACHT** outbound from Amsterdam – **Photo : Joop Marechal ©**

Sovcomflot takes delivery of arctic offshore vessel from Arctech

Icebreaking supply vessel NB 507 **Aleksey Chirikov** built by Arctech Helsinki Shipyard was delivered to client Sovcomflot on Friday 19 April 2013. The vessel will start its travel towards Sakhalin area in Far East Russia, where it will supply the Arkutun-Dagi oil and gas field, the Finnish shipbuilder's press release said.

Arctech has built two arctic offshore supply vessels for Sovcomflot. The order was received in December 2010. The first vessel of the series, NB 506 Vitus Bering was delivered to the client in December 2012 and it has reached its destination in March 2013. The main purpose for these vessels is to supply the Arkutun-Dagi oil and gas production platform and to protect it from the ice. The vessel type has been designed for extreme environmental conditions and will be operating in thick drifting ice in temperatures as cold as minus 35 C°. The icebreaking capability of the vessel is extremely high, it is able to operate independently in 1.7 meter thick ice. Both vessels for Sovcomflot are similar measuring 99.9 m in length and 21.7 m in breadth. Their four engines have the total power of 18,000 kW and the propulsion power of 13,000 kW. As multipurpose vessels, these vessels are capable of carrying various type of cargo and they are equipped for oil combating, fire fighting, and rescue operations. **Source : PortNews**

BOEKBESPREKING

Door : Frank NEYTS

Binnenvaart 2013

Ook dit jaar pakt **Uitgeverij De Alk** uit met een nieuwe editie van het standaardwerk "**Binnenvaart 2013**". Het jaarboek werd samengesteld door **W. Van Heck** en **A.M. Van Zanten**.

In 560 pagina's brengt de publicatie een diepgaand overzicht van alles wat reilt en zeilt in de binnenvaart van de lage landen.

Rederijen, scheepswerven, overheidsdiensten, noem maar op, alles wat er op het vlak van binnenvaart in het werkgebied te bespreken valt, komt aan bod. De laatste technische evoluties, de meest recente verschuivingen binnen maritieme groepen, de nieuwbouw binnen de sector, het is moeilijk iets aan te duiden dat niet in dit buitengewoon interessant en volledige boek aan bod komt. Een dikke aanrader dus voor iedereen die in het vakgebied actief is of voor wie van schepen houdt. Bovendien is het boek rijklijk geïllustreerd met tientallen prachtige (meestal nooit eerder geziene) kleurenfoto's.

"**Binnenvaart 2013**" (ISBN 978-90-6013-381-1) telt 560 pagina's. Het boek werd als softback uitgegeven en kost 25 euro. Aankopen kan via de boekhandel. In België wordt het verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

.... PHOTO OF THE DAY



The cruise ship **Discovery** alongside the cruise terminal at Cobh, Cork harbour. Getting the cruise season off to a start. - **Photo : Aidan Fleming ©**

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