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THIALF en-route to Rotterdam, towed by President Hubert. Deck department of the THIALF installing a net on the newly painted helideck.

Photo : Han Klasens - Assistant mate Thialf (c)

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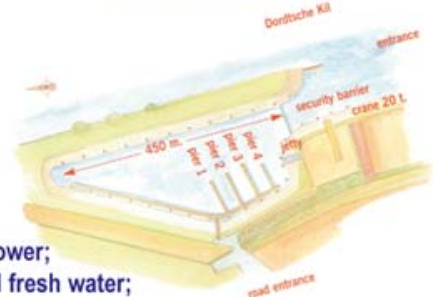
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05-05-2013 : The **SG PEGASUS** 2011/8195gt, at Coode Island Melbourne.

Photo : Andrew Mackinnon – www.aquamanship.com ©

Survitec UK goes for quality by Pronomar

Pronomar is very happy about an order received from **Survitec UK**. Survitec UK, as part of the **Survitec Group**, is an Aberdeen-based company with locations throughout the UK as well as Europe dedicated to combining quality products with excellent service delivery. Their range includes critical safety equipment for the marine, aviation, industrial, offshore, military and emergency service markets. As they also service marine safety equipment, they

approached us as we have a perfect tool to facilitate their servicing of survival suits, namely our efficient and state-of-



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Pronomar is very pleased about this cooperation and trusts that Survitec will benefit from the fast and efficient service our drying systems provide.

If that sounds like something you could also use at your company then do not hesitate, contact us via

www.pronomar.com – we'll be happy to be of service!



The **SANKO SKY** in Cape Town – Photo : Ian Shiffman (c)

British Private Navy Warship Held in Spain

An ex-Royal Navy officer's converted warship has been seized by Spain amid fears he is a mercenary planning to fight pirates in Somalia. Former lieutenant Chris Enmarsh's decommissioned gunboat **Defender** has been stopped from sailing since being forced to stop off in Tenerife for repairs. The Spanish authorities are understood to be concerned that Mr Enmarsh and his five-man crew intend to operate as so-called guns-for-hire protecting oil platforms off the coastline of East Africa, reports the Daily Mail. The 127ft boat was built in Lowestoft, Suffolk, in the mid-Seventies as a fast attack craft for the Sultan of Oman's navy in the Gulf. It was decommissioned in 2002, and Mr Enmarsh is thought to have bought it two years ago.

Officials are understood to have been suspicious that the formidable looking vessel, which flies the British flag, was registered as a pleasure boat. **Source : MarineLink**



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Splithoff's **MUNTGRACHT** seen leaving King George Dock, Hull.

Photo : Ronald Meijer 2/0 Pride of Rotterdam ©

Swire Oilfield Services Exhibits at Influential Tradeshow

Offshore Technology Conference offers benefits to exhibitors and attendees

Swire Oilfield Services, LLC, the world's largest supplier of specialized offshore cargo carrying units to the global energy industry and leading supplier of modular systems, offshore aviation services and fluid management, will exhibit at the Offshore Technology Conference (OTC) in Houston, May 6 - 9. During the conference, Swire will introduce its Modular Systems division and SAFE (Swire Advanced Fluid Engineering) Tanks to the Gulf of Mexico region. Experts will be on hand to discuss and demonstrate the products at booth #324 outside the Reliant Center.

"OTC is a great way to interact with clients and potential customers," said Steve Hardwick, Swire President of North America. "They can see our products up close and have any of their questions answered by a representative. The unique environment gives attendees from all over the world an opportunity to understand how Swire products can benefit their company."

Each year, OTC attracts more than 80,000 attendees from more than 110 countries and 2,500 exhibiting companies. OTC is organized and operated exclusively to promote and further the advancement of scientific and technical knowledge of offshore resources and environmental matters.

OTC is the world's foremost tradeshow for the development of the offshore oil and gas industry. OTC's technical programs offer key insight from leading experts on emerging technologies, project updates, best practices, safety and environmental issues and the changing regulatory environment. Technical programs cover a wide range of topics related to the offshore energy industry.

"The conference is not only about generating sales leads," said Hardwick. "Swire attends OTC to learn from other experts in the field so we can pass on our knowledge to our customers."

To learn more about Swire Oilfield Services, please visit - www.swireos.com or stop by OTC booth #324 to see the products at the conference.



04-05-2013 : The **MARE ARTICUM** 2000/40306gt, departing Melbourne in Yarra River

Photo : Andrew Mackinnon – www.aquamanships.com ©

LNG to fuel the future of shipping

Traditionally merchant ships are fitted with diesel engines, most of them running on heavy fuel oil (HFO) rather than the more costly marine diesel oil (MDO). The next decade, however, could see a remarkable change in the fuel being used on ships. Dual fuel engines are, in fact, already in strong demand today.

Fuel represents roughly 60-70% of a ship's operating costs. With the price of HFO steadily rising by 254% since 2001 and given the global economic downturn, ship owners have been forced to look for ways to reduce fuel consumption. Most large vessels are therefore currently being operated in "slow steaming" mode, since lower speeds allow fuel consumption to be substantially reduced.

Besides higher prices there is another important factor that will play a role in the fuel used in the future for marine engines: the environment. The International Maritime Organization (IMO) is implementing several measures aimed at restricting the shipping industry's emissions. One of them is the Energy Efficiency Design Index, due to become effective in 2013, that will indicate a ship's CO₂ emissions expressed in grams per ton of cargo transported one nautical mile.

The case for LNG carriers

According to a study by Det Norske Veritas AS, one of the most likely alternatives to diesel engines burning liquid fuel oil will be dual fuel engines running mainly on LNG and changing over to fuel oil only when required.

New engine designs have incorporated two turbochargers (see image below), arranged in series to generate increased air pressure, airflow and a superior turbocharging effect. This results in an efficiency rating of up to 76%, which is extremely high. The increased air pressure, combined with the advanced engine technology, improves the engine output and power density by up to 10%. At the same time, both fuel consumption and CO₂ emissions are reduced.

Further emissions reduction can be achieved with additional engine systems or by the use of exhaust gas after-treatment. At high altitudes, 2-stage turbocharging technology guarantees the engine's operational performance by compensating for the reduced air density. In addition, lower life cycle costs, compactness and cost effective design are all considered to be of importance. Calculations indicate that in certain power plant applications, the investment in advanced 2-stage engine technology could be regained in less than two years of operation. The trend toward dual fuel engines is evident already today in the activity we are seeing in LNG carrier development. Although the propulsion system on these types of vessel were typically steam turbine based in the past, most of the vessels on order at the moment are 4-stroke dual fuel electric driven. The reasons are obvious: being able to run both diesel and gas, with higher efficiency and lower emissions, combine to make this solution a very attractive option for the future.

Source: ABB

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The **NILEDUTCH LUANDA** entering Durban harbour during a blustery winter morning.

Photo : Grant Bairstow ©

Leading container lines reinitiate piracy meetings to keep focus on piracy

CMA CGM, MSC, Maersk Line and Hamburg Süd representing 40 percent of the world container shipping industry have met to discuss the piracy threat towards international shipping. The meeting focused on piracy in the Gulf of Aden, the Indian Ocean and West Africa. The cooperation between CMA CGM, MSC, Maersk Line and Hamburg Süd includes information exchange on security measures, piracy policies and procedures as well as coordination with relevant stakeholders.

"Although we have seen a decline in piracy activity over the past year, piracy continues to be a concern for the shipping industry, and therefore we still need our piracy consensus meetings where we can cooperate on responses to the threat to ensure the safety and security of our seafarers," CMA CGM, MSC, Maersk Line and Hamburg Süd said in a joint statement.

At the piracy consensus meeting, CMA CGM, MSC, Maersk Line and Hamburg Süd agreed that the international community's efforts to fight the problem have contributed significantly to the improvement in the situation seen today. Especially the naval presence in the Gulf of Aden and the pursuit of appropriate legal frameworks to ensure pirates are prosecuted and held responsible for their crimes have contributed hereto.

"We highly appreciate the efforts by the international community to combat piracy in the Gulf of Aden and the Indian Ocean and the success achieved. The continued commitment by the international community with a strong presence and mandate is critical to sustain the current low level of piracy activity," CMA CGM, MSC, Maersk Line and Hamburg Süd said.

CMA CGM, MSC, Maersk Line and Hamburg Süd have put the guidelines in the Best Management Practices to use on a daily basis and have gained significant experience over the past years on what adds value to their ship protection.

"The Best Management Practice (BMP) has been a key contributor towards reducing the risks of piracy. To remain relevant, a revised BMP must focus further on the risk assessment element as the key methodology to determine appropriate anti-piracy measures. In our experience, a 'one size fits all' approach does not provide the most effective and efficient solution against the threat. Each protective element must be evaluated in response to the risk and the appropriate level and mix of security methods must be used," CMA CGM, MSC Maersk Line and Hamburg Süd concluded. Hamburg Süd, CMA CGM, MSC and Maersk Line continue to support proposals for regional capacity building to address the issue such as a regional coast guard and further commitment by the international community to address the root causes of piracy ashore. **Source: Maersk Line**



The **HAI YANG SHI YOU 278** loaded with the **CASTORO 10** anchored off Curacao
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

DNV enhances class rules for offshore units

DNV has restructured its offshore classification rules for Mobile Offshore Units in order to improve transparency and enhance safety. "Our aim is to help the rig owner in the building process – to clearly show that the unit is constructed

in compliance with reliability and safety standards. At the same time, yards can achieve improved efficiency and have the ability to document the safety level of alternative solutions," says Erik Henriksen, Director for Mobile Offshore Units at DNV.

International offshore regulations and requirements are constantly adapting to new conditions, technologies and safety issues. Class rules prescribe how the regulations are to be met and help the owner and yard in designing and constructing the newbuild. But achieving an optimal result requires a delicate balance between detailed prescriptive vs. functional and more general requirements. The first ensure predictable and transparent results, while the latter allow the application of alternative solutions.

"DNV is continuously developing its standards and guidelines in order to be in the forefront of technology. As a class society, we aim to provide clear and updated rules to ensure that offshore units are safe, efficient and reliable. This is where we provide added value, since a more reliable unit equals less downtime," says Henriksen.

"Today, DNV is launching an enhanced and restructured version of our offshore classification rules for Mobile Offshore Units. I'm confident that these will provide stakeholders with a clear description of the technical requirements. As before, the rules are aligned with the IMO MODU Code, International Association of Classification Societies (IACS) Unified Requirements and other relevant international standards and codes. However, in addition, they include a comprehensive description of interpretations. This makes the rules' requirements easily understandable for application throughout the design, construction and operation of the asset," he points out.

DNV recognises the competitive advantage of building to a higher standard than required for compliance with regulations. Going beyond these basic requirements will not only result in improved safety, but also increase reliability and hence have a direct positive effect on downtime. For owners looking to achieve this advantage, DNV has added an extra level of system requirements defining the optional Enhanced System class notation.

Specifically, the restructured rules provide advantages to all parts of the value chain:

- **EFFICIENCY** – they enable more efficient production that meets internationally accepted standards without being limited to prescriptive solutions
- **RELIABILITY** – they provide assurance that the unit meets reliability and safety standards without the burden of unnecessary disputes
- **TRANSPARENCY** – they create trust that safety and design principles are implemented by following detailed interpretations.

The enhanced and restructured format is now open for comments during an external six-week consultation period. Subsequently, DNV will update the standards based on the input received, followed by formal publication.

Source: DNV



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Hong Kong port workers vote to end strike

Hundreds of workers at a Hong Kong container port operated by tycoon Li Ka-shing voted Monday to end a 40-day strike, one of the city's longest-ever, after their employers offered a 9.8 percent pay rise.

The stoppage had disrupted traffic at Hong Kong's container port, the world's third busiest. Protests spread to the Central financial district, where workers staged demonstrations outside the headquarters of Li's Cheung Kong group.

The strikers, who at the height of the stoppage numbered 450, had been demanding a 20 percent pay rise.

Li's Hongkong International Terminals (HIT) had tried to distance itself from the dispute by repeatedly saying the protesters were workers hired through contractors. The contractors agreed Friday to make a final offer of 9.8 percent to all workers, effective from the first day of this month. "We say we've won half the battle. At least they offered all of the dock workers, not only the ones on strike but also the ones that are still working, a 9.8 percent raise in front of all

Hong Kong people," said Union of Hong Kong Dock Workers general secretary Stanley Ho. But not all workers were happy, according to Hong Kong Confederation of Trade Unions organising coordinator Chan Chiu-wai. "To be honest, not all people are satisfied with this offer, because honestly, it is quite a bit off when compared with our initial goal," Chan told AFP. "Everybody understands that... after the strike has gone on for so many days, if we continue to go on, we may not get any better offers," Chan said. HIT, which operates 12 berths, is a unit of Li's Hutchison Port Holdings Trust, part of the business empire of Asia's richest man. Li's firms control about 70 percent of the city's port traffic as well as many other businesses in the city. **Source: AFP**



Dalmeny, outbound from Rosyth to the Houndpoint Moorings. Dalmeny is one of four tugs that work at the Houndpoint Oil Terminal on the River Forth, Built 1994 by S.A. Balenciaga-Zumaya Yrd No 359 for BP Exploration and managed by Targe Towing Ltd, Arbroath, her dimensions are 34.85 X 11.12 X 5.00, Powered by ABC main Engines rated at 4,800bhp, BP of 60tons ahead & 55tons astern a bow thruster of 180bhp is also fitted. She is also capable of FiFi and Pollution Control. She is now owned by Targe Towing. **Photo : Iain Forsyth (c)**

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The **MSC MAGNIFICA** arriving harwich **photo : Andrew Moors RNLI Harwich lifeboat ©**

To All Friends and Members of the IOS



On the day of 9th- 05-2013 there will be held an open visitors day named [Workshippeday](#) at the harbour of the SMG IJmond Modelships club at Heemskerk -Holland from 10.00 til 17.00 hrs address Corner Communicationweg / Tolweg at Heemskerk opposit Shell tankstation left to the harbour and parking we look forward to the people who will visit us, We have ordered already some nice weather ☺
Hope to See You Soon! Cees Punt on behalf of the SMG Ymond model bouw club

4 mei herdenking in Rotterdam



Op 4 mei j.l. werd in Rotterdam aan de Veerhaven hoek Calandstraat de jaarlijkse 4 mei herdenking gehouden. Ieder jaar wordt er een krans gelegd bij het Lloyd monument: "Ter nagedachtenis aan hen die, in dienst van Rotterdamsche Lloyd, gedurende de 2e wereldoorlog het hoogste offer brachten". De mensen die aan de wal werkten in dienst van de Rotterdamsche Lloyd tijdens de 2e wereldoorlog en zijn omgekomen, worden ook herdacht. Gelukkig was belangstelling ook dit jaar goed en het lijkt wel of de belangstelling jaarlijks toeneemt. de erewacht werd dit jaar opnieuw gevormd door het Zeekadettenkorps "Willem Ruys". Na de herdenking kwamen de aanwezigen nog samen in het Maritiem Hotel.

Secretariaat KRL/WRZ, Marijke Staete 41,2931 WB Krimpen a/d Lek
Telefoon 0180-513505 :E mail: krl-wrz@hetnet.nl
Namens het bestuur. Henk Hellenthal / Voorzitter

CASUALTY REPORTING



Tugboat sinks off Locust Point pier

No one injured in incident; towing company plans to raise boat from water

A 100-foot tugboat sank off Pier 3 in Locust Point on Saturday night.

The tugboat **Kaleen McAllister** sank before 10 p.m., Mike Reagoso, the vice president of Mid-Atlantic operations for McAllister Towing, said Sunday. No one was injured in the incident, Reagoso said. Everyone had left the boat by the time it sank, said Petty Officer David Marin, a Coast Guard spokesman operating out of Baltimore's Curtis Bay yards.

"It is too early to determine what the extent of the damage may be, but the submersion of the tug is not expected to interfere with any harbor operations or any port operations," Reagoso said in a statement.

He said the tugboat struck a submerged object, leaving it damaged and taking on water.

The Coast Guard "got a report that they were taking on water" sometime before midnight, Marin said, referring to the tugboat. Nearby tugs, including the Robert E. McAllister and Dann Marine Towing's Treasure Coast and Sun Coast, tried to assist the vessel but were unsuccessful, Reagoso said.

Efforts to pump water out of the tug faster than it was coming in failed, Marin said, and it sank at the pier, which is used by McAllister. The vessel began to sink about 7:30 p.m. and was submerged before 10 p.m., Reagoso said.

According to marine records, the tug is 102 feet long and was built in 1970. It had 22,900 gallons of fuel and 710 gallons of oil on board.

There was a report of a "small leak" of diesel fuel and lube oil after the tug sank, Marin said. The site has been "boomed off" to prevent any further spread of the leak, he said. McAllister notified an environmental cleanup firm it has on contract, Miller Environmental Group, Reagoso said.

McAllister plans to raise the tug, perhaps by using inflated air bags, and send it to a shipyard for repairs, Reagoso said. He is unsure how much it will cost to raise the tug.

"We kind of have to" get the tugboat out of the slip, Reagoso said. "You can't just leave a vessel there like that."

McAllister — headquartered in New York — has three tugs home-ported in Baltimore.

The Coast Guard is investigating Saturday's incident. **Source :baltimoresun**

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The P 44 TORNADO moored in Las Palmas – Photo : Ian Shiffman ©

Canadian submarine woes far from over

Canada's plans to counter arctic incursions by ambitious neighbors in the north are being held back by further snags in the refurbishing and upgrading of the country's submarine fleet.

Canada's plans to counter arctic incursions by ambitious neighbors are being held back by snags in the refurbishing and upgrading of the country's submarine fleet.

Canada's current defense focus is shifting steadily to the arctic region amid concerns that a stronger Russian and northern European presence is undermining the country's sovereignty in the area.

Canada has announced elaborate plans to assert its claim on contiguous parts of the arctic region amid scientific predictions melting ice will open the area to navigation and mineral exploration.

But the submarines meant to perform patrol duties are nowhere to be seen.

"There is more trouble for Canada's fleet of used British submarines," CBC reported after news that one of the Canadian navy submarines, **HMCS Windsor**, would still not perform after a \$209 million refit.

"We have restricted her in range of operations and her endurance," Capt. Luc Cassivi, director of Canada's submarine force told CBC.

The vessel awaits further work on one of its 16-cylinder diesel generators used to charge the batteries on board. Deeper dives and planned exercises off the U.S. coast are off the naval agenda.

The Windsor resumed sailing in April last year after a 5-year refit. It is one of four **Victoria class** submarines Canada bought from Britain for \$750 million, hailed as a bargain at the time.

Other submarines face more complex problems before they can be seaworthy. Further plans to refit Corner Brook, another of the four secondhand submersibles, triggered controversy after estimates the refurbishment would cost more than \$200 million.

"The unexpected repairs to the Windsor and the resulting restrictions means that the navy has only one fully operational submarine in service, the west coast-based **HMCS Victoria**," CBC said.

That vessel too was discovered to have a large dent in its hull after Canada received it from Britain, CBC said.

The Toronto Sun likened Canada's submarine troubles to "a convoluted tale of mismatched procurement meeting ill-defined strategic needs."

"The Canadian taxpayer has been left to pick up the now estimated \$3 billion (and rising) tab prompting the question: does the RCN even need to stay in the submarine business?"

With increased shipping activity in the arctic thanks to receding pack ice and more and bigger ships transiting the route for a short-cut to Europe, the paper asked if Canada needs to have a working fleet "to have eyes and ears monitoring a potentially ice free Northwest Passage."

"Well, it would help if they were ever fully operational," Steven Staples, president of the Rideau Institute defense and foreign policy think tank in Ottawa replied. "If they could dive without hitting the ocean floor or even remember to close hatches before submerging."

Defense Industry Daily said the problems faced by the secondhand submarines are so well known that some of the vessels could never be truly operational. One of the four submarines, Corner Brook, still needs repairs from a 2011 collision with the sea bottom. **Source :** www.upi.com

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Iran manufactures new indigenous submarine: Defense minister

Iranian Defense Minister Brigadier General Ahmad Vahidi says Iran has manufactured a new indigenous submarine, which will be launched in the near future.



The medium-class submarine will be launched in the next few months, Vahidi said on Saturday in the Iranian northern port city of Bandar-e Anzali.

"In the near future, we will also witness the achievements of the domestic experts in the Air and Ground [forces] and in the construction of unmanned aerial vehicles," he added.

Iran's Navy had previously launched the indigenous **Tareq 901** and **Ghadir class** submarines as part of efforts to upgrade the country's defense capabilities.

In recent years, Iran has made great achievements in the defense sector and attained self-sufficiency in essential military equipment and systems.

Iran has repeatedly assured other nations, especially its neighbors, that its military might poses no threat to other countries, stating that its defense doctrine is based on deterrence. **Source : press TV**

Singapore Navy's Receives Submarine With Air-Independent Propulsion

The Republic of Singapore Navy's (RSN) second Archer-class submarine, **RSS Swordsman**, was commissioned at Changi Naval Base last week, according to the Chinese news agency Xinhua.

The boat, acquired from the Royal Swedish Navy in 2005, underwent extensive refurbishment and modifications for local climatic conditions. The boat's combat and sensor suites were also upgraded and an Air Independent Propulsion (AIP) system was added to give the submarine greater stealth, extended reach, and expanded operational capabilities. Swordsman will join Archer, the first-in-class commissioned in 2011, and operate alongside four aging Challenger-class submarines. **Source : Ottawa Citizen**

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Head of United Shipbuilding Corporation Fired After 11 Months

The embattled president of the state-owned **United Shipbuilding Corporation** was dismissed Monday after coming under increased pressure for his lackluster performance from Deputy Prime Minister Dmitry Rogozin.

Andrei Dyachkov signed his dismissal papers from a hospital bed, less than a year after being appointed to the post, news reports said.

It also was not clear why Dyachkov, who will turn 56 on May 31, was in the hospital.

Rogozin, who supervises the defense industry, criticized Dyachkov in recent weeks for failing to complete various civil and military projects on deadline.

During a visit to Astrakhan on April 13, Rogozin criticized the leadership of United Shipbuilding Corporation for delays in the construction of the Zvezda shipyard in the Far East. He said the progress reports did not match the reality of matters at the site.

On another occasion, Rogozin criticized Dyachkov for keeping the Bratsk nuclear submarine in the repair dock since 2007. Dyachkov replaced Roman Trotsenko in June 2012 amid a government drive to reform the **United Shipbuilding Corporation**. Prior to this appointment, he headed the Sevmash shipyard (2011-12) and the Rubin Central Design Bureau for Marine Engineering (2009-11). A replacement was not immediately named to the **United**

Shipbuilding Corporation, which unites the government's shipbuilding, repair and maintenance subsidiaries in western and northern Russia and the Far East. **Source : The Moscow Times**

ROUTE, PORTS & SERVICES

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The TSHD **QUEEN OF THE NETHERLANDS** in Singapore Tuas basin

Photo : Capt Jelle de Vries ©

Adani Ports in talks with Tatas for cargo handling at Dhamra

Adani Ports and Special Economic Zone has started discussions with Tata Steel regarding the terms of handling cargo at Dhamra Port in Orissa, a port which is jointly owned by Tata Steel and Larsen and Toubro, signaling a significant move towards acquiring a strategic control of the port.

Adani Port held discussions with Tata Steel last week regarding cargo handling at the port. Tata's arm TM International Logistics currently manages the port.

In a meeting held on Thursday, senior officials of Tata Steel and Adani Ports met at Bombay house, the head office of Tata Group to undertake due diligence and have also expressed their opinion regarding the cargo handling at the port. According to the officials, Adani Port is said to have raised certain concerns regarding the cargo handling policy at the port in terms of warranties, damages and liabilities which seems to be in favour of the Tata Group. The companies are now studying the terms and conditions and are expected to meet soon to make a final decision.

"Adani Ports said that the terms and conditions of cargo handling at the port seem to be tweaked in favour of Tata Group. Since Tata Group is the biggest customer at Dhamra Port, these concerns need to be solved before Adani makes any offer regarding the port," said a person who attended the meeting.

L&T had earlier said that the port is a non-performing asset for the company and was looking for potential buyers. "The deal looks like it is inching closer to be completed and a final decision will be taken at the promoter-level soon," the official added.

Adanis and Tata have such business arrangements for other group businesses. The two groups have an arrangement wherein Tata Power uses Adani Port's facility in Mundra to import coal required for its 4,000 MW ultra power project (UMPP) in Gujarat. A spokesperson for Adani Group declined to comment on the matter while Tata Group said that they do not respond to market speculation and rumours. Dhamra Port's project cost is about Rs 3,600 crore and it

reported a total income of Rs 198 crore for the financial year ended 2012 with a net loss of Rs 458 crore. The port has been developed under the build-own-operate-share and transfer model with a concession from Odisha government for 34 years and commenced operations in May 2011.

But the port, which has a significant advantage in terms of its location on the east coast, especially with rising cargo from India to China has been struggling due to infrastructure constraints, including road and rail connectivity.

"Dhamra Port has huge potential on the east coast as it caters to the eastern and north-eastern hinterland in a big way. Kolkata and Haldia Ports are facing depth problems and capacity constraints. In this regard, Dhamra can provide better economies of scale and become an alternate gateway," said Anand Sharma, director at Mantrana Maritime Advisory.

Dhamra Port handled 5.1 million tonnes of cargo during 2012 and Tata Steel had developed the port due to its location, which was ideal for shipment of minerals and raw material for steel plants in the region.

Adani Port is the country's largest private sector port and had recently stated that the company was looking to utilise more than \$235 million (Rs 1,300 crore) that the company received from divesting its stake in Abbot Point Coal terminal in Australia to fund its expansion plans in the country's east coast.

Adani Ports had divested some of its stake in Abbot Point Terminal to the Adani family, the promoters of the firm, to focus on its expansion plans in India. Adani Port had acquired Abbot Point Coal Terminal in Australia in 2011 for \$2 billion. "We will receive more than \$235 million from divesting our stake in the company to the Adani family. The fund will be available for our expansion plans on the east coast of India and can also be used to reduce our debt, B Ravi, CFO of Adani Ports, had told ET earlier.

The company had also recently solved a long-awaited concern with the home ministry after the ministry decided to grant security clearance to the company to participate in port projects in the country.

Adani Ports could not participate in public-private partnership projects in the country as the home ministry had barred the company from participating in the projects due to undisclosed reasons. The denial cost the company the chance to participate in port projects worth Rs 20,000 crore in the past three years. With the security clearance now in place, Adani is expected to bid for a number of port projects that the ministry of shipping is looking to award this year at an estimated cost of Rs 30,000 crore. **Source: Economic Times India**

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Busan Port Busy Welcoming Ultra-large Container Ships

Ultra-large container vessels capable of carrying more than 15,000 containers at a time are visiting the Port of Busan in droves. More and more shipping companies are opting Busan as their preferred port of call as it is equipped with the world's best port facilities with more than 15 meters of depth.

The effort of the Busan Port Authority to attract more overseas ships to expand the cargo handling volume also worked to its advantage over rival ports such as Shanghai.

According to the Busan Port Authority on May 1, Maersk Group, the world's largest container ship operator, has selected Busan as a port of call for its newly launched container vessel capable of transporting up to 18,000 containers. On April 30, another container ship with a capacity of 15,500 TEU from the Danish shipping company, the Ebba Maersk, came into port. Earlier on April 19, a 16,022-TEU container vessel belonging to France's CMA CGM S.A. entered into the Busan New Container Terminal. For three months this year, Busan hosted a total of 52 container ships with a capacity of more than 13,000 TEU, up 21 percent from the same period last year. For the month of March alone, the port handled 1,556,000 container cargoes, a record high. Chung Hyun-don, Busan Port Authority's senior

manager responsible for overseas investment, said, "This shows to the world that the Port of Busan can cope with ultra-large container ships with little problem." **Source: Korea IT Times**



The **ESTHER SCHULTE** enroute Rotterdam – Photo : Ria Maat ©

BIGLIFT AND ROLLDOCK JOIN FORCES IN MODULAR CARGO MARKET

Global heavy lift and transportation providers **BigLift Shipping** and **RollDock Shipping** announce the formation of a joint company, **BigRoll**, which will operate two newbuild MC-Class Module Carriers for the transportation of ultra large and heavy modular cargoes by sea. The Module Carriers will be available end of 2014 / beginning of 2015.

BigRoll will build two Module Carriers, designed with a focus on short loading and discharging times, high service speed and low accelerations. The vessels will have DP2 and Finnish Swedish 1A ice class notations. The overall length of the MC-Class is 169 m, beam is 42 m, providing the vessels with a deck space of 42 by 125 m. Maximum deadweight of the MC-Class is 22,500 mt. To offer deck space as large and flexible as possible the main decks are completely free of manholes, air heads etc.



Loading and discharging can be done over vessels' stern or side by ro-ro or skidding. To minimize loading and discharging time the ballast capacity of the vessel is 12,000 m³/hr. The Module Carriers are not semi-submersible.

The combination of expertise of BigLift and RollDock, who share the same core values in QHSE and reliability of service and who have over 50 years of combined experience behind them, will give BigRoll a head start as a first class solution provider in the modular cargo market. BigRoll will concentrate on the offshore and onshore oil and gas and renewables markets, power generation, container cranes and shipyard industries. The vessels' high ice class notation will make them ideal to operate in the Arctic regions and the DP2 notation will enable direct offshore delivery of modules.

Arne Hubregtse, Managing Director of BigLift says: "I am very excited about the cooperation. Not only in designing, managing and operating the vessels, but also in **BigLift**, **RollDock** and **BigRoll** working together on special projects

worldwide. As partners in **BigRoll** and having the innovative MC class available, we can make a difference and add value."

Wout van der Zwan, CEO at RollDock says: "As a modern company we understand the importance of being ahead of the developments in the market. Our philosophy of not believing in limitations is highlighted in the decision to join forces with BigLift in this new venture to offer clients the ultimate in heavylift and transportation solutions worldwide." BigLift Shipping owns and operates 14 heavy lift vessels, with lifting capacities up to 1800 mt, in the worldwide project and heavy lift market. RollDock Shipping presently owns and operates two semi-submersible/heavy lift/ro-ro vessels (sisters) trading worldwide with two more sister vessels to be delivered – one vessel by the end of this year and the other in April next year.

Specifications MC-Class

Length over all: 169 m
Width over all: 42 m
Hull depth: 12 m
Design draught: 5.5 m
Deadweight (max): 22,500 mt
Ballast capacity: 12,000 m³/hr
Free deck space: 125 x 42 m
Deck strength: 20 ton/m²
DP 2
Finnish/Swedish Ice Class 1A
Service speed 13 knots



Jebel Ali named 'Port of the year' at SCATA awards 2013 for the 5th year

DP World's flagship Jebel Ali Port has been named "Shipping Port of the Year" at the prestigious annual Supply Chain and Transport Awards (SCATA) 2013, said in the company's press release. It is Jebel Ali's fifth SCATA award in seven years, and was received by Mohammed Al Muallem, Senior Vice President and Managing Director, DP World, UAE Region, at the magazine publisher ITP Business annual gala attended by hundreds of supply chain industry leaders. Mohammed Al Muallem, Senior Vice President and Managing Director, DP World, UAE Region, said: "We are delighted to receive the 2013 Shipping Port Award and we thank SCATA for the honour. This prestigious supply chain award recognises our service excellence as well as the leadership position DP World plays as the gateway for cargo into the Middle East and the wider region. Our on-going expansions and enhancement of our services and operations will ensure Jebel Ali continues to meet our customer's requirements for additional capacity and efficiency improvements." DP World is expanding Jebel Ali Port's container capacity, adding 1 million TEU (twenty foot equivalent container units) to Container Terminal 2 later this year and another 4 million TEU capacity with the new Container Terminal 3 by 2014. Once completed, Jebel Ali Port will be able to handle up to 10 of the next generation 18,000 TEU mega vessels at the same time – the only port in the region able to do so. Organised by ITP, the annual SCATA awards are

a celebration of the Middle East logistics industry's achievements over the past 12 months. It recognises outstanding regional and international companies, in 16 categories covering the logistics, sea freight and air cargo sectors.



The **COSCO HOPE** outbound from Rotterdam-Europoort –Photo Rob van van Deijk (c)

Pelindo II partners with China to develop Batam port

State port operator Pelindo II, also known as Indonesia Port Corporation (IPC), will at the end of this year start developing the Tanjung Sauh Port on Batam Island in collaboration with its partner, Chinese Merchants Group.

Construction is estimated to cost about Rp 5 trillion (US\$515 million) and will be done in several phases.

IPC president director Richard Joost Lino said the Jakarta-headquartered port company and its Chinese partner would collaborate on the construction as well as in the operation of the Batam port.

"We are currently finalizing the project details with our partner from China and hope to complete it within three months. The port will become an international hub in western Indonesia," Lino told The Jakarta Post, adding that details of the project would be developed in the second half of 2012.

In the first phase, a port with a total capacity of 4 million 20-foot-equivalent units (TEUs) will be built.

"As we expect to start construction at the end of the year, the first phase will be finished by the end of 2015 at the earliest," he said. In the future, the firm wants to expand the port into a 15 to 20 million TEUs capacity facility as Batam plays a vital role in the shipping and trade sectors.

He emphasized that Tanjung Sauh would help reduce logistics costs, particularly in Sumatra and West Kalimantan, the nearest regions.

Meanwhile, Pelindo I in Medan, North Sumatra, also plans to develop the city's Kuala Tanjung Port into a major port that would connect the country's western region to the world. Construction of the port will be managed by state port company Pelindo I, which already manages ports in Sumatra.

"Please develop [any] ports. The market will determine [their preference]," Lino said, commenting on Pelindo I's plan.

In addition, Lino said Pelindo II would sign a detailed agreement with Japan's Mitsui & Co., Ltd. regarding the June operation of Kalibaru's first container terminal in North Jakarta, which is the country's largest port.

"The composition of shareholders and the concession of the operation are among things that will be included in the agreement," he continued.

According to IPC corporate secretary Yan Budi Santoso, the agreement will stipulate that Mitsui supply the cranes and any other equipment the terminal needs until May 2014. Both companies previously signed a memorandum of agreement (MoA) in New York, the US, at the end of February.

The first container terminal will have a total capacity of 1.5 million TEUs.

Regarding Kalibaru's second and third terminals, Lino said that representatives of 16 foreign companies interested in investing, such as Hutchison and Dubai Port World, would visit next week. He said that the tender for both terminals would be opened immediately because construction should begin early next year. Moreover, he said the company would team up with the World Bank to help assess problems in the country's port infrastructure and shipping areas in a bid to effectively reduce logistics costs in the long run. **Source: Jakarta Post**



Jumbo's **DANIELLA** anchored off Singapore – Photo : Andre Korver ©

Newcastle Harbour's new tugs arrive

NEWCASTLE'S newest tugboats can pull the world's biggest ships, but their boss won't go overboard. The twin 6000-horsepower boats will spearhead the fleet of towage company Svitzer and pulled into the Port of Newcastle yesterday after a harsh voyage from Singapore.



"They're a good sea ship," said the company's tug master, Jack De Gilo. They had to be, just to make it to their new home. Both the tugs' crews weathered rough seas for 17 of 22 days at sea. Svitzer will rename its latest acquisitions after Newcastle suburbs through a poll on Facebook. For now, they are called the **Nixie** and the **Neso**.

"The new tugs will be the most powerful in the fleet and have been brought in to meet the needs of a growing and diversifying port," state manager Alister Dalton said. At 33 metres and 1320 tonnes, they will also be the most imposing tugs of the nine-strong fleet. They will replace the **Werra** and one of the

fleet's most cherished members, the **Wato**. The Carrington-built Wato helped recover the Pasha Bulker from Nobbys Beach in 2007. Source : Garry Luxton, Newcastle Australia

.... PHOTO OF THE DAY



05-05-2013 : Island tug & barge tug **ISLAND SCOUT** outbound in Vancouver harbor **Photo Robert Etchell ©**

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