



Number 139 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 19-05-2013**

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The SOUTHERN OCEAN moored in Singapore at Loyang jetty no 4
Photo : David Styles ©

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Bark **EUROPA** sailed past Knysna, a coastal town in the southern Cape, South Africa 16 May en route from Cape Town to Australia.

Local residents **Chris** and **Maria Henwood** organised for local boats to go two miles offshore to meet and greet the flotilla of sailing ships in the Indian Ocean.

Chris sailed in **EUROPA** last year. Great excitement for the locals to see the three tall ships in this part of the world.

Photo : Theo Honiball ©

Smit Amandla Marine offices raided

MEMBERS of the South African Police Service (SAPS) raided the offices of **Smit Amandla Marine** on Thursday searching for documents in an investigation of the alleged fraudulent and irregular activities concerning the crewing and management of the country's fishing protection vessels. **Smit Amandla Marine** spokeswoman Clare Gomes said: "We have been requested to provide information in connection with an investigation into the Department of Agriculture, Forestry and Fishing vessel management contract and are co-operating fully."

Smit Amandla Marine had held the contract for the crewing and management of seven vessels for more than 10 years. The contract is worth about R850m a year. In April 2012, after **Smit Amandla Marine** made allegations of tender

irregularities in the awarding of the contract to a consortium headed by Sekunjalo, Investments, Agriculture, Forestry and Fisheries Minister Tina Joemat-Pettersson withdrew it.



The **RUTH FIRST** moored in Simonstown – Photo : Bob Johnston ©

The vessels were handed over to the South African Navy on a one-year memorandum of understanding that expired at the end of March.

However, the navy has not yet handed the vessels back to the department and they are laid up in Simon's Town in an unseaworthy condition.

Public Protector Thuli Madonsela is still investigating a complaint laid by Democratic Alliance MP Pieter van Dalen into how that tender was handled.

In 2012 Ms Joemat-Pettersson accused Smit Amandla Marine of "fronting" and of taking advantage of weak systems management in her department to hold onto the tender, as well as of double billing in its invoicing.

At the time Ms Joemat-Pettersson also claimed it was highly irregular that Smit Amandla Marine had been awarded contract extensions on three occasions without them going to tender. Source : BD Live



The **AIDASTELLA** departing Portland Port – Photo : Capt. Ted Toop ©

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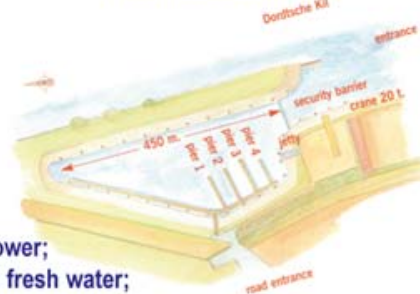
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The load out of the transformator platform 288 MW onboard the **Wagenborg 7** barge in Bremerhaven for the Meerwind project **Photo : Joop Waeijen ©**

Maritiem ligt op koers in Topsector Water

Op woensdag 15 mei vond het gezamenlijke Maritieme Innovatie Event van TKI Maritiem en het MKC plaats op de inspirerende RDM Campus in Rotterdam. De bijeenkomst was gericht op het delen van resultaten van recente innovatie- en onderzoeksprojecten en het up-to-date maken van het Maritieme Innovatiecontract. Ruim 80 belanghebbenden afkomstig uit de scheepsbouw, toeleveranciers, offshore, zeevaart, havens, watersport, jachtbouw, visserij, marine, binnenvaart en kennisinstituten leverden een bijdrage aan dit event.

Tijdens de ochtend werden presentaties gegeven over eerder in het Maritieme Innovatie Programma uitgevoerde projecten op het gebied van maritieme veiligheid zoals 'Arctic Operations Handbook' (Heerema Marine Contractors), 'Towards Zero Impact' (TU Delft/IHC) en 'EEDI voor kleine schepen' (CMTI). Ook meer fundamentele onderzoeken zoals 'High Quality CFD' (RU Groningen), 'Fluvawint' (TNO) en 'Exhadero' (TU Delft) werden gepresenteerd.

In de middag werden de innovatie- en onderzoeksthema's uit het Maritieme Innovatiecontract onder de loep genomen. Door de overheid en het Topteam Water is gevraagd het Maritiem Innovatiecontract uit 2011 te updaten. In een aantal discussieronden werden de vier innovatiethema's en 6 researchthema's besproken. Chris Mombers van NWO STW gaf informatie over de NWO/STW Call Maritiem 2013 voor fundamenteel onderzoek voor de maritieme cluster.

Bas Buchner, voorzitter Innovation Council Nederland Maritiem Land en TKI Maritiem Bestuur: "De bedrijven, branches en kennisinstellingen in de maritieme sector werken op alle niveaus samen in ongeveer 50 concrete Joint Industry Projecten (JIP's). Daarnaast geeft de nieuwe MKB innovatiestimuleringsregeling van ruim 660.000 Euro MKB-er de kans om aan te haken met goede ideeën. Ik vergelijk onze JIP's en deze MKB projecten met een grote school vissen, die allemaal dezelfde kant uit zwemmen om te zorgen voor schonere, slimmere en veiligere schepen en een goed gebruik van de zee voor het vinden van energie en grondstoffen. Nu is het zaak om in dezelfde lijn als in 2013 gezamenlijk nieuwe projecten voor 2014 te organiseren. De update van het Innovatiecontract zal daarbij ondersteunend zijn. De discussies gisteren hebben ervoor gezorgd, dat wij in juni een aangescherpt Maritiem Innovatie Contract aan de overheden en de topsector Water kunnen aanbieden. Daarnaast ben ik blij dat via de STW/NWO Call Maritiem voor ruim 4,5 miljoen Euro aan maritiem wetenschappelijke onderzoeken uitgevoerd kan worden de komende jaren. Dit staat ongeveer gelijk aan 18 AIO's. Dat is een fantastisch resultaat dat bijdraagt aan het bereiken van onze ambitie: Nederland als maritieme wereldtop!"

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SWISSCO CHEETAH NAMED IN SINGAPORE



At the Keppel Marina in Singapore last Friday the Crewboat **Swissco Cheetah** was named



Ladies in photo are **You Ru Tan** and **Charlie Tan** of M3 Marine

photo's : **Mike Meade - M3 Marine Group Pte Ltd ©**

Multraship sleper grondig verbouwd

Na een grondige renovatie heeft **Multraship Towage & Salvage** de sleepboot 'Multratug 22' terug in de vaart genomen.



Photo : Wim Kosten – www.maritimephoto.com (c)

De in 2001 gebouwde sleper werd uitgerust met twee nieuwe hoofdmotoren en de schroefas lijn werd vervangen. Ook de accommodatie en het stuurhuis ondergingen een metamorfose. De 'Multratug 22' heeft nu een totaal vermogen van 2.200 pk met een trekkracht van 30 ton. De stuurhut is ingericht met de meest moderne navigatie- en communicatieapparatuur.

De sleepboot is de laatste jaren actief geweest in Multraship's havensleepdienst in Bourgas, Bulgarije. Met een geringe diepgang en kruiphoogte is de 'Multratug 22' bij uitstek geschikt voor werk op de binnenwateren, terwijl ze ook gecertificeerd is om op zee te werken. De 'Multratug 22' krijgt nu vooral de Noord-Europese wateren als vaargebied.



MSC Belgium makes port of Antwerp more secure

Criminals are constantly on the lookout for new ways to steal, not least in ports. **MSC Belgium** is the first ship's agent to introduce a new container release system that enables customers to collect their containers quickly and efficiently in a secure environment. MSC Belgium sees the new system, rolled out on 8 May, as the first step towards making the port 100% secure, said in the press release.

Collecting containers in the port of Antwerp is now a good deal more secure. The advanced container release system offered by MSC Belgium enables users to log in to an independent, secured portal website. Customers deal with an independent partner who is also a leading expert in data management and data security. Not until they are correctly logged in to the website are they given all the information necessary to collect their containers. The logging in process includes an additional identification step supported by Microsoft, making everything as secure as possible so that criminals have less opportunity to go about their nefarious business.

A further advantage of this system is that customers of MSC Belgium can see at all times which containers have been assigned to them, together with the status of the containers. Along with other functions this makes the new container release system a future-oriented tool for the day-to-day business of Belgian companies.

But MSC Belgium is fully aware that the fight against crime in the port will not be won with the introduction of this innovative system alone. This is merely the first step in a programme of ongoing investment to make the port 100% secure, according to the company. The new system is available as of 8 May. Customers of MSC will be able to carry on using the existing system until 10 June, so giving them a month in which to get used to the new system.

PSA Antwerp is fully behind this initiative and is providing all necessary technical and operational support to roll the system out more widely within the port. Security, efficiency and transparency are key for PSA Antwerp too, as the largest terminal operator in the port.



Good old **MSC MARIA LAURA** returned to Antwerp at the end of her career. She was built as **CGM LA PEROUSE** in 1988 at the Samsung shipyard. **Photo : Adri de Schipper ©**

Antwerp Port Authority is very enthusiastic about such initiatives by private company, as it too has made the fight against organised crime a priority. "This is a positive development for the port community and for the reputation of the port of Antwerp," according to a Port Authority spokesperson. Indeed the Antwerp Port Community System (a joint venture by the Port Authority and Alfaport Antwerpen) has been collaborating for several months now with the companies involved with a view to offering this technology throughout the port. The preparations for this are now nearing completion, and the technology will shortly be implemented generally in the port of Antwerp under the name of "import services release module." Several companies have already given formal confirmation that they will join the system.

MSC Belgium NV was set up in Antwerp in 1979 and has since developed into one of the largest employers in the port. MSC Belgium is a "leading agent" for the Geneva-based Mediterranean Shipping Company (MSC). With a hinterland of 300 million consumers the port of Antwerp is of great strategic importance for MSC.

PSA International is one of the world's leading players in container handling, with terminals in Asia, Europe and America. PSA Antwerp is the group's largest investment outside Singapore. PSA Antwerp operates five container terminals in the port of Antwerp: The Deurganck, Europa and Noordzee terminals below the locks, and the MSC Home Terminal (50/50% joint venture with PSA) and the Churchill Terminal above the locks.

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17 May 2013, The new Swire AHTS, **PACIFIC DILIGENCE** passing West Jurong Fairway, Singapore

Photo : Capt S.Hardy - Master MV Salvern ©

Study shows piracy fight almost won

A survey by a Kenyan pollster, IPSOS-Synovate, shows that the war against piracy in Somalia is on the verge of being won. According to the study carried out among local communities, including residents of Dadaab refugee camps in northern Kenya and South-Central Somalia, support for piracy along the Somali coast has plummeted. Findings of the survey conducted on behalf of Somali Anti-Piracy Information Centre (SAPIC) reflect a shift from the situation in 2007, when the modern day pirates touted themselves as custodians of unprotected waters of Somalia from illegal fishing and toxic waste dumping. Speaking at the launch of the survey findings at Jazeera Hotel in Mogadishu, SAPIC Chairman Abdullahi Hersi expressed joy at the results: "At 98 per cent discontent, it is clear the Somali people understand that piracy is destructive to the community and that its negative effects far outweigh its material benefits." Somali youth

Hersi described SAPIC as a community-owned initiative that seeks to protect the Somali youth and its people against detriments of piracy. Speaking on behalf of the Somali Federal Government, Deputy Minister of Information, Post and Telecommunication, Abdishakur Ali Mire said the government would work with Somali Anti-Piracy information Center to share information about piracy. He also committed the government in supporting SAPIC campaigns against piracy.

The baseline survey, which was carried out in the towns of Mogadishu, Galkacyo, Cadaado and Dadaab refugee camp in Kenya also recorded significant attitudes, perception and awareness of the practice. During the event, Sheikh Nur

Baruud Gurhan, a member of Somali Council of Muslim scholars observed that piracy was illegal in Islam and that robbing, raping and killing innocent people was unacceptable in Islam.

"Our youth must accordingly understand that their actions are against the Islamic Shariah," he said. The IPSOS-Synovate Research Manager Carolyn Njihia, who explained that the anti-piracy perception among the respondents was partly persuaded by religious faith, shares this view. "Sixty-eight per cent of the Somali youth view piracy as a criminal and unislamic activity that leads to increased drug abuse and prostitution," she said, adding that piracy is a recent phenomenon that is deemed dangerous, unacceptable, and untraditional. Also present during the survey launch were members of the business community, civil society, women, and youth.

Former Defense minister and current member of Somali Federal Parliament Hussein Arab Isse suggested that the best way to tackle piracy was to build Somalia's national defence forces. This, he observed, will help combat piracy and illegal fishing. SAPIC is a non-governmental organization that acts as a focal point in the fight against maritime crime by informing the public about the detrimental effects of piracy, alternative livelihood and sources of income and efforts by local and international organizations to fight piracy.

According to the study, 68 percent of the respondents believe that maritime piracy is a criminal activity that is against the Islamic Shariah. A similar percentage specified that 'piracy is destroying the lives of young Somali men'.

Hassan Abshir, who is a former Somali Prime Minister and a current member of Somali Federal Parliament, told the participants that piracy "killed the image of the Somali people and the country, with so many young Somali men dying in the sea and scores suffering in foreign cells".

The March 2013 poll additionally shows that piracy is widely perceived as unacceptable practice that deserves prosecution. Findings of the survey further show that 49 per cent of the male respondents attributed increased drug abuse among youth to piracy. Other notable negative effects of piracy, according to the study, include death at 48 percent, high inflation and the rise of prostitution at 36 percent.

In part, the research found out that the Somali people feel piracy does not contribute to peace in Somalia and it dishonours the country. At the November 2009 UN Security Council Meeting, the Secretary-General of the United Nations Ban Ki-moon observed that "in the long term, the issue of piracy and armed robbery at sea off the coast of Somalia will be resolved only through an integrated approach that addresses the conflict, lack of governance and absence of sustainable livelihoods on land in Somalia".

While it is important to acknowledge that instances of piracy have declined, experts warn of complacency and assert that eradicating the practice lies in the power of community empowerment. **Source: Standard Digital**



The **BIMINI SUPERFAST** visited Gibraltar – **Photo : Francis Ferro ©**

Viking Cruises launches its ocean cruise brand

Viking Cruises announced the launch of its ocean product line, **Viking Ocean Cruises**, which has two cruise ships on order at shipbuilder Fincantieri with conditional orders and options for four more.

Viking says that the launch marks the introduction of the travel industry's first new cruise line in nearly a decade and that the brand has been "developed from the ground up to return the focus of cruising to the destination.

Viking Cruises Chairman Torsten Hager says the destination is the focus of new ocean cruise line

Viking Ocean Cruises will begin sailing in May 2015 with its first vessel—**Viking Star**—embarking on maiden voyages in Scandinavia and the Baltic; and the Western and Eastern Mediterranean. Entry into the ocean cruise sector

follows the company's continued rapid fleet expansion in the river cruise sector, with 10 new river ships recently christened in March of this year and 12 new river ships planned to launch in 2014. In line with what Viking describes as its "intimate, destination-focused approach to cruising," the new ocean ships will be small by today's standards at approximately 45,000 GRT and will host 998 passengers in 499 cabins.

"It is our view that in the race to build bigger ships, many cruise lines have lost sight of the destinations to which they sail," said Torstein Hagen, Chairman of Viking Cruises. "With our new ocean cruises, we are applying the same principles behind our award-winning river cruises to our itinerary and ship design; privileged-access excursions; and onboard experiences to make destinations the true focus."

Leveraging extensive feedback and input from Viking River Cruises passengers, **Viking Ocean Cruises** was developed with experienced travelers in mind. It says that itineraries are "curated for maximum time in port, often with late evenings or overnights, so guests can experience local nightlife or evening performances."

Ports include both cosmopolitan cities and what Viking calls "collector ports," and appeal to those with an interest in history, art and culture. In addition, all-inclusive pricing provides unparalleled value—with every cruise fare including a veranda stateroom, shore excursions in each port of call, all onboard meals, and all port charges and government taxes. Passengers also enjoy many complimentary amenities as part of their fare, including: beer and wine with lunch and dinner service; wi-fi; self-service laundry and 24-hour room service—a value of more than \$2,400 per couple for an average cruise, says Viking.



Viking Star

Features include:

- All Veranda Staterooms: Guests can choose from five stateroom categories, starting from a 270 sq. ft. veranda stateroom, all with private verandas, king-size beds, large showers, and LCD TVs.
- Explorer Suites: **Viking Star's** 14 Explorer Suites are two-room suites ranging from 757 to 1,448 sq. ft. with wrap-around private verandas'
- Two Pool Choices: In addition to the Main Pool with a retractable dome permitting any-season swimming, **Viking Star** features a glass-backed infinity pool cantilevered off the stern.
- The Spa: As well as such familiar features as a sauna, the Spa offers a "snow grotto" where "snowflakes gently descend from the ceiling through chilled air."
- Explorers' Lounge and Wintergarden: The two-deck Explorers' Lounge features double-height windows, while the Wintergarden is "a serene environment in which to relax and enjoy afternoon tea service.
- Dining Choices: Viking Star offers multiple restaurant locations and food choices—from The Restaurant and the World Cafe, serving a variety of global cuisines and regional specialties—to intimate dining experiences at The Chef's Table, Italian Grill and The Kitchen Table. With multiple choices for outdoor seating during meals, **Viking Star** offers more al fresco dining than any other ship.
- Enriching Entertainment: **Viking Star's** public spaces include a dramatic three-deck atrium where passengers can enjoy musicians playing regional and classical music; the Star Theater, home of enrichment lectures from scholars and experts; an onboard cooking school where guests can learn local specialties; and the Viking Piano Lounge, where guests can relax, mingle, and exchange stories after a day of exploring.

•Sustainable Features: Designed with the environment in mind, **Viking Star** features energy-efficient hybrid engines, a hydro-dynamically optimized streamlined hull and bow for maximum fuel efficiency, onboard solar panels, and equipment that minimizes exhaust pollution and meets the strictest environmental regulations.

Viking Star Technical Details

Length overall: 745.4 ft. (227.2 m); beam 94.5 ft. (28.8 m); draft 20.7 ft. (6.3 m); air draft 131.2 ft. (40.0 m); gross tonnage (GRT) 47,800 t; deadweight 3,640 t; service speed 20.0 kn; number of decks 14; classification: Lloyds Register. Source : [marinelog](#)



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The ferry **ERKE** on anchor at Sochi Port, Russian Federation. The port is under construction / extension so a lot of vessels are requested to wait outside at anchorage after discharging if the loading will be only after a few days. Small port with a substantial ferry traffic operation, especially now in the coming summer months. Photo : [Dirk van Uitert](#)

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NAVY NEWS

X-47B Accomplishes First Ever Carrier Touch and Go aboard CVN 77

The Navy's X-47B Unmanned Combat Air System Demonstrator (UCAS-D) has begun touch and go landing operations aboard the aircraft carrier **USS George H.W. Bush (CVN 77)** May 17. For UCAS-D, this represents the most significant technology maturation of the program. Ship relative navigation and precision touchdown of the X-47B are critical technology elements for all future Unmanned Carrier Aviation (UCA) aircraft.

Don Blottenberger, UCAS-D Deputy Program manager, commented, "This landing, rubber hitting deck, is extremely fulfilling for the team and is the culmination of years of relative navigation development. Now, we are set to demonstrate the final pieces of the demonstration."



Earlier in the week, the UCAS-D test team and CVN 77 worked together to successfully complete the first ever launch of an unmanned aircraft from an aircraft carrier proving the importance of introducing unmanned aviation into the already powerful arsenal of aircraft squadrons.

"We are proud to be a part of another historic first for Naval Aviation. The landing was spot-on and it's impressive to witness the evolution of the Carrier Air Wing," said Capt. Brian E. Luther, Commanding Officer [USS George H.W. Bush \(CVN 77\)](#)

The various launch and landing operations of the X-47B on the flight deck of George H. W. Bush signify historic events for naval aviation history. These demonstrations display the Navy's readiness to move forward with unmanned carrier aviation operations. Capt. Jaime Engdahl, program manager for Unmanned Combat Air Systems program office, said, "When we operate in a very dynamic and harsh carrier environment, we need networks and communication links that have high integrity and reliability to ensure mission success and provide precise navigation and placement of an unmanned vehicle."



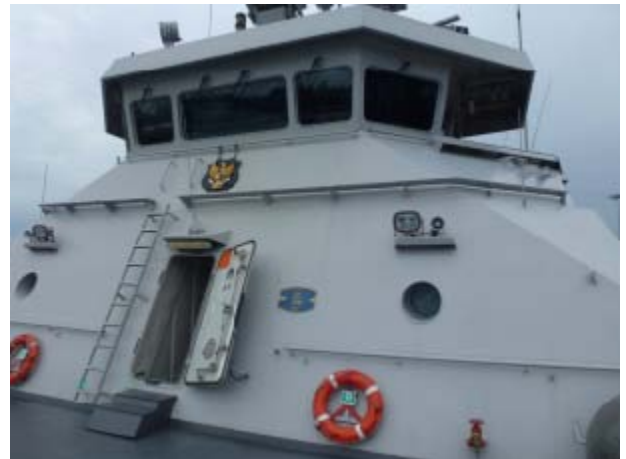
"Today, we have demonstrated this with the X-47B, and we will continue to demonstrate, consistent, reliable, repeatable touch-down locations on a moving carrier flight deck," he continued. "This precision relative navigation technology is key to ensuring future unmanned systems can operate off our aircraft carriers."

The UCAS-D program plans to conduct shore-based arrested landings of the X-47B at NAS Patuxent River in the coming months before final carrier-based arrestments later in 2013. [George H.W. Bush](#) is currently conducting training operations in the Atlantic Ocean, strengthening the Navy's forward operating and war fighting ability.

SIGMA CLASS CORVETTE FRANS KAISIEPO



The 90.7 mtr long **KRI Frans Kaisiepo 368** is fourth corvette of **Sigma class** ordered by the Indonesian navy. Work on the first of the class, **KRI Diponegoro**, began with the first steel cutting conducted in October 2004. The ship commissioned on July 2, 2007 by Admiral Slamet Soebijanto,



Indonesian Navy Chief of Staff. **367 KRI Sultan Iskandar Muda** was commissioned in September 2008 and fourth of the class, **KRI Frans Kaisiepo 368** was commissioned in March 2009.

above seen the **Oto Melara 76 mm** DP gun at the bow of the vessel

The 2 x SEMT Pielstick 20PA6B STC rated at 8910 kW each are able to give the corvette a top speed of 28 knots

Left seen the navigation bridge

On the 16 August 2010, Indonesia Defense Department, signed a deal with **PT PAL Indonesia** and **Damen Schelde** to build a 105 meters frigate in Indonesia based on **Damen Schelde Sigma 10514 design**. The frigate will be equipped with 76mm Main Canon, 12 MICA vertical launch air



defence missile, MM-40 Exocet block II, Torpedo, phalanx and SMART-S MK2 radar system. Though the Indonesian Navy announced that it will build four destroyer escorts referring to the SIGMA 10514. On the Indo Defence 2012 exposition a model was revealed showing the phalanx and ASW mortar replaced by a single 35 mm Oerlikon



Millenium Gun system, also the 76mm had a stealth cupola. Some reported that the VLS missiles will be Aster-15 instead of MICA, due to these changes the ships role also changed from ASW to AAW. On February 1, 2013 it was announced that a second unit will be build by Damen Schelde Naval Shipbuilding and PT PAL Surabaya, the second contract includes torpedo tubes, combat control room and a couple of surface weapons.



February 1, 2013 it was announced that a second unit will be build by Damen Schelde Naval Shipbuilding and PT PAL Surabaya, the second contract includes torpedo tubes, combat control room and a couple of surface weapons.

All Photo's : Piet Sinke ©

Name	Pennant	Laid Down	Launched	Commissioned	Note on Ship's Name
KRI <i>Diponegoro</i>	365	24-Mar-2005	16-Sep-2006	5-Jul-2007	<i>Prince Diponegoro</i> , a National Hero from Central Java
KRI <i>Sultan Hasanuddin</i>	366	24-Mar-2005	16-Sep-2006	24-Nov-2007	<i>Sultan Hasanuddin</i> , a National Hero from South Sulawesi
KRI <i>Sultan Iskandar Muda</i>	367	8-May-2006	24-Nov-2007	18-Oct-2008	<i>Sultan Iskandar Muda</i> , a National Hero from Aceh
KRI <i>Frans Kaisiepo</i>	368	8-May-2006	28-June-2008	7-Mar-2009	<i>Frans Kaisiepo</i> , a National Hero from Papua and the fourth Governor of Papua

HMS Daring bound for the Far East

THE first of the Royal Navy's Type 45 destroyers is heading to sea again for a nine-month deployment. **HMS Daring** is gearing up for another deployment this month which will take her ship's company to the Far East and beyond.

The warship will stretch her sea legs on the deployment with port visits, exercises and celebrations.

She will contribute to maritime security in the Asia Pacific, and conduct science and technology trials in the Pacific.

The ship will also represent the UK in Exercise Bersama Lima, part of an annual programme of exercises in the region involving Australia, New Zealand, Malaysia and Singapore.

Commander Angus Essenhigh is the commanding officer of **HMS Daring** and said: 'This exciting deployment will do much to build on existing alliances, establish and strengthen new relationships and contribute to maritime security in the Asia Pacific, a region in which Britain has historic trade and security links. 'We will also remain ready to react to contingent operations should they arise.' **HMS Daring** and her 190-strong crew will also take part in celebrations marking the 100th anniversary of the Royal Australian Navy. In between all of these events will be a series of port visits. **HMS Daring** left for her maiden deployment in January last year.

As reported in The News, she played a major role co-ordinating dozens of strike sorties in Afghanistan alongside the US Navy during her first operational time at sea. The 7,500-tonne warship, which is the first of six new Type 45s built for the navy by BAE Systems, boasts the latest in maritime technology and is billed as the Royal Navy's largest and most powerful destroyer ever. Her prime role is air defence and her state-of-the-art radar systems can track all flights in a 200-mile radius. She also packs the new Sea Viper missiles which can hit multiple targets at the same time and knock them out of the sky from up to 70 miles away. The ship is due to leave Portsmouth on May 27.

The six Type 45s, all of which are based in Portsmouth, are due to serve until 2040. Elsewhere, **HMS Dragon** is in the middle of her maiden deployment to the Middle East. Six ships and more than 600 sailors of the Royal Navy have been taking part in a fortnight-long test of their minehunting capabilities in the Gulf region. Portsmouth-based minehunters **HMS Quorn** and **HMS Atherstone** have been taking part in the exercise along with **HMS Dragon**.

Its aim is to show that mines pose a real and present danger to the safe passage of shipping in the region. A recent demonstration was in 2011 off the coast of Libya, where pro-Gaddafi forces tried to block the port of Misrata with mines, which Portsmouth-based minehunter **HMS Brocklesby** found and dealt with. Commodore Simon Ancona leads

the International Maritime Exercise Force. He said: 'Mine countermeasures are about the freedom of the seas, the arteries along which the life blood of global commerce and energy flows.' Source : The News-Portsmouth

Naming ceremony of fuel cell submarine "U36" for the German Navy in Kiel

One of the most modern non-nuclear submarines in the world was named at the shipyard of ThyssenKrupp Marine Systems GmbH, a company of ThyssenKrupp Industrial Solutions AG, under the name of "U36". This marks another important milestone in the ongoing shipbuilding programme for the German Navy. U36 is the second boat of the second batch of HDW Class 212A submarines destined for operation in the German Navy. The German town of Plauen has assumed sponsorship for U36. The ultra-modern submarine was named by Silke Elsner, companion to the Mayor.

"We at ThyssenKrupp Marine Systems are committed as a naval shipyard enterprise characterised by maximum technological competence, geared first and foremost to the production of non-nuclear submarines and high-end naval surface vessels", says Andreas Burmester, Chairman of the Board of Directors. "We will shortly be proud to hand over this newly named submarine to the German Navy as another "masterpiece" of German engineering."



The contract to deliver a second batch of two HDW Class 212A submarines was signed on 22nd September 2006 in Koblenz with the German Office for Military Technology and Procurement/BWB (now the German Office for Equipment, Information Technology and Employment of the Bundeswehr/BAAINBW). The submarine building activities are taking place at the shipyards of ThyssenKrupp Marine Systems in Kiel and Emden Werft- und Dockbetriebe in Emden.

The two additional units will be largely identical to their sister ships from the first batch. They are also equipped with the HDW air-independent fuel cell propulsion system which has already given excellent results in operations with the boats of the first batch. The German Navy submarine U32 gave renewed proof of this in April 2013. On the way to participate in naval exercises in the USA the boat produced a new record for non-nuclear submarines with 18 days in submerged transit without snorkelling.

To meet changes in operational scenarios and to take constant technological advances into account, a number of modifications have been made in the second batch:

- Integration of a communications system for Network Centric Warfare
- Installation of an integrated Sonar and Command and Weapon Control System
- Installation of a superficial lateral antenna sonar
- Replacement of one periscope by an optronics mast
- Installation of a hoistable mast with towable antenna-bearing buoy to enable communication from the deep submerged submarine
- Integration of a lock system for Special Operation Forces
- Tropicalisation to enable world-wide operations.

The Italian Navy has also decided in favour of a second batch of two HDW Class 212A submarines, which are being built under licence by the Italian shipyard Fincantieri. That means that the Italian Navy will soon also have four boats of this class available for operations.

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Last Friday **Royal Niestern Sander** (KNS) shipyard in Delfzijl launched the 12.000 DWT - 144 mtr **EXEBORG** en the vessel is a sistership of the **EEBORG** and the **ELBEBORG**, the delivery of the **EXEBORG** is expected in July

Photo : Kees de Vries

Keel Authenticated for Ingalls Shipbuilding's Fifth National Security Cutter

Huntington Ingalls Industries' (HII) Ingalls Shipbuilding division authenticated the keel of the company's fifth U.S. Coast Guard National Security Cutter, **James (WMSL 754)**.

"Our shipbuilders have done outstanding work to make us more efficient in building this ship, driving the cost down and becoming more competitive," said Ingalls Shipbuilding President Irwin F. Edenzon. "This not only positions us to continue all the way through the current build plan of eight ships, but we're going to see if we can get the Coast Guard interested in four more. We're also going to position ourselves to be the winner of the Offshore Patrol Cutter competition, because we've proven we build great ships here at Ingalls."

The fifth NSC is named for **Joshua James**, who is credited with saving more than 600 lives along the New England coastline during a nearly 60-year career in the 1800s with the U.S. Life Saving Service. James' great-great-niece, Charlene Benoit is the ship's sponsor, and she authenticated the keel, a maritime tradition signifying the keel of the ship has been "truly and fairly laid." Her initials were welded onto a steel plate by Ingalls welder D.J. Robinson.

"I'm remarkably proud that his legacy is honored this way, and to be offered the stewardship as being sponsor is just a wonderful experience," said Mrs. Benoit, whose great-grandfather Capt. Samuel James, designed and built the surfboats used by his brother. "The efficiency on building this ship is remarkable when you consider the undertaking and the amount of people working on the cutter. This shipyard is a fantastic place."



Ingalls has delivered three National Security Cutters to the Coast Guard. The fourth ship, **Hamilton (WMSL 753)**, will be christened on Oct. 26. Currently James has all 45 units in production and is 17 percent complete. She will be launched in spring of 2014 and delivered to the Coast Guard in the summer of 2015. Ingalls was recently awarded a \$487 million contract to build a sixth NSC.

"The Coast Guard Atlantic area will be the recipients of NSC 4 and NSC 5, and they need these ships complete, on time and deployable upon arrival," said David Blackburn, U.S. Coast Guard's Project Resident Office Director, Gulf Coast. "The Coast Guard awarded NSC 6 production contract on April 30, and we are negotiating long-lead materials for a seventh. The commandant remains steadfast in his petition for a minimum of eight NSCs. Thank you, Ingalls, for your

consistent improvement efforts on this program. You have become better with each successive cutter."

NSCs are 418 feet long with a 54-foot beam, displacing 4,500 tons with a full load. They have a top speed of 28 knots, a range of 12,000 miles, an endurance of 60 days and a crew of 110.

The Legend-class NSC is capable of meeting all maritime and national security mission needs required of the high-endurance cutter, including new requirements in support of Arctic exploration. The cutter includes an aft launch and recovery area for two rigid-hull inflatable boats and a flight deck to accommodate a range of manned and unmanned rotary wing aircraft. It is the largest and most technologically advanced class of cutter in the Coast Guard, with robust capabilities for maritime homeland security, law enforcement, marine safety, environmental protection and national defense missions. This class of cutters plays an important role enhancing the Coast Guard's operational readiness, capacity and effectiveness at a time when the demand for their services has never been greater.

Huntington Ingalls Industries (HII) designs, builds and maintains nuclear and non-nuclear ships for the U.S. Navy and Coast Guard and provides after-market services for military ships around the globe. For more than a century, HII has built more ships in more ship classes than any other U.S. naval shipbuilder at its Newport News Shipbuilding and Ingalls Shipbuilding divisions. Employing about 37,000 in Virginia, Mississippi, Louisiana and California, HII also provides a wide variety of products and services to the commercial energy industry and other government customers, including the Department of Energy.

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BAM does Liberian container terminal ahead of time

The president of the Republic of Liberia, Ellen Johnson Sirleaf, will officially open the APM Terminals facility, built by **BAM International**, on 22 May 2013. BAM completed the 600-metre quay wall in the capital city Monrovia for APM Terminals two weeks ahead of the contractual completion date.

It constructed the project in three phases of approximately 200 metres long to minimize interference with on-going port operations. The final and third phase of the project was taken over by APMT on 29 April 2013.

The lessons learnt from the first two phases and the efficiency gains through logistics, improved production outputs and planning of on-site activities, largely contributed towards the early and successful hand over of the project, said a company spokesperson. **Source: Construction Week**



The **COSTA VOYAGER** in Gibraltar – Photo : **Francis Ferro ©**

ICTSI shortlisted for Melbourne container terminal bid

International Container Terminal Services Inc (ICTSI) has been named among the short-list of bidders to build and operate Melbourne's third international container terminal.

ICTSI is partnering with Anglo Ports for the bid and together the two parties bring extensive sector expertise to the project spanning container terminal development, operations and logistics chain know-how.

ICTSI is one of the pioneers of taking its container terminal expertise overseas and now manages and operates a portfolio of 27 marine terminals in 19 countries. The company is headed up by billionaire Enrique K. Razon Jr., ICTSI Chairman and President, who over the last decade has overseen a period of remarkable growth for ICTSI in both developed and emerging markets. Mr Razon has other substantial business interests that include casinos and mining.

The ICTSI group has a market cap in excess of USD4 billion and in 2013 is expected to handle over 5m TEU (five million TEU). Its flagship Manila container terminal handled an annual volume of 1,826,176 TEU in 2012 and it will soon bring into service its new Manzanillo, Mexico terminal, developed on a BOT basis, offering an initial annual capacity of 650,000 TEU growing to in excess of 1.5m TEU over time.

This year ICTSI celebrates its 25th anniversary and it has commenced well with ICTSI being named as the recipient of the prestigious Best Managed Company in Asia for Transportation/Shipping Award from Euromoney. The award is based on the feedback of equity analysts at the largest banks and research organisations based in the Asia Pacific region. Analysts praised ICTSI for its leading role in promoting transparent communication to investors, citing that "the company has a clear strategy and good visibility." ICTSI possesses a range of blue chip investors with the majority based in Europe and the USA.

Anglo Ports is headquartered in Australia and is headed up by Chairman Capt. Richard Setchell, former Chairman and Managing Director of P&O's global ports empire. Capt. Setchell and his management team have an intimate knowledge of container terminal operations on the Australian waterfront and a strong understanding of how best to meet new liner and cargo shipper requirements.

The consortium of ICTSI and Anglo Ports were formerly short-listed bidders in the new Brisbane and Port Botany Third Container Terminal bidding processes.

ICTSI is a leading port management company involved in the operations and development of 27 marine terminals and port projects in 19 countries worldwide. The company was among the first international terminal operators to take its expertise overseas. **Source: International Container Terminal Services Inc (ICTSI)**

Naar Vancouver via Breskens



Reddingboot **Zeemanshoop** heeft afgelopen 14 mei een Canadese reddingboot naar Breskens begeleid. De reddingboot ligt, in afwachting van haar reis naar Vancouver, in de Bressiaanse jachthaven. De Canadian Lifeboat Institution is een kleine zusterorganisatie van de KNRM en heeft een reddingstation nabij de stad Vancouver.

Onlangs heeft deze organisatie een tweedehands reddingboot overgenomen van de Engelse reddingmaatschappij. Twee Canadese vrijwilligers hebben deze boot nu opgehaald in Poole en overgevoerd naar Nederland.

De reddingboot zal in Vlissingen op een schip geladen worden en zo richting Vancouver gaan. Omdat de reddingboot in afwachting van transport niet in de haven van Vlissingen-Oost kan liggen, werd er hulp gevraagd aan KNRM Breskens.

In Breskens is vervolgens een plaats geregeld in de jachthaven en tevens slaapplekken voor de bemanning.

De reddingboot zal dus aan een tweede leven beginnen in het Canadese Vancouver, maar voorlopig ligt ze nog zeker een week in de jachthaven van Breskens. **Photo : Marcel van den Nieuwendijk. Schipper KNRM station Breskens ©**



The **CORAL LEAF** enroute Rotterdam –**Photo : Ria Maat ©**

Upgradation of existing facility and creation of new facility at Visakhapatnam Port Trust for iron ore handling

The Cabinet Committee on Economic Affairs has approved the project for upgradation of existing facility and creation of a new facility at Visakhapatnam Port Trust for iron ore handling in two phases on Design, Build, Finance, Operate and Transfer (DBFOT) basis at an estimated cost of Rs. 845.41 crore. The project will be taken up for implementation under Private Public Partnership (PPP) mode on DBFOT basis, that is, the entire investment on the project will be made by the concessionaire.

The project is envisaged to be implemented in two phases. In Phase-I, upgradation of existing mechanized iron ore handling facility at Outer Harbour will be taken up at an estimated cost of Rs.580.89 crore. This will involve capacity addition of 16.2 MTPA. In Phase II, creation of new mechanized facility at West Quay-1 (WQ-1) berth in inner harbour at an estimated cost of Rs. 264.52 crore involving capacity addition of 6.8 MTPA will be taken up. Phase-II facility at Inner Harbour would be taken up after attaining the threshold limit of 12.5 million tonnes of cargo handling at Outer Harbour or two million tonnes of cargo handling at Inner Harbour, whichever is earlier. However, there is no bar on the operator to commence Phase - II on the date of award of concession. Phase I of the project will be completed by June 2015 and Phase II, within two years of its commencement.

This project will create additional employment opportunities and lead to the socio-economic development of the region. Source: Ministry of Shipping of India

BAS 'T HART

De laatste schipper van de Brielse reddingboot Rotterdamsch Welvaren



Schipper Bas 't Hart (1851-1922)

de laatste schipper van de Brielse reddingboot
Rotterdamsch Welvaren

Er zijn helden die vrijwel nooit in de schijnwerper zijn gezet. Zo'n held is schipper **Bas 't Hart**, die leefde van 1851 tot 1922. Hij was de laatste schipper van de Brielse Reddingboot Rotterdamsch Welvaren. In 1917 werd het reddingsstation opgeheven omdat de veranderde scheepvaartroutes het aanhouden van het station niet meer noodzakelijk maakten.

Het boekje dat zijn naam draagt beschrijft het leven van de man en de reddingen die hij verrichte. Ondanks het feit dat het historische werk slechts 64 pagina's telt is het behoorlijk voorzien van illustraties. Er zijn foto's van reddingboten, sleepboten, veerboten en havens te zien, die al te lang in stoffige laden hebben gelegen. Door de moedige inzet van 't Hart en zijn mannen werden vele levens gered. Schepen kwam in die tijd veel regelmatig in problemen dan heden ten dage, vooral vanwege de toen nog gebrekkige techniek.

Het boekje werd geschreven door **Arjen van Krieken**, die zelf ernstig ziek is maar de research en het schrijven toch voor elkaar kreeg. Ter ere van schipper 't Hart van de reddingboot werd in Den Briel een scoutinggroep naar hem genoemd. De opbrengst van het boekje gaat naar die scoutinggroep. Het werk heeft het formaat A5, draagt het ISBN-nummer 978-94-90883-16-4 en kost € 12,50 (plus de portokosten). De scouting zal er wel bij varen. De oplage is zeer beperkt. Geïnteresseerden kunnen zich melden bij info@nationaalsleepvaartmuseum.nl



The **DOUGLAS** platform in the Irish Sea with several support units
Photo: Hans van der Linden - www.aerolin.nl - Aerolin Photo BV ©

Aliança renewing its cabotage fleet

Aliança's new container ship "**Sebastião Caboto**" was christened at the Terminal Marítimo de Passageiros in the port of Santos, said in the company's press release. The vessel's sponsor is Deise Krause, wife of Luis Augusto Krause, Director Logistics, Sales and Marketing of the Aliança customer Josapar.

The "**Sebastião Caboto**" is the first of a series of four identical container ships which each have a slot capacity of 3,800 TEU and are each fitted with 500 reefer plugs. All four newbuildings will be deployed by Aliança in the Brazilian cabotage service. After her delivery at the yard of **Shanghai Shipyard Co., Ltd.** on 7 January 2013, the first Brazilian port of call for the "**Sebastião Caboto**" was Manaus on 17 February. The "**Sebastião Caboto**" is named after the Venetian seafarer and discoverer Sebastião Caboto (1472 to 1557), who explored the Brazilian and South American coast.



The **CMA CGM FORT STE MARIE** arriving at Southampton in pristine condition Photo : Ted Ingham ©

NYK establishes consortium for Cameron LNG project

Nippon Yusen Kabushiki Kaisha (NYK) has established a consortium company, Japan LNG Investment (JLI), in the U.S. state of Louisiana together with the Mitsubishi Corporation (MC) to possibly participate in the Cameron LNG (CLNG) project being by promoted by Sempra Energy, GDF Suez S.A., Mitsui & Co. Ltd., and MC, said in the company's press release.

Through JLI, NYK would participate in the liquefaction business with MC by investing in CLNG, a liquefaction company that Sempra Energy holds. JLI shareholders would have a 16.6% share of CLNG's business. A final decision on whether to be a part of this project will be made at the beginning of 2014 after various permissions are granted and adequate funds are obtained. A final decision on investment by shareholders is a term for issuing a shareholders agreement in this project.

This is a liquefied natural gas (LNG) project operated by CLNG, and the project expense is expected to be about 10 billion dollars for building the plant for LNG operations, funding, investment in existing facilities, and other expenses. Plant construction will begin from 2014 in an effort to begin processing LNG in the latter half of 2017. Production volume is expected to be approximately 12 million tons per annum (mtpa), and this will be taken by Mitsui & Co. Ltd. and MC based on a consignment agreement with CLNG.

Last year, CLNG obtained permission to export 12 mtpa of LNG to countries with which the United States has entered into a free trade agreement (FTA) for the trade of natural gas, and is in currently applying for permission to export to certain countries with which an FTA has not yet been ratified. In addition, the application for the building of the plant has been completed and will be submitted to the U.S. Federal Energy Regulatory Commission at the beginning of 2014.

In April 2011, NYK launched its three-year medium-term management plan, "More Than Shipping 2013," and one of the goals of this plan was for NYK to grow its business by leveraging its know-how in LNG and offshore business activities. By participating in this project and being a part of the LNG value chain, NYK will obtain a deeper knowledge of overall LNG business activities, thus allowing the company to provide better service to its customers.



The **VENUS SPIRIT** arriving in Willemstad (Curacao) Photo : Kees Bustraen – <http://community.webshots.com/user/cornelis224> (c)

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.... PHOTO OF THE DAY



" Stena Lines "**Mecklenburg-Vorpommern**" berthed in Port of Rostock for some maintenance work at the 17th of may 2013". **Photo : Jörg Heuckeroth ©**

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