

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 136



Number 136 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 16-05-2013

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The HANJIN HELSINKI anchored off Singapore – Photo : Piet Sinke ©

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IN MEMORIAM



JAN LIPS

Sinds 1996 was Jan een matroos/motordrijver van het allereerste TOS-uur; Jan is werkzaam geweest op vele projecten en schepen, waar hij zich altijd naar tevredenheid van onze opdrachtgevers heeft ingezet.

Door de jaren heen hebben wij Jan leren kennen als een gemotiveerde en hardwerkende medewerker, die altijd klaarstond voor zijn werk en zijn collega's.

Zaterdag 11 mei jl. is Jan plotseling op 60 jarige leeftijd overleden.

We herinneren Jan als een doorzetter met een grote dosis humor.

We wensen zijn vrouw Tineke alle sterkte toe.

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An unusual visitor at the **Damen Repair yard** in Brest the **GRAND MISTRAL** which was built in 1999 at **Chantiers Atlantique** in St. Nazaire-France and currently owned by **Costa Crociere SpA** in Italy visited for 1 day Brest. -
Photo : Hans Bisschop ©

China Delivering 3 New Ships to Iran

Iran is expanding its sea cargo fleet, Managing-Director of the **Islamic Republic of Iran Shipping Lines (IRISL)** Mohammad Hossein Dajmar said Sunday, adding that China has built three new ships for the country's shipping sector. Dajmar said Iran has ordered 3 new ships to China, and added that two ships have already been handed to Iran and the third one will be supplied in the current Iranian year (March 2013 - March 2014).

Dajmar stressed Iranian ships' continued activity despite the western sanctions and restrictions on the country's economy, and stated, "At present the company is operating with 164 ships with a total (transiting) capacity of 5.8 million tons of cargo." He further noted the western sanctions imposed on Iran to undermine its trade and harm its economy, including the last year ban on P&I (Protection and Indemnity) insurance coverage for Iranian ships and other vessels carrying goods to Iran, and added that the move proved inefficient as Iran could provide P&I insurance coverage for its ships in cooperation with a local insurance company after the western sanctions. Iran announced in July that the country has set up a domestic consortium to provide insurance cover for the oil tankers which carry Iran's oil for exports. "A consortium consisting of the internal insurance companies led by Bimeh Iran (insurance company) has been set up to provide insurance cover for the oil tankers which are tasked with exporting Iran's crude and oil derivatives (products)," Deputy Manager of Bimeh Iran Company for Technical Affairs Siavash Saeedian told FNA. Iran has also voiced preparedness to provide insurance cover for all foreign ships and oil tankers. In relevant remarks, Dajmar also voiced Iran's preparedness in July to provide insurance cover for all foreign and Iranian ships and oil tankers, in a move to push back the US-engineered EU embargos against Tehran, and said Iran has managed to break Europe's monopoly on the shipping insurance industry. "The sanction imposed by the foreign insurance firms made us launch Iranian insurance of P&I and this has been gifted to us by the sanctions," Dajmar told FNA last July. "Before this, the Europeans had the monopoly of shipping insurances and a few number of countries owned the insurance firms and coverage but we have now succeeded in starting Iranian shipping insurance through government's cooperation," he added. European Union sanctions against Tehran have stopped European insurers, who dominate the

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marine insurance sector, from offering cover on Iranian crude. But the lack of shipping cover has failed to disrupt the flow of Iranian oil to Iran's major customers in Asia - China, India, South Korea and Japan. **Source: FNA**



Departure of sailing vessels **TECLA**, **OOSTERSCHELDE**



and **EUROPA** from the V&A Waterfront (Cape Town) last Tuesday morning **photo's : Glenn Käsner ©**



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Silversea Cruises vessel **Silver Whisper** alongside after overnighting at Cobh Cruise Terminal.

Photo : Aidan Fleming ©

First round the world cruise from China for Chinese passengers

Costa Cruises has announced that in partnership with Shanghai Airlines Tours, a subsidiary of China Eastern Airlines Limited, the **Costa Atlantica** will take mainland China passengers from Shanghai across three oceans and five continents in a mammoth, globe spanning 83 day cruise, visiting 23 destinations in 16 countries and regions in 2014.

Cost Cruises says that this significant development highlights the company's increased positioning towards China with Shanghai Tourism Bureau's Deputy Director-General Mr Xu Baoan; Carnival Corporation Asia Chairman and Chief Executive Officer and Costa Crociere S.p.A Chairman of the Board Mr Pier Luigi Foschi, Costa Cruises Pacific Asia and China Vice President Buhdy Bok, China Eastern Airlines Corporation Ltd's Marketing Director Mr Dong Bo and Shanghai Airlines Tours, General Manager Mr Shen Dayi, all attending a press conference and contract signing ceremony between Costa Cruises and SAT in Shanghai. Mr Foschi said, "As a pioneer of the cruise industry in China and the first international cruise line to operate homeport cruises out of Shanghai since 2006, Costa Cruises is always challenging ourselves to bring more innovative holiday options to this market."

"China's first Around-the-World cruise is a perfect example of this and is the lynchpin of our Asia strategy over the next couple of years, heralding a new milestone in China's cruise industry." "With our partners at Shanghai Airlines Tours, we will offer our Chinese Guests the chance to explore the world in a way that has never been possible before."



The **COSTA ATLANTICA** – Photo : Peter Szamosi ©

General Manager of SAT Mr Shen Dayi, expressed a commitment to further developing the most innovative products in the China market, saying, "We are confident that the partnership between SAT and the world-class Costa Cruises will be a strong one, and we firmly believe that the 83-day's Around-the-World cruise in 2014 will be a huge success."

The **Costa Atlantica's** inaugural around the world cruise will depart from Shanghai and includes visits to Vietnam's Ho Chi Minh and Vung Tau; Phuket; Colombo Sri Lanka; Male in the Maldives; Salalah in Oman; Sokhna in Egypt; Heraklion, Santorini and Athens in Greece; Catania in Italy; Marseilles; Barcelona; Lisbon and Funchal in Portugal; New York; Miami; Ocho Rios in Jamaica; the Panama Canal; Manzanillo in Mexico; Kahului and Honolulu in Hawaii; and Guam, eight three days after setting off, returning to Shanghai on 13 June 2014. **Source :** etravelblackboardasia.com



The **NILEDUTCH RHINO** moored in Cape Town – **Photo : Aad Noorland ©**

Unidentified Submarine Near Japan Waters

Japan is trying to identify a submarine that was found just outside the country's territorial waters on Sunday. A P3C patrol aircraft from Japan's Maritime Self-Defense Force detected the submarine near Kumejima Island of Okinawa prefecture in the East China Sea. It left the area by Monday morning traveling in the direction of the Pacific Ocean, Japanese media reported quoting a Defense Ministry statement. Japan's southernmost Okinawa prefecture is home to two major U.S. military bases, including the Futenma air station. The Ministry said another unidentified submarine was detected cruising west of Amami-oshima Island in Kagoshima prefecture on May 2. **Source : RTT News**



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New Hapag-Lloyd cruise ship christened



The **EUROPA 2** arriving in Hamburg – Photo : Hans Hoffmann - www.zeesleperelbe.nl ©

'**Europa 2**' has been christened in the Port of Hamburg during the German port's 824th anniversary celebrations, said in the company's press release. The new cruise ship sailed to the launch site near the riverside district of Blankenese, where Godmother **Dana Schweiger** officially gave the new ship her name: "I christen you the **Europa 2** and wish you and your crew good voyages and safe returns, and may there always be enough water beneath your keel," she said. Dr Wolfgang Flägel, Managing Director of Hapag-Lloyd Cruises: "This is a special moment for our company and I would like to take this opportunity to thank everyone involved for their commitment. I am certain that the **Europa 2** will raise the bar in the luxury sector with its modern interpretation. We wish the ship and her crew safe journeys and enthusiastic passengers."



Photo : Hans Hoffmann ©

Europa 2, say Hapag-Lloyd, provides the greatest space per passenger on a cruise ship anywhere in the world. The ship features exclusively suites with verandas and a minimum area of 28 square metres. Eight restaurants and six bars are dedicated to serving up culinary diversity and a large spa and fitness area accommodates the well-being trend on cruises.

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Supply/demand: Asia-North Europe-Urgent action still required between Asia and North Europe



Europe's continuing economic recession remains badly timed for ocean carriers who still have an armada of ULCVs planned for delivery before the end of the year. The continuing collapse in westbound freight rates is worrying, but could be reversed by more radical changes on the supply side.

Left : The **TUCAPEL** moored at Singapore's Pasir Panjang Container terminal –

Photo : Piet Sinke ©

Westbound:

The latest cargo flow figures for March confirms that westbound volumes from Asia to Northern Europe are still falling after taking into account seasonal factors. The 714,000 teu loaded out of Asia was 7.8% lower compared to the same month last year. Although this took 1Q13's

monthly average up to 729,000 teu, 3.8% more than between October and December, it was still 5% below the monthly averages achieved in each the previous two quarters.

Moreover, by early May the market should be receiving more promising signals about the peak season to come in the third quarter, but nothing has yet appeared on the radar screen. The problem is that most of Europe remains in (or very close to) recession, and there is little light at the end of the tunnel. Even the UK, Europe's largest import market, finished 1Q13 with GDP growth of just 0.3%, without which it would also have been classified as being in a triple-dip recession.

According to the IMF's latest predictions three weeks ago, the Eurozone's economy will now shrink by 0.3% this year, compared to the 0.1% decline previously forecast.

To help give a flavour to the nature of the problem, the value of machinery exported from China to Europe in 1Q13, the largest sector according to Chinese Customs, was 5% higher than a year earlier, but this ignores the negative effect of China's high inflation. On the other hand, its next highest export, electrical machinery (including sound and TV equipment), was 8% down, but the third, knitted clothing, was 19% higher. After that, bedding and furniture was up 24%, non-knitted clothing was 12% higher and footwear was 34% up.

The implication is that much of the downturn in cargo is due to a reduction in discretionary spend. Whilst this may, perhaps, be stating the obvious, it suggests that when the positive turnaround comes, it will be quick.

Whatever the reason for the downturn, it remains a worry to ocean carriers who, at the end of April, still had another 31 ships over 10,000 teu due for delivery this year, including Maersk's first 18,000 teu goliaths, and their delivery schedule was originally organised around peak season growth, not a recession. News of CSCL's order for 5 x 18,400 teu units will also do little for market sentiment right now.

Carriers continue to try to postpone deliveries, therefore – the latest being three of Hapag-Lloyd's 13,250 teu ships, from 2H13 to 1Q14 – or hide unwanted tonnage elsewhere, but trade from Asia to North America, the most likely option, is currently little better. Despite the poor health of the trade, only one service withdrawal between Asia and Northern Europe has so far been announced – Evergreen/CSCL/Zim's CES 2/AEX 2 loop deploying nine fast vessels averaging 9,419 teu, which will be taken out in June.

Evergreen is currently in the process of upgrading its fleet of nine 7,024 teu vessels deployed in the CES loop to 8,452 teu, however, so what it gives with one hand it will be partly be taking back with the other. Three of the bigger vessels were already in place at the beginning of April. By the time these changes are completed, the total effective westbound vessel capacity offered by all carriers in April will be 4% less.

Otherwise, April's total effective westbound vessel capacity of 843,161 teu was virtually the same as in March. Another six sailings were cancelled, the same as in March, but much less than the 11 in January and 10 in February.

The consequence is that average westbound vessel utilisation climbed from 74% in February, when many factories closed due to the Chinese New Year, to 85% in March, due only to the return of normality.

Eastbound

Eastbound cargo shipped out of northern Europe to Asia in March remained static compared to February (395,000 teu). This brought the average monthly volume in 1Q13 up to 381,000 teu, 4% more than in the previous quarter. Whilst much continues to be made of China's growing import potential stemming from income redistribution and increased national wealth, the value of its containerisable imports from Europe in 1Q13 was still 7% less than in the same period last year, which suggests that if Europe is to export itself out of recession, it will have to be in bulk commodities. Taiwan's containerisable traffic to China alone was almost as big as Europe's exports.



The inbound **MSC VALENCIA** passing the outbound **MSC LA SPEZIA** in Rotterdam Europoort –

Photo : Kees Torn ©

Such is the miscellaneous nature of Europe's exports to China that the fifth largest commodity transported last year is classified by Customs only as 'goods not otherwise enumerated'. Moreover its value fell by 17% compared to 2011.

On the other side of the equation, vessel capacity in March (614,984 teu) was 2.6% higher than in February, so average vessel utilisation fell from a poor 65% to an even poorer 64%. For more details on service changes, see Westbound section above. By the time Evergreen has finished making all its changes in June, the total effective eastbound vessel capacity offered by all carriers in April will be reduced by 4.8%.

Source: Drewry Maritime Research

An advertisement for THB Verhoef bv. The background is a blue sky with white clouds over a body of water. In the top right corner is a QR code. On the left is a large blue logo consisting of the letters 'A' and 'V' stylized together. To the right of the logo, the text 'THB Verhoef bv' is written in a large, bold, blue font. Below this, in a smaller font, is 'Key components for medium speed diesel and gas engines'. At the bottom, there is a row of logos for various engine components: MÄRKISCHES WERK, GOETZE, DUAD, Miba (with the tagline 'Innovation in Motion'), and MARIDIS GmbH (with the tagline 'Maritime Diagnostic & Service'). Below these logos, the website 'thbverhoef.com' is written in a large, bold, blue font. At the very bottom, in a small font, is the address 'Zadelmakerstraat 6, 2984 CC Ridderkerk (Rotterdam region), T: +31 180 412193, F: +31 180 418757, E: sales@thbverhoef.com'.

McALLISTER ACQUIRES CONSTELLATION TUGS

On Tuesday, May 14 2013 the deal was done. **Constellation Maritime** of Boston, Massachusetts which was later absorbed into **Foss Maritime** of Seattle, Washington has ceased operations in the Boston Area.

The remaining tugs have been acquired by **McAllister Towing and Transportation** of New York, New York. The tugs are to be renamed as:

LEO: BRIDGET McALLISTER

ORION: MATTHEW McALLISTER

VOLANS: DAVID McALLISTER

TUCANA: FATE UNKNOWN

McAllister will not be maintaining a presence in Boston. The tugs will be hauled out and renamed. The Bridget McAllister (Leo) will serve for a short while with McAllister's Portland Fleet but will ultimately be transferred to operations in Baltimore, Maryland. The Matthew McAllister (Orion) will be assigned to Baltimore, however she will ultimately end up in Norfolk, Virginia. The David McAllister (Volans) will remain as a part of the Providence Fleet. The **Tucana** remains in "lay up" in Boston until her fate is determined. **Source : haroldtugbuff48**

BBC Chartering opens branch office in Brisbane



The **BBC PLATA** anchored off Singapore yesterday – **Photo : Piet Sinke ©**



The global provider of multipurpose and heavy lift shipping services, German based **BBC Chartering**, announces to launch a new local presence in Brisbane, Queensland, Australia. "With this new dot on the **BBC Chartering** world-map we move ahead and further improve services in Australia for our international clients", remarks Lars Schoennemann, **BBC Chartering's** responsible managing director for the Asia/Oceania region in Singapore.

Left : The **BBC SWITZERLAND** anchored off Singapore last weekend – **Photo : Piet Sinke ©**

Captain Igor Konovalenko, formerly working for **BBC Chartering** in Melbourne, was nominated as local representative of **BBC Chartering's** new branch in Brisbane.

Contact details of the new office are as follows:

BBC Chartering Australia Pty. Ltd

(Queensland Branch)

PO Box 10024

Adelaide Street

4000 Brisbane, Queensland

Australia

Phone: +61 3 9510 8410

Mobile: +61 407 965 502

E-mail: igor.konovalenko@bbc-chartering.com

CSCCL to dispose of ten 1,000 teu vessels

China Shipping Container Line (CSCL) plans to dispose of ten 1000 teu vessels which are about 20 years old and not suitable for operation, in the second half of this year.

CSCL currently operates more than 150 vessels with a total capacity of 620,000 teu. The company plans to dispose of more old self-owned vessels and return more old chartered vessels with high fuel consumption this year.

In the meantime, the company will replenish the fleet with more modern vessels. It has recently ordered eight 18,400 teu vessels at Hyundai Heavy Industries. **Source: Sino Ship News**



14-05-2013 : nice BOA-trio spotted in Stathelle, Norway. The **Bison** loaded onboard the **BOA Barge 34** together with harbour tug **BOA Hårek**. **Photo : Frank Kees ©**

Neptune Orient to Add Fuel-Efficient Ships as Rates Slump

Neptune Orient Lines Ltd. (NOL), Southeast Asia's biggest container-shipping company, said it will add more fuel-efficient ships this year to pare costs as a vessel glut continues to damp freight rates.

The shipping line will take delivery of 14 vessels this year, Neptune Orient said in a statement yesterday. It added 10 ships last year and sold some of the older ones. Neptune Orient has said that cost cuts and new ships will help improve performance in 2013 after posting three annual losses in four years. The carrier has also sold its Singapore headquarters as shipping lines struggle with overcapacity and a slump in demand caused by Europe's economic downturn. "The economic recovery in Europe is still very slow," said Lawrence Li, an analyst at UOB-Kay Hian Holdings Ltd. (UOBK) in Shanghai. "Asia-Europe rates have fallen and you're in a better position if you have a bigger exposure on trans-Pacific like Neptune Orient." The shipping line yesterday reported a net income of \$75.5 million in the three months ended April 5, compared with a \$254 million loss a year earlier. Neptune Orient had a gain of \$200 million from the sale of its headquarters building, it said. Sales slipped 0.4 percent to \$2.37 billion.

Neptune Orient is adding larger and more fuel efficient vessels amid rising competition. Its container shipping unit operated 125 vessels with a combined capacity of 605,000 20-foot boxes at the end of the quarter, the company said.

Capacity Declines

Total capacity dropped 1.6 percent from a year earlier. The carrier will add 10 more ships next year.

"The group's cost base will continue to improve as it takes delivery of newer and more efficient ships," the company said. "However, the container shipping industry remains saddled with overcapacity."

Shares of Neptune Orient, whose businesses include container shipping, terminals and logistics operations, were unchanged at S\$1.09 at close of trading in Singapore yesterday, before the earnings were released. The stock has dropped 4.8 percent this year, compared with the Straits Times Index's 8.4 percent gain.

APL Ltd., Neptune Orient's container-shipping arm, earned an average revenue per box of \$2,376, a 1.8 percent decline. It moved 772,000 forty-foot equivalent cargo boxes in the quarter, 2 percent fewer than a year earlier. The shipping unit filled 91 percent of capacity in the three-month period.

Cargo hauled on the trans-Pacific route, the world's second-busiest, increased 4 percent to 224,000 boxes in the first quarter, while those on the Asia-Europe trade dropped 17 percent to 109,000.

Spot Rates

Loss before interest and taxes at APL narrowed to \$101 million in the quarter, from \$246 million a year earlier. Spot rates to haul a 20-foot container to Europe from Asia dropped 6.4 percent to \$1,140 in the first quarter, according to the Shanghai Shipping Exchange. The levy dropped 8.2 percent last week to \$731. Those to the U.S. West Coast rose 1.8 percent to \$1,132. Lines need at least \$1,200 to make money, according to shipbroker ICAP. The price of 380 Centistoke marine bunker fuel, used by ships, averaged \$633.76 per metric ton in the first quarter, 14 percent lower than a year ago in Singapore trading, according to data compiled by Bloomberg. It dropped 2.3 percent to \$600 yesterday. "We have improved operational performance considerably from one year ago, so we know we are on the right track," Chief Executive Officer Ng Yat Chung said in the statement. "But there is still more work to be done."

Source: Bloomberg

TTS 100t AHC KBC ex Normand Flower,



Recently Acquired by [MAC Offshore](#) for installation onto one of the MMC 887s currently under construction in China.

[MAC](#) is converting a [MMC 887 PSV](#) into an Accommodation / ROV / Work boat, with unto 200 beds. and a large clear deck area. Pic shows the recent movement on the quayside in preparation to loading onto heavy lift vessel for shipment to China

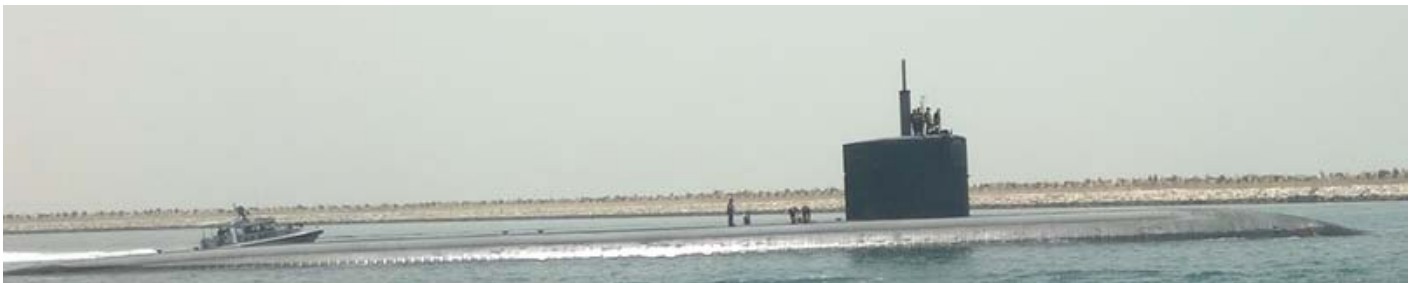


The bulker **ALPHA DIGNITY** arriving at Singapore Eastern Anchorage yesterday morning – Photo : Piet Sinke ©

NAVY NEWS



Pilot **Johan de Bue** onboard the **USS SSN 761 SPRINGFIELD** during the departure from Jebel Ali Port



Photo's : Johan de Bue ©



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USS Ponce Operates Forward: One Year Later

By Capt. Jon P. Rodgers - Commanding officer, USS Ponce (AFSB(I) 15)

Representatives from 41 nations have gathered in the Arabian Gulf for International Mine Countermeasures Exercise 2013.



Similar to last year, participants will exercise the afloat staging base concept aboard **USS Ponce (AFSB(I) 15)** and **RFA Cardigan Bay (L3009)**, and will cover surface mine countermeasures, mine hunting and airborne mine countermeasures operations, international explosive ordnance disposal training, diving operations, small-boat exercises, unmanned aerial vehicle operations, unmanned

underwater vehicle operations and port clearance operations. **Ponce** made many global acquaintances during IMCMEX 2012.

USS Ponce (AFSB (I)-15) gets underway during International Mine Countermeasures Exercise 2013. An unmanned underwater vehicle (foreground) prepares to submerge. With IMCMEX 2013 underway, I hope this blog connects our partner friends, share thoughts and answer any questions about The Proud Lion's new life as the Navy's first dedicated afloat forward staging base.

IMCMEX 2012 was a real treat for Ponce's crew because we met so many people from different cultures and worked with their technologies and equipment. We also exchanged thoughts on the noble mission of mine countermeasures and the importance of removing the indiscriminate mine threat from our planet's waters. We intend to take this year's performance to another level.

Beyond just IMCMEX, as I reflect on this past year, Ponce has brought many proud achievements for my personal commanding officer's log. My fondest memories are observing first hand the incredible talents, resourcefulness and hard work of our salty military and civilian mariner crew that brought a ship destined for decommissioning back to full operational capability. **Ponce** has awed many visitors – each with a genuine curiosity and some misperceptions of this "thing" called an afloat forward staging base.

I wrote this blog to satisfy that curiosity, clear the misperceptions and share information about **Ponce**, her crew, her concepts and her mission.

Ponce is a USS ship commanded by a U.S. Navy captain and is manned by 55 Sailors and 165 civilian mariners. The average crewmember's age aboard Ponce is 43 years old. **Ponce** will celebrate her 42nd birthday July 10, 2013. Thanks to all who have sailed aboard Ponce throughout the years! When Ponce was commissioned in 1971, she had a core crew of 508 personnel. When she was re-designated as an afloat forward staging base on April 16, 2012, her

crew totaled 360. Today, she sails with 220 Sailors and civilian mariners. Ponce's Navy crew consists of individual augmentees with seven-, nine- and 11-month rotations.

Ponce has stand-alone Wi-Fi in the ship's Internet café.

In April, Chief of Naval Operations Adm. Jonathan W. Greenert announced at the Sea-Air-Space Exposition in Washington, D.C., that Ponce was the chosen platform to deploy the Navy's new Laser Weapon System.

The irony of putting the newest technology on one of our "wisest" ships is a testament to the hard work of the crew who earned the confidence for this decision. The crew is eager to live the experience and learn about this new weapons system. Serving in the first ship with this technology is definitely a checkmark in a Navy career!

Afloat Forward Staging Base (Interim) USS Ponce (AFSB(I) 15) transits the Arabian Gulf during International Mine Countermeasures Exercise 2012 (IMCMEX 12), Sept. 22, 2012.

Ponce takes great pride in recognizing the outstanding accomplishments achieved throughout the year. Intel Specialist Chief Cedrick Thomas, soon to be Chief Warrant Officer Thomas, and his two intelligence specialists, IS2 Billy Kingry and IS3 Joshua Emanis, are the sole reason Ponce earned the prestigious Surface Force Intelligence Excellence Award for 2012. The award recognizes Pacific and Atlantic Fleet ships that contribute significantly to afloat intelligence readiness. This is a real Navy success story for Thomas, Kingry, Emanis and their families! I hope their families realize how significant their achievements have been on the home front and battlefield!



The Russian **619 RFS SEVEROMORSK** called at Grand Harbour, Malta

Photo : Malta Maritime Pilot Anthony Chetcuti ©

SHIPYARD NEWS



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Nam Cheong picks up \$110m with five new orders

Malaysian offshore support vessel builder Nam Cheong has announced orders today for five vessels at a value of \$110m. Since the start of the year **Nam Cheong** has sold 13 vessels bringing the firm's order book to RM1.7b (US\$569.2m). The five vessels are made up of a 12,000 bhp Anchor Handling Towing Supply vessel sold to a new customer in Indonesia and four Platform Supply Vessels sold to an oilfield services company based in Asia.

Leong Seng Keat, Nam Cheong executive director said: "We are also glad to be securing a new customer in Indonesia and expanding our customer base. The country is expected to lead the region on offshore oil and gas expenditure, so we are optimistic about exciting prospects developing on the Indonesian front." **Source: Sea Ship News**



Gujiang Shipbuilding Co. Ltd., CSSC had on 10-May-2013 delivered the **SMIT SENTOSA** to **SMIT Singapore Pte Ltd** at Shajiao anchorage. **Photo : Bram de Feyter ©**

Western Marine Shipyard to build container ship for Bancan Shipping

Western Marine Shipyard has signed a new agreement for newbuilding of one more container ship on 12 May 2013. This ship will be constructed for **Bancan Shipping**, said in the company's press release.

The deal was signed by the Managing Director of Western Marine Shipyard Mr. Sakhawat Hossain with the Chairman of Bancan Shipping Mr. Mohammed Ilias on behalf of their respective organizations.

The ship will have a capacity of 160 TEUs and will operate to carry containers from Chittagong Port to Pangaon Inland Container Terminal (PICT). The government has issued 50 licenses for inland container ships which shall ply in this route. Western marine has already secured orders for 6 ships from the aforementioned licences. Last month, Western Marine signed a deal with Neepa Paribahan Ltd & Mir & Islam Enterprise for building 2 container ships. Recently, the

shipyard has enhanced its capacity and the management plans to build at least 20 of these container ships. The ships will be constructed under class Germanischer Lloyd, thus ensuring best quality.

These ships will cost BDT27.5crore and they have been designed uniquely for the inland and coastal route of Bangladesh. The newbuild container ships are highly sophisticated and require complicated calculation of stability unlike other types of vessels like cargo ships or tankers. So far, Western Marine has built nine container vessels (multi-purpose) which have been exported to Europe. These ships will be serving for the PICT, which the Government of Bangladesh has developed in Dhaka to facilitate increased trade within the country. The ships will make a major contribution to the country's economy for port service enhancement and at the same time they will play a major role in reduction of traffic density in highways by transferring the mass imported goods by river.

Statistics say that last year the Chittagong port received 15lac TEUs of containers, a figure which is also growing 20% per annum and it will reach an optimum level of 30lac in the coming years. 90% of these goods are transferred to various destinations within the country either by rail or road. The new 50 container ships for PICT will be able to carry 2.5lac TEUs per year. According to the present momentum at least 100 container ships will be required to meet the growing volume of containers received by the Chittagong Port. **Source : Portnews**

More than 3,000 years loyalty recognised at Barrow shipyard

MORE than 100 Barrow shipyard workers have clocked up more than 3,000 years experience and been rewarded for their service.

A total of 129 BAE Systems Maritime – Submarines employees were presented with Long Service Awards after completing either 25 or 40 years' service with the company.

Each year BAE Systems hosts two ceremonies to reward those employees who have reached this significant personal milestone.

The last of this year's events was held at the Abbey House Hotel on Friday (May 10) where 48 employees attended an evening of celebration to mark their outstanding achievement and dedication to the organisation.

John Hudson, the shipyard's managing director, said: "Designing and building nuclear submarines is incredibly complex. Without the skills and knowledge of our employees we could not deliver such capable submarines.

"I am delighted to recognise the support and achievements of our long serving employees.

"Dedicating 25 or 40 years of your working life to one organisation is an incredible achievement and the skills and expertise that we are lucky enough to have is something that we don't take for granted.

"We are committed to maintaining and attracting the best, skilled workers so that we can provide rewarding careers and secure the future of our business.

"We hope that BAE Systems continues to be seen as an appealing employer for life - across all generations."

One employee who has been awarded for completing 40 years' service is Engineering Manager Phil Burns (MBE) who is currently working on the Successor Programme.

He said: "I have had quite a varied career during my time with the company which has given me a great sense of pride and achievement over the years.

"I first started in the shipyard at the age of 16 and, after completing an apprenticeship, I developed a real interest in engineering. "I was particularly drawn to design and loved being able to put something on paper and watch it develop into a reality. I still feel a great deal of pride watching our ideas being developed, built, tested and installed on a submarine, ready for service with the Royal Navy.

"With the support of the company, I've completed qualifications and carved out a career path which has led me to manage a team that is spread across the UK and the United States. "For BAE Systems to recognise the dedication of its staff in this way makes me feel like my efforts over the years have been worth it.

"My daughter Lindsay is now also working for BAE Systems and I hope that she enjoys an equally rewarding career."

Over the last 40 years, 23 submarines have been designed, built and tested in Barrow's shipyard including the Vanguard-class in the 1980s, the replacement for which is currently being designed (the Successor programme).

During the same period, 12 surface ships were also produced including the Invincible-class with the first in class, HMS Invincible, launched from Barrow in 1977. **Source : In Cumbria**

Cash injection agreed for Korean shipbuilder STX

Creditors agreed Tuesday on an emergency cash injection of \$271million for the holding company of South Korea's troubled STX shipbuilding group to avert bankruptcy, a leading creditor bank said. The state-run Korea Development Bank (KDB) said STX Corp would receive a total of 300 billion won (\$271 million) from its five main creditors.

"Some 200 billion won will be provided today to help STX Corp pay a maturing bill," a KDP spokesman told AFP.

The group, which has 11 subsidiaries, has been reeling under mounting debt after being hit by a global downturn in the shipbuilding and shipping sectors.

More than one trillion won in corporate debt matures this year, including 500 billion won in May alone. On May 3 STX Corp, STX Heavy Industries and STX Engine called for a fresh liquidity injection in exchange for a voluntary restructuring. "We believe other creditors will agree on a separate injection of liquidity into STX Heavy Industries and STX Engine by Thursday," the KDB spokesman said.

Creditors have already provided 600 billion won to the group's shipbuilding unit, STX Offshore and Shipbuilding, to help it repay maturing bonds and operate normally. The group pledged late last year to raise 2.5 trillion won by selling domestic and overseas assets, and has since raised 1.13 trillion won. But details of the sale of its European assets have not been disclosed. These include shipbuilders STX Finland and STX France, which is two-thirds owned by STX Europe, a subsidiary of STX Shipbuilding. The other third of STX France is owned by the French state.

STX France operates two shipyards, one in Saint-Nazaire and the one in Lorient, while the Finnish operations include three shipyards in Turku, Rauma and Helsinki. In December the Saint-Nazaire yard -- which has struggled to secure major new orders in recent years -- won a lifeline with a billion-euro deal to build a luxury liner for Miami-based Royal Caribbean International. The yard employs 2,100 people and provides work for another 4,000 subcontractors.

Source : france24.

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Lomar acquires four container vessels and three chemical tankers

Lomar has announced acquisition of four container vessels and three chemical tankers, said in the company's press release. The 2,500 TEU **Luna** built in 2002 and the 1,100 TEU **Stadt Muenchen** built in 1999 have been acquired for

an undisclosed sum. CEO of Lomar, Achim Boehme, stated: "These acquisitions further assert our commitment to the container vessel sector having placed orders for up to 12 newbuilding containers in 2012".

In a separate deal the [Rio Verde](#) and [Rio Valiente](#), both 2,500 TEU geared container vessels built in 2003, were acquired also for an undisclosed sum. Achim Boehme said: "These modern vessels bring our container fleet to around 30 including newbuildings on order. They make a welcome addition to our fleet."

[Lomar](#) has also added three chemical tankers to its fleet. [Clipper Katja](#), [Clipper Kitty](#) and [Clipper Klara](#). All are 11,200 dwt epoxy Chemical Tankers built in 2007. Achim Boehme stated "These vessels supplement our existing fleet of four chemical tankers. We continue to seek opportunities to acquire vessels that complement our diverse fleet".



15-05-2013 : [Queen Mary 2](#) arriving 08.37 for Greenock Ocean Terminal [Svitser Milford](#) can be seen standing by off her portside. Photo : Iain Forsyth ©

Cargotec receives EUR 37 million order for MacGregor offshore cranes from Hornbeck Offshore Services

Cargotec's [MacGregor](#) has received EUR 37 million order from [Hornbeck Offshore Services Inc.](#) to deliver four 250-tonne active heave-compensated (AHC) subsea cranes for four multi-purpose supply vessels (MPSV). The cranes will be delivered between fourth quarter 2014 and third quarter 2015. The order is booked in the second quarter 2013 order intake.

"MPSVs are specialized vessels that are principally used to support complex deepwater subsea construction, installation, maintenance, repair and other sophisticated operations," says Frode Grøvan, Sales and Marketing Director for [MacGregor](#) Advanced Load Handling. "We are pleased that [Hornbeck Offshore](#) opted [MacGregor's](#) advanced 250-tonne AHC subsea cranes with operational capability at depths of 3700m suitable for ultra-deepwater operations.

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The **SMIT KAMARA** moorted in Las Laffan Photo : [Loek Sakkers](#) ©

Swire Shipping increases calls to port



International shipping company **Swire Shipping** has increased the frequency its ships call at the Port of Timaru from monthly to fortnightly to meet demand.

The increased service saw the visit of Swire's newest ship, the **Shansi**, to the port over the past two days as part of the ship's maiden voyage to New Zealand. Tony Spelman, commercial manager for Swire Shipping in New Zealand, said yesterday that with the direct port coverage in Asia and connecting service with Southeast Asia the company saw good potential to assist Timaru shippers to link with those key markets.

The **Shansi** was the first of eight new 31,000-

deadweight ships to be built in its class, with the others being launched between now and October. They have been designed for fuel efficiency, high-speed cargo handling and to carry a wide range of cargoes, including steel and forest products, heavy lift plant machinery and equipment, agricultural goods and minor bulk cargoes.

Brodie Stevens, Swire Shipping's country manager for New Zealand, said the company's building programme over the next year showed a strong commitment to its trade in New Zealand. Exports out of Timaru included meat and byproducts and forestry products. Heavy machinery was also often transported between islands. Swire Shipping is the name for all liner services operated by the China Navigation Company, which has its head office in Singapore.

Source : Stuff.co

New venture for ASL Marine

ASL Marine Holdings' wholly-owned subsidiary, **Intan Overseas Investments Pte Ltd (IOIPL)** has subscribed for 100,000 shares in the capital of a newly incorporated joint venture company Sindo-Econ for S\$100,000, amounting to 50% interest in Sindo-Econ. The remaining 50% interest is held by Econ Precast, a wholly-owned subsidiary of Koon Holdings Limited. IOIPL and Econ Precast will enter into a joint venture agreement in due course. The principal activity of Sindo-Econ is the provision of business and management consultancy services. Source: Sea Ship News

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Samudera Shipping Line's ceo resigns

The board of **Samudera Shipping Line** has announced the resignation of Torkis David Parlaungan Batubara as ceo with effect from 22 May. The 44-year-old had been in the job since June 2010.

Samudera slipped into the red in the first quarter this year with a net loss of \$4.42m. With 37 ships and nearly 30,000 slots Samudera ranks as the 39th largest liner in the world, according to Alphaliner statistics. Source : Seashipnews

.... PHOTO OF THE DAY



The FPS **Gumusut Kakap** loaded onboard Dockwise **BLUE MARLIN** off Johor (Malaysia)

The **Gumusut-Kakap project** includes the joint development of two ultra deep water discoveries - **Gumusut** and **Kakap**. The fields are located within Blocks J and K, about 120km offshore from Sabah, Malaysia. Water depth in the region is 1,200m (3,937ft). **Photo : Capt. Richard Leistra ©**

Sabah Shell was the operator of **Gumusut** and **Murphy Oil**, the operator of the **Kakap** field. Development of the two fields was combined under an unitisation agreement signed by the partners in 2006.

A final investment decision on the project was taken in January 2008. Sabah Shell is the operator of the project and holds a 33% interest. Partners include ConocoPhillips Sabah (33%), Petronas Carigall (20%) and Murphy Oil (14%).

The field development is currently underway an average production of 135,000 barrels a day is expected from the project. Crude produced at the fields will be exported through a pipeline to a new oil and gas processing facility being built at Kimanis, Sabah. Processed gas from the Kimanis plant will be transported to Petronas LNG Complex in Bintulu, Sarawak. Gas produced at the field will be re-injected into the reservoir to improve oil recovery.

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