



Number 118 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 28-04-2013**

News reports received from readers and Internet News articles copied from various news sites.

The advertisement for TENWOLDE features a blue background with a large image of a blue and yellow winch on the right. On the left, the company logo (an elephant) and name 'TENWOLDE' are prominent, followed by 'MARINE EQUIPMENT & SERVICES'. Below this, the text 'LOOKING FOR A WINCH? CONTACT US!' is written in large, bold letters. A smaller line of text describes their services: 'Anchor & mooring, lifting & pulling, handoperated, hydraulic, pneumatic, diesel and electric in all shapes and sizes. Sales and rental.' At the bottom, contact information is provided: 'P.O. Box 5023 - 3274 ZJ Heinenoord - the Netherlands - Tel: +31(0)186-603333 - Fax: +31(0)186-603619 - info@tenwolde.com' and 'Visiting adress: Boonsweg 19 - 3274 LH Heinenoord - the Netherlands - www.tenwolde.com'.



The COMBI DOCK I arriving in Western Australia

Photo : Hiroshi Watanabe

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EVENTS, INCIDENTS & OPERATIONS



The **WIND EXPRESS** operating at the **Meerwind project**
Photo : FLYING FOCUS luchtfotografie - www.flyingfocus.nl ©

Dutch shipping firm sets up base in Sunderland port

LV SHIPPING is making waves in Sunderland.

The shipping and transport company, part of the Dutch-owned **LV Group** in Middlesbrough, has been working with the port since 2011, and has now established a permanent base. Sunderland City Council leader Paul Watson, who is chairman of the port board, said: "We have believed for a long time that Port of Sunderland has a special and quite unique offer.

"And to have the commitment of a company like **LV Shipping** really is vindication of that. "We're delighted to be working with LV Shipping, and it is great to have their support in putting Sunderland on the radar of vessel owners here in the UK and beyond. "We believe that we have the potential to be a leading force in the offshore renewable energy sector.

"Excellent partnerships with businesses like **LV Shipping** are a fantastic way of showcasing all that we have to offer here." Since the opening of the office, the port has welcomed a number of vessels, including the **Maersk Responder**,

at the port awaiting a charter for Maersk Supply Service; **Team Oman**, carrying out spooling operations after a contract completion at Sheringham Shoal Wind Farm; **Peak Bergen**, a vessel importing steel plate from Rotterdam for TAG Teesside; **Sea Hawk**, carrying cable reels from Norway for Reef Subsea; and Irafoss, an LV-supervised vessel loading reels.



Gordon Allan, LV Shipping's principal agent at the Sunderland office, said: "Having started working with the port in 2011, it is a relationship that has gone from strength- to-strength in a relatively short period of time.

"Our permanent presence at the port reflects the strength of our relationship. "We have worked on a range of different projects with the team there, from major mobilisation projects, to freight and cargo handling.

"The location of the port is particularly attractive to us.

"It is ideally located for projects out in the North Sea and offers something really special in terms of its accessibility." Transit into the port is so fast. Typically, it takes only 10 or 15 minutes to go from wide open sea to the ports berths, so the ease and speed of access is fantastic. "It just makes it so easy for us to choose to work with them." **Source : Sunderland Echo**



The Danaos owned **MESSOLOGI (8819964)** inbound for Melbourne **Photo : Dale E Crisp ©**

300 strikers can be replaced in 2 weeks, contractor Everbest warns

Strike-hit contractor Everbest warns dock workers to end their walkout or risk losing their jobs to 100 new hires

A main dock contractor caught in the thick of a pay dispute at the Kwai Tsing port has hired 50 new dockers and is sure it can do without all 300 striking workers in two weeks, the company says. **Everbest Port Services** would need to recruit only a total of 100 dockers to get all its operations in full swing again, although the new hires would have to

work much harder to cover the duties of the 300 strikers, representative Dick Wong Chi-tak said. The company has another 150 dockers who are not part of the four-week-old walkout.

Everbest's show of confidence prompted Wong Yu-loi, of strike organiser the Confederation of Trade Unions, to say it was impossible to replace 300 people with just 100, unless the new dockers were "iron men". "Our operation is now 90 per cent back to normal ... after we have hired 50 dockers recently," Dick Wong said on the 28th day of the strike yesterday. "I hope [the strikers] will return to work. But if they still stand firm on their demands and do not allow room for negotiation, we will hire more dockers to replace them."

He said it would take only two weeks to hire another 50 men. The strikers have been demanding HK\$100 more per shift, meaning a pay rise of about 20 per cent. The walkout at the Kwai Tsing Container Terminals began on March 28, involving hundreds of workers employed by contractors of port operator Hongkong International Terminals (HIT), which is part of Li Ka-shing's Cheung Kong business empire.

On Tuesday, Stanley Ho Wai-hong of the CTU said that if Everbest granted workers six hours of fully paid rest after six hours of work - and wrote that benefit into their job contracts - the strike organisers could settle for a "two-digit" salary raise instead of insisting on 20 per cent.

Ho was referring to an HIT-arranged interview this week in which non-striking dockers claimed to be enjoying such a benefit. Striking dockers say they have never heard of it before. Dick Wong said it was not possible to put that down in black and white because workloads varied between peak and off-peak seasons. The clause would deprive the company of flexibility in deploying staff, he said.

He also said he had heard strike-hit contractor **Global Stevedoring Service**, which had announced it would close down on June 30, would put up the shutters at the end of this month instead. About 130 of the 450 strikers are from Global.

Everbest's refusal to commit the six hours of paid rest to paper meant that HIT's interviewees - whom strikers accuse of being "princelings" of the Everbest owners - had lied, CTU's Wong said. "That means there is no such thing. They lied."

Last night, Civic Party lawmaker Ronny Tong Ka-wah said his family had given HK\$100,000 to support the strikers. He said the idea came from his barrister wife, Daisy Yeung Wai-lan. In the afternoon, about 200 strikers marched around Li's office, the Cheung Kong Center in Central, to press Asia's richest man to intervene. About 20 of them tried to storm the place but were foiled by security and police. Earlier in the day, about 20 strike supporters entered the building and passed a petition to a representative of Cheung Kong.

The company said it regretted that some protesters had disregarded the law by trying to barge into its office. **Source** : South China Morning Post



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Lloyds Seeks Buyer for Distressed Shipping Loans

Lloyds Banking Group PLC is trying to find a buyer for £400 million (\$609 million) portfolio of shipping loans, according to people with knowledge of the marketing process.

The U.K.-owned bank has been selling off parts of a £6 billion book of loans that were made for the construction of commercial vessels over the past two years, one of the people said. It was unclear what price Lloyd's is seeking.

Lloyds has turned to U.S. hedge funds to unload the distressed debt because other banks that typically engage in ship finance are struggling with their own problem loans, the people said. Lloyds sold an approximately \$750 million chunk of shipping loans to Oaktree Capital Group LLC OAK in late 2012, the people said.

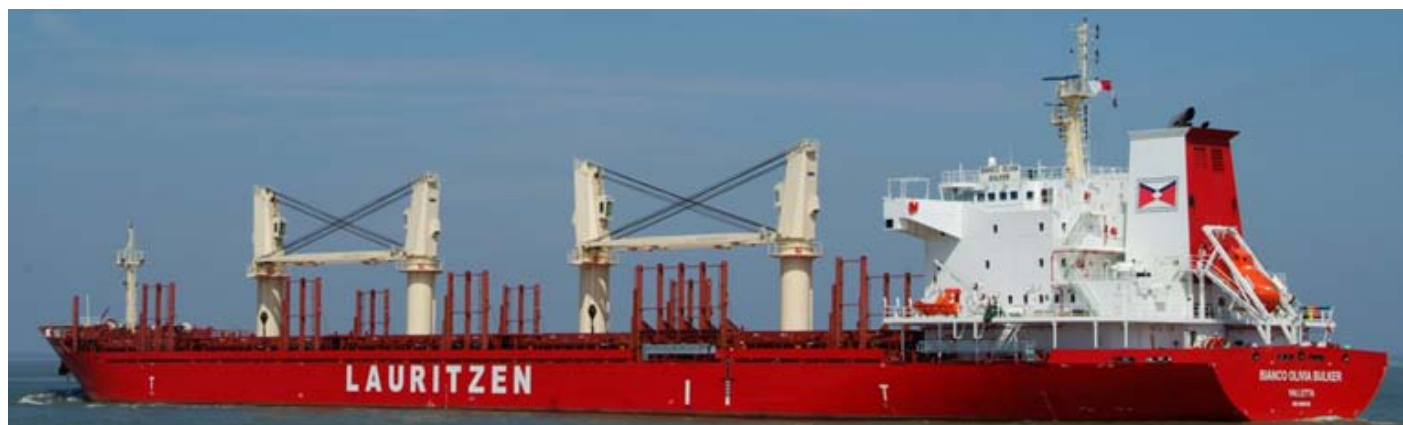
Banks across England, Germany and Scandinavia that have historically funded construction of new ships are struggling under billions of dollars in problem loans. Many of the ship operators who borrowed to expand their fleets when shipping activity peaked in 2008 are now scrambling to make loan payments, because the rates they charge to transport goods have plunged.

The Baltic Dry Index, which measures the cost to move dry freight like coal and iron ore has fallen to less than 1,000 from close to 12,000 in 2008. The industry has been stuck with a glut of new ships., particularly from China, after the global economy slowed down.

Lloyds labeled its shipping portfolio as noncore in 2011, according to a spokesman who declined to comment on the status of the loans. The bank took a £3 billion impairment charge on non-core commercial loans in 2012 and highlighted further deterioration in its ship-finance portfolio to explain the write-downs in its annual report.

While European banks such as Lloyds are eager to divest their problem ship loans, several distressed investors said the prices they are asking are still too high to warrant buying. Recent loan sales have cleared between 50 and 70 cents on the dollar, they said.

Shipping lenders are imposing more stringent conditions for lending and charging higher premiums, according to an April Standard & Poor's report on the shipping industry. Others are exiting ship financing altogether, including Germany's Commerzbank AG and French bank Société Générale, which sold the vast majority of its shipping portfolio to Citigroup Inc. last June. A wave of shippers filed for bankruptcy in 2011, including Omega Navigation Inc., General Maritime Corp. and Genco Importing Inc., and a new crop of operators are now throwing in the towel. Overseas Shipholding Group filed for bankruptcy in November and Excel Maritime Carriers Ltd. is negotiating a debt restructuring with lenders. **Source : The Wall street Journal**



The **BIANCO OLIVIA BULKER** leaving the Terneuzen locks

Photo : Ronald Ribbe – <http://www.rorifocus.nl> ©

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India-Bangladesh shipping trial run likely in May

India and Bangladesh may start trial run for coastal shipping in May, according to sources.

The move is part of the proposed agreement between the two nations to open sea routes to promote bilateral trade.

India has exported goods worth over 4.7 billion to Bangladesh against an import of \$498 million in 2011-12.

As against a varied Indian export basket, Bangladesh's offerings are more or less limited to agri-commodities and readymade garments.



In the absence of direct shipping arrangement, sea trade is routed through a third port such as Singapore and Colombo. The longer journey makes sea cargo costlier. Naturally, bulk of the trade currently takes place through the land route. According to available estimates, coastal shipping will bring down the freight cost well below the cost of road transportation through West Bengal. The initiative will particularly help Bangladeshi products to be more cost competitive in Indian market.

Both the nations have already identified a number of ports to operate coastal services. Bangladeshi services will be operated from Chittagong, Mongla and Pangaon. Domestic ports include Paradip, Visakhapatnam and Haldia. To make the service cost-competitive, both the nations have decided to allow plying of smaller vessels. The move is particularly beneficial for the river port of Haldia — which is suffering from low draft — in West Bengal.

"India and Bangladesh held three rounds of meetings to finalise the draft agreement. It is not possible to run 'class' vessels (bigger ships) due to cost concerns. We are expecting the trial run to take place within a month," a Union Government official told Business Line. Though mentioned that both the countries are actively pursuing the issue, the official refused to give any timeline for signing the agreement. According to the official, though both the countries have recently reduced the tariff barriers to Bangladeshi imports substantially, the logjam at Petrapole land customs station in West Bengal — handling more than half of the bi-lateral trade — proves to be a major barrier to promote the cross-border trade. Though the Union Government is expanding the capacity of the customs station, inadequate road connectivity is proving a major hurdle for further expansion of trade through this route. Source : The Hindu

Business Line





Heerema's **HUSKY** departing from Las Palmas, note the painting at the front of the superstructure with the words *'FAREWELL HUSKY'* Photo : Steven Asjee o/b UOS Challenger ©

Nordea sees more stability in shipping, Denmark after robust Q1

Nordea, the Nordic region's biggest bank by value, posted a slight rise in first quarter profits on Wednesday and forecast further stability in its troubled Danish and shipping portfolios. Operating profit for the period was 1.06 billion euros, topping a mean forecast for 1.02 billion seen in a Reuters poll and compared with a year-ago 1.04 billion. "Our credit quality continues to be robust," CEO Christian Clausen said in a statement. "We see confirmation that credit quality has stabilised in Denmark and shipping, and we expect further improvements in 2013 compared to 2012." The bank expects to deliver capital efficiency gains of 35 billion euros in 2013-2015, of which 25 billion will be as early as this year. This will help keep its risk-weighted assets largely unchanged during the period, it said.

Source: Reuters



The Singapore flagged **MAERSK MARMARA** outbound from Amsterdam, the tanker was for 2-3 weeks in port, the Chemical / Product tanker is built under yard number 1188 at the STX Shipbuilding Co Ltd - Changwon (Jinhae Shipyard) during 2006, and named **GAN-SURE**, in November 2011 the tanker was renamed in **MAERSK MARMARA**

Photo : Joop Marechal ©

Jinjiang Shipping blacklisted by Qingdao shipowners

Shipping companies which offer services on the Sino-Japan route in Qingdao have made a joint announcement that they would no longer provide services to any customer (including shipping agents) who chooses to use Shanghai **Jinjiang Shipping's** service. The **Qingdao Shipowners' Association** also expressed its support on the decision. Given the short distance between Qingdao and Japan, a large number of medium and small shipping companies have entered the market in recent years which caused severe overcapacity and vicious competition on the route. In order to solve the problem and build a healthy market, all shipping companies which serve the Sino-Japan route in Qingdao have established a committee under the leadership of the **Qingdao Shipowners' Association** in 2010 and developed a market sharing system and transparent operating mode. However, the committee claimed that Jinjiang Shipping wouldn't strictly follow the rules, which is hampering the healthy development of the market. "The association absolutely doesn't want to see shipping companies fighting each other, but **Jinjiang Shipping** should work together with shipping companies in Qingdao to build a sustainable, fair and stable market," said Wang Junyao, vice president of **Qingdao Shipowners' Association**. Source: Sino Ship News



Tidewater's **RICHARD M COURANCE** outbound from Haifa – Photo : Peter Szamosi ©

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Shipping resumes after poll jitters

Container traffic has returned to East Africa's gateway port of Mombasa after ships had rerouted to Tanzania for fear of election violence in Kenya late last month, the port's MD said. Gichiri Ndua said that after a peaceful poll, and due to expansion plans, cargo traffic would grow 5% this year. He added that ships had docked at Tanzania's Dar es Salaam

over fears there would be a repeat of losses incurred during the violence that erupted after a disputed election in 2007. Shipping had come to a standstill and goods were looted. "Several ships destined for the port of Dar es Salaam have instead called at Mombasa as our regional clients have restored their trust in us. More are coming," Mr Ndua said. Mombasa handles imports such as fuel and consumer goods for Uganda, Burundi, Rwanda, South Sudan, the Democratic Republic of Congo and Somalia, and exports of tea and coffee from the region.

Mr Ndua said the rapid return to normality had left hope for a further increase in traffic. "We would have expected to hit the 23-million ton mark this year, were it not for the election anxiety slowing down business," he said.

"There was a decline in the first quarter of this year with 3.5-million tons being handled between January and March, compared with 3.8-million tons previously. That will affect our total annual performance this year, but we will still do well because we recovered from the election hangover fast enough," he said. The port handled 21.92-million tons of cargo in the 12 months to December, up from 19.95-million tons in the previous corresponding period. It had projected a 10% increase this year. The election violence five years ago paralysed cargo transport, and some landlocked countries in the region found themselves short on fuel and other key provisions. Kenya's port has announced plans to increase cargo-handling tariffs 10%, to match a rise in container traffic. The country is also building a second container terminal at Mombasa to be completed by 2015, which will handle increased trade driven by a sharp growth in construction, infrastructure development and an emerging middle class. The increase in traffic will be boosted by a new berth at the port, completed in March, which can handle bigger vessels. **Source: Reuters**



The Singapore flagged Chemical Products tanker **MAERSK KATE** outbound from Amsterdam, the tanker is built in 2010 as the **KATE MAERSK** at the **Guangzhou Shipyard International Co Ltd** - Guangzhou GD Yard under hull No.: 06130026, the 183 mtr long tanker was renamed in **MAERSK KATE** in July 2012

Photo : Joop Marechal ©

Konecranes: All-time high order intake, Service profitability improvement continues

Figures in brackets, unless otherwise stated, refer to the same period a year earlier.

FIRST QUARTER HIGHLIGHTS:

- Order intake EUR 582.5 million (534.6), +9.0 percent; Service -0.9 percent and Equipment +13.7 percent.
- Order book EUR 1,084.0 million (1,075.6) at the end of March, 0.8 percent higher than a year ago, 15.0 percent higher than at the end of 2012.
- Sales EUR 495.9 million (474.0), +4.6 percent; Service +1.3 percent and Equipment +7.6 percent.
- Operating profit before restructuring costs EUR 23.1 million (24.0), 4.7 percent of sales (5.1).
- Restructuring costs EUR 4.3 million (0.0).
- Operating profit including restructuring costs EUR 18.8 million (24.0), 3.8 percent of sales (5.1).
- Earnings per share (diluted) EUR 0.19 (0.25).
- Net cash flow from operating activities EUR 32.2 million (12.0).
- Net debt EUR 155.0 million (221.7) and gearing 36.5 percent (56.2).

MARKET OUTLOOK

Demand is expected to be stable or slightly higher among industrial customers. The demand within port customers is expected to be stable. However, due to the timing of large port crane projects, the quarterly Equipment order intake may fluctuate.

FINANCIAL GUIDANCE

Based on the offer base and the near-term demand outlook, the year 2013 sales are expected to be stable or slightly higher than in 2012. We expect the 2013 operating profit to improve from 2012.

President and CEO **Pekka Lundmark:**

"We are happy to report an all-time high order intake in the first quarter of 2013. The order from the Indonesian port operator Pelindo III, booked in February and worth more than 100 million euro, is also the largest single order in our company's history. Orders for industrial cranes and components recovered somewhat from the low level in the last quarter of 2012 and also the growth of service contract base accelerated. Overall, a good quarter for our order book.

Positive development in the service business profitability we saw throughout 2012 continued. The new technologies and the broadened scope of services that we are launching have been well received by the customers. As for the equipment business, the quarter suffered from seasonally low delivery volumes. This was further accentuated by product mix, price pressure and the low order intake in the second half of last year affecting the entire first half of 2013. Restructuring measures to lower our cost base in the equipment business are proceeding according to the plan, and they will gradually deliver results." **Source: Konecranes Plc**

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Running two weeks late after first getting caught up in the HIT strikes in Hong Kong and then suffering a main engine breakdown on the voyage south. Coscon's **FEI HE** (9060182) outbound from Melbourne 21-04-2013 –

Photo : Dale E Crisp ©

1,000 arrive in Jeddah on Japanese Peace Boat

The Japanese **"Peace Boat"** arrived in Jeddah last week, carrying 1,000 passengers, including a number of Hiroshima survivors. They were received by Nizar Madani, state minister for foreign affairs, and a number of Saudi officials.

The **Peace Boat** is a nonprofit nongovernmental organization based in Tokyo concerned mainly with promoting world peace, human rights, equality, sustainable development and environment protection.

It has already made 100 trips since it was first launched in 1983 as an Asian initiative that later expanded to other areas. Jun Yoshida, the Japanese consul general, said the **Peace Boat** shows Japan's determination to spread peace across the world. He said his country has been watching events in the Middle East and seeks to find lasting, peaceful solutions that will guarantee stability in the region.

This is the boat's second visit to Saudi Arabia and has provided Japanese people the opportunity to become acquainted with Saudi culture and the country's historic sites. At Saudi stalls at the harbor, Japanese passengers can buy various souvenirs and handmade objects created by Saudi families and craftsmen. They can also visit a "desert camp" that can accommodate 1,000 people, which features folk shows and cultural performances.

Visitors can also go to the tower at Jeddah Islamic Port, where 150 people will be chosen to listen to lectures on Saudi Arabia's role in world peace and the promotion of dialogue among various countries. Passengers will be given English language pamphlets about Saudi Arabia and receive copies of a book entitled "Voice of change." Another book, entitled "Islam's Position on Terrorism and Extremism," will also be distributed. **Source : arabnews**



The four masted Russian Sail training ship **SEDOV** paid a brief visit to Cape Town, and departed Thursday afternoon at 16h00 bound for Walvis Bay – **Photo : Glenn Käsner ©**

IN HET SPOOR VAN DE KONING...



In de maand mei kunt u in de voetsporen treden van onze nieuwe koning Willem-Alexander. Dat kan in het **Nationaal Baggermuseum** in Sliedrecht. Onze koning heeft een opleiding gedaan in water management en als onderdeel daarvan heeft hij het **Nationaal Baggermuseum** bezocht. Nederlandse baggerbedrijven zijn in heel de wereld bekend door waterbouwkundige werken. Koning Willem Alexander, toen nog prins, leerde in het **Baggermuseum** zelfs nog vele interessante feiten. Maar dat is niet alleen voorbehouden aan

koninklijke gasten, iedereen die dit unieke museum bezoekt steekt er iets van op. Een deel van de route die Willem-Alexander in het **Baggermuseum** heeft gelopen zijn aangegeven met oranje voetstappen. Een reeks van nog niet eerder vertoonde foto's van zijn bezoek aan het **Nationaal Baggermuseum** en de stoombaggermolen "Friesland" kunt u zien en doe een leuke speurtocht met de kinderen. Willem-Alexander werd door ervaren baggeraars rondgeleid en ingelicht over de geschiedenis van waterbouwkundige werken, een industrie die voor Nederland van groot belang is. Iedereen wordt in het **Nationaal Baggermuseum** koninklijk ontvangen. Het **Nationaal Baggermuseum** is geopend van dinsdag tot en met vrijdag van 14:00 tot 17:00 uur en op zaterdag van 11:00 tot 17:00 uur. Kijk ook op www.nationaalbaggermuseum.nl



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NAVY NEWS

Navy plan would deploy carriers more frequently

Tens of thousands of sailors in Hampton Roads would deploy more often - but also, defense officials say, on a more predictable schedule - under a plan the Navy hopes to launch by the end of next year. The plan would overhaul deployment cycles of aircraft carrier strike groups, which have been stretched thin during more than a decade of war in the Middle East. Under current operations, aircraft carrier crews spend months training for a single deployment that's billed to last six to seven months. But global demands often extend those cruises to eight or nine months, said Rear Adm. John Kirby, the Navy's chief of information. That wouldn't be the case under the Navy's Enhanced Carrier Presence Plan, Kirby said this week in an online video announcing the proposal.

Instead, crews would go through one pre-deployment workup period to prepare for two seven-month deployments, with seven months at home in between cruises. Today, carrier strike groups deploy once every 32 months. Under the new plan, the ships and their air wings would deploy twice every 36 months.

"You'll be at sea a little bit longer than you are now, but it will be on a much more predictable, stable schedule," Kirby said in the video, emphasizing that the change was still in the planning phases and would require additional funding from Congress.



The change promises a sense of stability for the Navy's fleet of nuclear-powered aircraft carriers after a period of uncertainty, driven by war and budget cuts.

In February, the carrier **Dwight D. Eisenhower** deployed overseas just two months after returning to Norfolk from a six-month cruise - part of a reshuffling of forces sparked by mechanical problems on a West Coast-based carrier.

A month earlier, the aircraft carrier **Harry S.**

Truman had its deployment canceled two days before the strike group was to ship out, a consequence of dwindling defense dollars. Last August, the aircraft carrier **Abraham Lincoln** arrived in Norfolk after being away for 10 months - including a grueling 105 days in the Arabian Sea - on a deployment that was twice extended. The new deployment cycle would mean more ships at sea at any given time, allowing the service to respond to crises without extending deployments or forcing ships to deploy unexpectedly **Source : pilot Online**

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Budget cuts for the Navy to sink Fleet Week

'There will be no Navy ships in New York this year for Fleet Week and no additional sailors or Marines,' a spokesperson for the event said in a statement, potentially losing the city \$20 million in economic activity.

The Navy on Wednesday blamed across-the-board budget cuts, known as sequestration, for a decision to officially cancel the annual docking of military ships in New York. "There will be no Navy ships in New York this year for Fleet Week and no additional sailors or Marines," Beth Baker, Fleet Week director of public affairs, said in a statement.



"Thank you N.Y.C. for what you do for our servicemen and women each and every day," Baker said. "Hope to see you next year!" New York lawmakers said the week generates an estimated \$20 million in economic activity.

Source : NYdaily News



The **USS BARRY** outbound from Haifa – Photo : Peter Szamosi ©

Pakistan's Dream Navy?

Beset with monetary woes and a tenuous relationship with the US, Pakistan's naval modernization plans appear to be faltering with the hoped for acquisition of further surplus US equipment now unlikely.

Former Australian defense attaché to Pakistan, Brian Cloughley, says Pakistan's crippled economy means "the Navy will not receive as much as it needs for capital equipment," increasing the importance of obtaining surplus equipment.

Pakistan has long hoped for up to six Oliver Hazard Perry-class frigates to replace its six ex-British Type-21 frigates acquired in the 1990s.

In 2005, the Perry frigates **Elrod** and **Kaufmann** were speculated to be destined for transfer to Pakistan.

However, only **McInerney** was transferred in 2010, and she currently lacks ASW helicopters and missile armament, though a new Turkish combat management system indicates she is at least to be retained.

Six US Navy Perry frigates are due for decommissioning in fiscal 2013. However, Mexico, Taiwan and Thailand are known to have been offered the frigates, with Taiwan reportedly to take at least four to replace its eight Knox-class frigates.

As far as can be ascertained, Pakistan has not been mentioned in any official documentation regarding further transfer of Perry frigates. Sources in the defense section at the US Embassy here were unable to give any further information, or say if any P-3C Orion patrol aircraft would be made available to replace two destroyed in a 2011 terrorist attack.

The Pakistan Navy did not reply to a request for information.

Cloughley said obtaining further Perry frigates is now unlikely, and that both the US and the UK (which has four surplus Type-42 destroyers up for disposal) are "reluctant" to provide combat vessels that would meet strong Indian objections. Based on past announcements, Pakistan would like its future surface combatant strength to include six Perry frigates, four Chinese Batch 1 and two to four Batch 2 F-22P/Zulfiqar frigates. **Source : defense News**



25-04-2013 : The **HMS NORTHUMBERLAND** entering Valetta harbor **Photo Mario Schembri ©**

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Volumes jump at ABG Shipyard counter

ABG Shipyard clocked volume of 2.04 lakh shares by 13:03 IST on BSE, a 6.03-times surge over two-week average daily volume of 34,000 shares. The stock rose 0.66% to Rs 320.70. piceJet notched up volume of 1.32 crore shares, a 5.79-fold surge over two-week average daily volume of 22.89 lakh shares. The stock surged 12.96% to Rs 35.30.

Source : Business Standard

1100 jobs on line at Williamstown defence shipyard

ONE of Australia's most important naval shipyards, Melbourne's Williamstown, could be mothballed or sold, placing more than 1000 jobs at risk unless the federal government gives it more work.

The Australian understands that shipyard owner **BAE Systems** has discussed internally the option of mothballing or selling its Williamstown naval shipyards from 2015 if no more naval work can be secured BAE employs about 1100 workers at the site. The company has told the Victorian and federal governments that its preferred option is to continue building navy ships in Williamstown but that it faced a "significant reduction" in workload from the middle of next year unless it received more work on the \$8 billion project to build three new air warfare destroyers for the navy.

BAE is constructing blocks for the AWDs and is fitting out the first of the helicopter landing docks.

Planners inside **BAE** have discussed the worst-case scenarios of mothballing the shipyards until more work comes along or selling them as a going concern or to developers.

The stated policy of the federal government is to try to manage naval shipbuilding in a way that provides steady work to local shipyards and avoid the so-called "valley of death", where shipyards are forced to close after big projects are completed, causing a loss of skills needed for future projects.

BAE's Williamstown shipyard has a poor relationship with managers of the AWD project, the AWD Alliance, which comprises the government's Defence Materiel Organisation and ASC as well as Raytheon Australia.

The bad blood can be traced back to 2010 when BAE, as a sub-contractor, bungled work on the keel block of the first AWD, **HMAS Hobart**. The alliance responded by reallocating future work on four AWD blocks, handing them to the two other AWD shipyards: ASC in Adelaide and Forgacs in Newcastle.

Since then, the government has acknowledged that BAE's work has improved and has flagged the possibility that the four AWD blocks may be reallocated back to BAE.

BAE has told the alliance it urgently needs the extra AWD work if it is to avoid job losses in Williamstown, but the alliance has played down the prospects of any immediate deal with BAE.

"There is currently no agreement in principle to reallocate work (and) related discussions are commercial in confidence," an alliance spokeswoman said. A spokesman for **BAE** said the company's Australian business plan was based on retaining its Williamstown operations. Source : The Australian

BHIC secures RM515m jobs from Boustead Naval Shipyard

Boustead Heavy Industries Corp. Bhd (BHIC) has accepted two contracts from **Boustead Naval Shipyard Sdn Bhd (BNS)** for two projects under the littoral combat ships programme.

BHIC said on Monday its sub-subsidiary, Contraves Advanced Devices Sdn Bhd had accepted the contracts from BNS for the programme which will be carried out over 10 years. The first contract is for the Thales underwater systems CAPTAS towed array sonar complete with simulators valued at RM287.02mil. The second is the Thales Nederland BV SMART-S main surveillance radar with simulators worth RM227.97mil. Source : The Star

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Shanghai Port's container flow rises in March

Container flow through Shanghai's port, the world's largest container port by volume, registered a moderate increase in March, the port authority said. The port in March handled 2.88 million 20-foot equivalent units of containers, up 5.4 percent from a year earlier, data from the port authority showed. Container volume at the port during the first quarter also increased by 3.5 percent from the previous year to 7.8 million TEU of containers, port data showed. These containers totaled 130 million metric tons, up 7.8 percent year-on-year, the port said. **Source: China Daily**



The **KIRSTEN MAERSK** outbound at the Westerscheldt river passing Terneuzen

Photo : Ronald Ribbe – <http://www.rorifocus.nl> ©

Conquest MB I at work at Flushing, the Netherlands.

Conquest MB I, a 1500 ton offshore heavy lift crane barge from **Conquest Offshore** worked (off)loading at the quay of Heerema, Flushing, the Netherlands.

Clients appreciate the exceptional working characteristics of the state of the art 136 x 36 m crane barge. When changing from 400t, 800t to 1,600t hook block there is no need to change wires, blocks or sheaves. The blocks enables custom reeving for every project, being able to create lifting speeds up towards 1.5 meter per second.



The swing system is powered by eight 22kW electrically driven motors operated through 2x2x2x2 left-right switch basis. The crane's speed control with frequency drive by Sinamics, Siemens, keeps a continuous active drive with a swing speed of 1 degree per second. The barge itself is equipped with an accurate and fully automated ballast and trim (anti-heeling) system with ballast pumps (2x 800 m³/h) and trim pumps (4x 1,000 m³/h and 2x 2,000 m³/h) to keep the barge balanced within 0,3 degrees of list during lifting of heavy equipment and (off)loading of the barge. The 136m x 36m x 8m barge has a free deck space of 3,700 m² for 9,000 t of cargo and a permissible deck strength of min. 20 ton / m².

Principal Particulars:

- 136 x 36 x 8m heavy duty barge
- Total deck space – approx 4900 m²
- Total free deck space for cargo - 3700 m²
- Deck strength of 20 ton/m²
- Fully automatic ballast (anti heeling) system
- 1500 metric ton lifting capacity
- Dynamic Load System (DLS)
- 63m (207ft) heavy duty double boom
- 75m (246ft) runner hoist
- 97-124 m (318-400 ft) long single boom

www.conquestoffshore.com



The **NORD OBSERVER** enroute Amsterdam – Photo : Simon Wolf ©

Pelindo II's revenue, profits jump in Q1

State-owned port operator Pelindo II, which manages 10 seaports including the largest port in Jakarta, Tanjung Priok, reported a positive performance during the first quarter of 2013 with revenue and net profits rising significantly.

Pelindo II, also known as the Indonesian Port Corporation (IPC), saw its revenue grow by 24 percent to Rp 1.57 trillion (US\$161.39 million) between January and March this year. The company attributed the growth to higher traffic at all its ports, especially Tanjung Priok Port, which is the country's main gateway.

According to IPC corporate secretary Yan Budi Santoso, the company made several changes to Tanjung Priok Port last year to increase efficiency and its container handling capacity, which included removing several offices from the port's complex.

"We removed offices and warehouses that had nothing to do with the port and used the new space as an additional loading area. We managed to increase container handling capacity by around 1 million to 2 million 20-foot equivalent units (TEUs). At the moment, the port has capacity for 7 million TEUs," he said. Besides Tanjung Priok in North Jakarta, the IPC also manages Teluk Bayur Port in West Sumatra; Jambi Port in Jambi; Panjang Port in Lampung; Pangkalan Batam Port in Bangka Belitung, and Pontianak Port in West Kalimantan.

With the changes, the IPC's net profits during the first quarter of 2013 jumped 76.6 percent to Rp 893.9 billion.

The IPC has allocated Rp 7 trillion for this year's capital expenditure (capex) budget. A large chunk of that budget, Rp 5 trillion, is being set aside for the development of Kalibaru Port in North Jakarta. Kalibaru, which is being touted as the new Priok, is designed to be Indonesia's largest industrial port with a total capacity of 13 million TEUs.

IPC president director Richard Joost Lino said that 18 firms were competing for the tender for the two new terminals in Kalibaru. The appointed operators will have to invest between \$200 million and \$350 million on average for each terminal for the superstructure and equipment.

"We are offering them [tender participants] a 49 percent share in the terminals. They have to deposit the equity with us and we will pay them in dividends," he said, adding that the IPC would announce the tender's result in September.

To support its business, the IPC plans to establish a total of 22 subsidiaries by 2014. So far, it has eight subsidiaries and is planning to form six more this year. "They will run our existing businesses, which range from marine services to bulk terminals. With these subsidiaries, the IPC — as a state-owned enterprise — will be more flexible in its operations," Lino added. He confirmed that two of the subsidiaries, PT Pengembang Pelabuhan Indonesia (PPI) and PT Multi Terminal Indonesia (MTI), would soon be going public. The PPI, the operator of Kalibaru Port, will release its shares to the public after the first Kalibaru terminal is completed. Meanwhile, the MTI is expected to go public in 2014. Before listing its shares, the firm will first sell debt papers this year in an effort to generate Rp 200 billion to finance its operations. **Source: The Jakarta Post**



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Jeddah port cargo services suspended following glitch

Cargo services were disrupted at the Jeddah Islamic Port due to a technical fault in the electronic exchange system, informed sources said.

The port authorities did not comment on the issue or on its impact on cargo activity of the port. Hani Al-Trabulsi, a cargo dealer at the port, said the system stopped working a few days back and the outgoing and transit cargo services were suspended with the exception of goods that had already been entered prior to the technical glitch.

A number of commercial ships have already left the port without being loaded with outgoing or transit goods. The owners of these goods incurred fines in the form of storage fees or delays in the export of goods, he said.

Fees for container transport services have increased considerably due to long waiting periods and container-pile up at the port. Head of the Deputy Transport Committee at the Jeddah Chamber of Commerce and Industry, Said Al-Bassami, said there is a 50 percent increase in container transporters' fee, which will negatively affect the transport activity at the port. The fees vary from one transporter to another, depending on the nature of workload and deals signed with companies. Some contracts are based on the number of containers while others are operational on a long-term basis, he said. Small-scale container transport firms at the port may quit the market due to a shortage of manpower and long delays in container handling. Big transport firms with multiple contracts are still operational and are ready to meet their obligations, he added. **Source: Arab News**

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BOEKBESPREKING

Door : Frank NEYTS

"100 x Zuidoost Engeland".

Bij de uitgeverij Lannoo verscheen zopas '**100x Zuidoost-Engeland**', een reisgids waarin journalist Dirk Musschoot, sinds decennia een bewonderaar en bezoeker van Engeland, de lezer meeneemt naar zijn honderd favoriete bestemmingen in de regio's in het Zuidoosten (Kent, Sussex, Hampshire en Surrey) van Engeland en hen ruim voorziet van logeertips en adresjes om lekker te eten en te drinken. Meer info op www.lannoo.be en www.dirkmusschoot.be. Wie met de tips van Dirk Musschoot aan de slag wil, vindt in P&O Ferries een uitgelezen partner. P&O Ferries verzekert, met vijf ferry's, 23 overtochten (enkele reis) per dag op de Kanaalroute tussen Calais en Dover. Onder de schepen op deze route bevinden zich de twee grootste en nieuwste op het Kanaal, de 'Spirit of Britain' (sinds 2011) en de 'Spirit of France' (sinds 2012).

Alle ferry's hebben winkels aan boord, restaurants (à la carte en self service), bars, lounges en kinderspeelruimtes. Voor wie de overtocht het liefst in alle rust en comfort maakt, is er de Club Class waar begrepen in de prijs een glas bubbels, koffie, thee en frisdranken worden geserveerd. Voor wie graag het eerst aan boord rijdt (en het eerst van boord) is er de formule 'priority'.

Na een overtocht van slechte anderhalf uur ben je aan de overkant, klaar om het zuidoosten van Engeland te ontdekken. Je kunt er naartoe voor een daguitstap, een minitrip (tijdens een (lang) weekend bijvoorbeeld), of zelfs voor een heuse vakantie. Een unieke kans om een trip met een ferryovertocht een maritiem tintje te geven. Trouwens, men zal het in de gids vinden, Zuidoost Engeland heeft heel wat maritiems te bieden.

"**100 x Zuidoost Engeland**" (ISBN 9 789401 406413), werd als softback uitgegeven, telt 269 pagina's en kost 17.99 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeverij Lannoo, Kasteelstraat 97, B 8700 Tielt. Tel +32(0)51/42.42.11, Fax +32(0)51/40.11.52, website www.lannoo.com.

.... PHOTO OF THE DAY



Heerema's **AEGIR** moored in Rotterdam – Caland canal busy outfitting on and below deck getting ready for shifting to the **Huisman** premises in Schiedam , *Finally the summer is approaching !* – **Photo : Wouter Blom (c)**

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