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Dockwise TRUSTEE anchored off Singapore – Photo : Piet Sinke ©

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Seen last week of offshore supply boat **MV GULF MARINER** loading Additional Living Quarters modules for the **Buzzard platform** in the North Sea. This was one of six sailings to the platform with modules totalling nearly 400 Tonnes. The loading operations were performed at North Sea Supply Base, Middlesbrough UK, by base operators **A.V. Dawson Limited** on behalf of project forwarder **F.H. Bertling Limited**. Bertling's heavy lift engineering office is also located at North Sea Supply Base. **Photo A.V. Dawson Limited ©**

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As Greece Struggles with Debt Crisis, Its Shipping Tycoons Still Cut a Profit

On December 5 last year, the **Ob River**, an 288-metre LNG (Liquefied Natural Gas) tanker with a capacity of 84,682 deadweight tonnes chartered by Russian energy giant Gazprom, arrived at the Japanese port of Tobata. The ship belonged to Dynagas, a privately held company owned by George Prokopiou, one of Greece's preeminent shipping magnates.

It was a delivery of historic significance. To make it, the Ob River had traveled through more than 3,000 miles of the bleak, icy expanse of the Northern Sea Route, accompanied by two nuclear-powered Russian icebreakers. It was the first ever sea voyage of an LNG cargo through the frozen waters north of Siberia, cutting the distance traveled from Norway to Japan by more than 5,000 miles compared to the Suez Canal route.

Sitting in his office overlooking the Saronic Gulf in the southern suburbs of Athens, a large map of the globe lined with sea routes on the wall beside him, the forbidding Prokopiou remembers how he got into the LNG game. "The idea of transporting liquefied natural gas was droning around in my brain since 2003. I could see that this would be the century of gas. There are plentiful supplies, it is half the price of oil and it is also a quick fix for pollution and CO2 emissions. This is particularly important for the cities of China and India as they expand, to keep pollution under control," he tells TIME in a deep, gravelly voice.

Foreseeing the possibilities created by the accelerated melting of Arctic ice, in 2004, Prokopiou ordered two LNG tankers to be built according to ice-class specifications. The vessels had to be fitted with reinforced hulls capable of withstanding the Arctic ice and with equipment able to function in temperatures as low as -35 degrees Celsius. Because of the proximity to the North Pole, conventional navigation systems did not work properly, so they had to be replaced by custom-made, Pole-compatible ones. Crew training took a year-and-a-half, and included a spell at Russia's Makarov Academy, based in St. Petersburg, where crew-members were taught the secrets of navigating through a frozen desert.

The epic journey of the **Ob River** is a testament to the farsightedness and the global reach of Greek shipping. Greece, a small country of 11 million, is the world's foremost shipping superpower, and has been almost without interruption for the last four decades. According to the latest figures from the Union of Greek Shipowners, the Greek-owned ocean-going fleet consists of 3,428 ships, totaling 245 million deadweight tonnes in capacity. This equals 15.6 percent of the carrying capacity of the entire global fleet, including 23.6 percent of the world tanker fleet and 17.2 percent of dry bulk.

Greece's shipping companies defy almost every stereotype that Greeks have been associated with these past years. They are ultra-competitive in a truly globalized market; their family-based structures are an indispensable source of strength rather than weakness; and they are unabashed proponents of the free market when it comes to the transcontinental sea trade, even while in Greece itself, most industries still struggle under the weight of over-regulation and barriers to competition. In a reversal of the narrative that has dominated headlines, in shipping – in particular the container sector – it is well-positioned Greeks who are "bailing out" mismanaged German shipping funds, which over-extended themselves before the global shipping crisis hit in 2008 and are now selling off their ships for a pittance.

Greek shipping was also a key enabler and a major beneficiary of the rise of China during the previous decade. It is estimated that in 2007, at the peak of the China boom, 60% of the Asian giant's raw material needs were supplied by Greek-owned ships. As another major shipowner, Thanasis Martinos of Eastern Mediterranean Maritime, explains, Greeks benefited because "we are the taxi drivers of world shipping. We are mostly free of long-term contracts – unlike, say, the Japanese – and we can go wherever the highest profit opportunities take us." This week, top names in shipping, including Prokopiou, are accompanying Greek Prime Minister Antonis Samaras to Beijing on a much-publicized trip aimed at strengthening commercial ties between the two countries.

At home, however, there are ominous signs on the horizon for Greece's shipping elite. The preferential tax treatment they have enjoyed for decades is under threat, questioned – at times aggressively – by the country's left-wing official opposition, SYRIZA, as well as the EU's Directorate-General for Competition. As Greek politicians seek to divert attention away from their own failings and to quench the thirst of the public for the wealthy to pay their fair share, the Swiss bank accounts of shipowners have been leaked to the media and a number of them have been investigated by the tax authorities. None has been charged with any wrongdoing, and all other major shipping countries offer similarly "efficient" tax regimes to their shipping companies (though not necessarily to their shareholders). These facts have not

dampened the emerging account, both at home and abroad, of Greece's shipping community as an island of provocative privilege heedless of the sea of debt and deprivation surrounding it.

This new climate has already led to some changes: earlier this year, the shipping-friendly Nea Demokratia-led government increased the tax rates paid by shipping companies based in the port of Piraeus, near Athens, on vessels listed on foreign shipping registers. It also imposed extraordinary levies of 6-10 percent, for the period between 2012-5, on the foreign exchange imported by all Piraeus-based shipping-related companies.

The decision of the Union of Greek Shipowners not to oppose this move is perhaps related to their concerns about the likely successors of the current government. The political rise of SYRIZA the previous spring sent an unseasonable chill through the offices of Greek shipping's elite. In June, when fears of a SYRIZA election victory were at their peak, unnamed shipowners issued dire warnings in the press about preparations to move their offices abroad.

Since then, however, both sides have sought a more conciliatory tone. In a meeting with the Union of Greek Shipowners this past December, SYRIZA leader Alexis Tsipras voiced his support for the "continued leading role of Greek shipping" in the international market. George Stathakis, a moderate SYRIZA MP who was present at the meeting, explains to TIME that his party does not plan to repeal the exemptions on non-distributed profits or on the capital gains of Greek-based shipping companies. The only significant change proposed, he says, is that shipping dividends will no longer be exempt from personal income taxation.

Martinou, for his part, is sanguine about the future relations between government and the shipping community. "The perception in public opinion and in the political class – including SYRIZA – is that shipping benefits Greece. In coffee houses even in the smallest villages, people know this, and would not want to risk losing those benefits," he says. In the trying years to come for Greece, this proposition will be sorely tested. **Source : Yahoo News**



The **STENA PRECISION** moored in Belfast – **Photo : Matt Wilkins - Pacific Orca ©**

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Maassluis traditional "Sailing day for tugs".

by Nico J. Ouwehand



Photo : Lex Keasberry ©

Saturday 18th May the traditional sailing day for tugs was organized. In and in front of the port of Maassluis, that since 1872 used to be the homeport of the Smit-tugs, demonstrations were watched. Trips on tugs, sailing in the New Waterway, could be booked by the visitors of the event.



The **RT LEADER** and **RT CHAMPION** in action – Photo : Nico Ouwehand ©

Top attractions were a magnificent and impressive demonstration by the Kotug Rotor tugs **RT Leader** and **RT Champion**, as well as towing the flagship of Maassluis, the **Elbe**, back into her homeport by the small tug **Maassluis**, that was restored into her original 1948 outfit last year. The restoration of the **Elbe**, which sails under her own power again, will be completed September next, this as a result of hard work by volunteers for about a decade and the indispensable help of numerous sponsors, with a heart for the Dutch towage history.

On the quays stands were set up with all kinds of maritime articles as interesting books and curiosities. In spite of the unpleasant weather circumstances with maximum temperatures of only 12 degrees C. quite a number of visitors watched the sailing tugs and visited the ones that were moored. The planning of the "Towage port Foundation Maassluis" in which the tugs **Furie**, **Maassluis**, **Hudson**, **Elbe**, **Adriaan**, the salvage vessel **Bruinvisch** as well as

the **National Towage Museum** participate is to organize each May a "Day of seagoing towage" every even year and a "Sailing day" in odd years. After a cold day the captains dinner for the volunteers was most welcome.

See also **Kees Torn's** 10 minute movie of the event at : <http://youtu.be/OvEvUxo8VfQ>



On 16th May the 1975 built Spanopoulos tug **CHRISTOS XXIII** arrived in Portsmouth. She will be towing the aircraft carrier **Ark Royal** from Portsmouth to Aliaga, Turkey, where she will be scrapped. The tow is due to leave Portsmouth most probably today (Monday 20th) or Tuesday 21st May, weather conditions permitting.

Photo : Chris Brooks - www.ShipFoto.co.uk ©



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Costa Concordia probe eyes board

Italian cruise company **Costa Crociere** board members are under investigation, lawyers for passengers on the wrecked **Costa Concordia** cruise ship said. Attorneys for Justice for **Concordia** said Saturday the investigation involves allegations of collusion in the 2012 grounding of the ship, which killed 32 people. Prosecutors confirmed the investigation but told Italy's ANSA news agency the probe was "an obligatory move." ANSA said investigators were

looking at five individuals who were on the board at the time of the shipwreck. The investigation is in addition to the investigation into the Costa Concordia's captain and crew members. **Source : upi.com**



Despite their rough working conditions, some dredgers achieve an impressive age. **KRONOS** is such an example. Built in 1964 at Aalborg, she is almost 50 years in service! **KRONOS** is currently working in the Kiel fjord, and seen collecting sand near the small port of Strande for a construction project at Kiel.

Photo : [Martin Lichte-Holtgreven](#) ©

Baltic Index Has Biggest Weekly Drop in Six as Ship Demand Slows

The Baltic Dry Index, a gauge of costs to transport minerals and grains by sea, had the biggest weekly drop in six weeks, as demand for the two biggest vessels classes slowed.

The index slid 4.9 percent to 841, the most since the week ended April 5, according to the Baltic Exchange in London. Day rates for 750-foot-long Panamaxs, the largest ships to navigate the Panama Canal, lost 2.2 percent to \$7,418, falling to the lowest since Feb. 25, exchange data showed. Returns for Capesize vessels, which have twice the capacity of Panamaxs, fell 2.3 percent to \$5,168 a day, a seventh consecutive decline.

Demand for both vessel classes has slowed amid an oversupply of ships in the global fleet. Grain-carrying Panamax vessels will expand capacity 12 percent this year, according to Clarkson Plc (CKN), the world's biggest shipbroker. That's more than double the expected growth of 5 percent in cargoes including coal, iron ore and grains, Clarkson data show.

"Panamax rates have slumped after a fall in demand in the Atlantic region," Alex Gray, chief executive officer of Clarkson Securities Ltd., said by phone today. "There's not been enough new inquiries to put the market under pressure. For Capesizes, we see no key event to drive rates between June and August, and so we continue to expect the market to recover in the fourth quarter."

Rates for Supramaxes, about 25 percent smaller than Panamaxs, declined 0.2 percent to \$8,902 a day. Handysizes, the smallest ships tracked by the gauge, decreased 0.1 percent to \$8,165, exchange data show.

Source: [Bloomberg](#)

IMO opens the door to reduce shipping emissions

Today the member states of the **International Maritime Organisation (IMO)** agreed on a Resolution on technology cooperation, which was delaying the implementation of standards to improve the energy efficiency of new ships. This resolution had been in discussion for two years and was hindering any progress on other measures to reduce greenhouse gas emissions from ships. The Resolution meets the concerns of developing and developed nations by recognising the principles of non-discrimination in the IMO and common but differentiated responsibilities (CBDR) in the UN's Framework on Climate Change

Reacting to the IMO decision, Antoine Kedzierski, T&E clean shipping officer, said: "The lack of agreement on this resolution was holding up the discussion on tackling shipping emissions at the IMO for too long. Today's decision unlocked the door to serious consideration of further measures to reduce the sector's contribution to climate change. We urge the IMO and its member states to now make progress towards a market-based measure to reduce emissions from existing ships."

CBDR is a founding principle of the United Nations Framework on Climate Change talks designed to ensure developed states take responsibility for their emissions and developing countries aren't over-burdened with obligations that hinder their economic development. **Source: Transport & Environment**



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Tanker Rates Fall a Third Day as Glut Offsets Increased Charters

Rates for the largest oil tankers on the benchmark route fell for a third day on speculation too many ships competing for cargoes outweighed increased bookings.

Charter costs for very large crude carriers hauling 2 million barrels of Middle East oil to Asia slipped 0.2 percent to 38.33 industry-standard Worldscale points, according to the Baltic Exchange, the London-based publisher of freight rates. The weekly decline of 4 percent was the biggest since April 5.

Traders booked seven ships, the most this week, according to Kevin Sy, a Singapore-based freight-derivatives broker at Marex Spectron Pte. While June charters came earlier than expected, the vessel glut absorbed the demand, with one cargo receiving 10 offers, Simpson, Spence & Young Ltd., the world's second-largest shipbroker, said in an e-mailed report today.

"Although things finally got busier, it was not enough to keep rates at same levels," Sy said in the report. "There were more than enough ships."

Daily earnings for the voyage rose 1.1 percent to \$10,881, according to the exchange. Those assessments don't reflect owners cutting speeds to save on fuel, their biggest expense. The price of ship fuel, known as bunkers, increased 0.6 percent to \$616.15 a metric ton, according to data compiled by Bloomberg from 25 ports worldwide.

Worldscale points are a percentage of a nominal rate for more than 320,000 specific routes. Flat rates for every voyage, quoted in dollars a ton, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates.

The Baltic Dirty Tanker Index, a wider measure of oil-shipping costs that includes smaller vessels, rose 0.2 percent to 612. The biggest move in the dirty tanker market was for Aframaxes to the U.S. Gulf Coast from the Caribbean, rising 3.7 percent to 115.68 points. The biggest change in the market for ships hauling refined fuels was for gasoline tankers to the U.S. East Coast from the Caribbean, up 3.6 percent to 137.75 points. **Source: Bloomberg**



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Maersk announces improved first quarter results

"We have improved our performance in the past year and we are satisfied with our result for the first quarter," says Group CEO Nils S. Andersen. "Maersk Line is much more competitive and has gained strength to deal with the challenging shipping markets. "During the year, Maersk Oil has replaced its reserves successfully and we will continue with a high exploration level to develop our portfolio for the long term.



The **MAERSK HAKONE** anchored off Singapore – **Photo : Piet Sinke ©**

"APM Terminals continues to progress in growth markets while Maersk Drilling has overcome its operational issues and is back on track." <http://preview.thenewsmarket.com/Previews/MAER/DocumentAssets/285000.pdf>

Source: Maersk

Moller-Maersk CEO: No Need for New Capacity

The chief executive of the world's largest container shipping company Moller-Maersk told CNBC that the company would not order any new ships this year and it had idled 28 vessels around the world this year. "The shipping industry

needs to take note that the future growth both in container volumes will be very slow and the only way to bring the market back in balance is to be very, very careful on ordering and that's why we're not ordering any new ships," Chief Executive Nils Smedegaard Andersen told CNBC on Friday.

"We don't plan to order any ships this year because we don't believe there's a need for new capacity. We didn't order any vessels last year, so what is coming on stream from us now is our ships ordered in 2011."

Moller-Maersk reported first quarter net profit of \$790 million, down 30 percent from the year-ago period. Den Abeele of Castalia Fund Management said the shipping industry was facing a very tough time and there was still plenty of oversupply.

But Moller-Maersk's shares rose 1.7 percent on Friday morning because the first quarter numbers were better than analysts' expectations and the company also kept its outlook for 2013. Andersen said that the company had done well despite the economic crisis but he also sounded a note of caution.

"We're not banking on any hope. The recession in Europe seems to be going on with no diminishing trends but when I look back at the last five years we've grown our equity from 24 to 39 billion dollars and paid increasing dividends out to shareholders having good returns in a cyclical business like ours, in a downturn." "Each company has to find its own way out and make sure it's competitive and that's what we're trying to do. I'm pretty positive we'll do well, but of course, the economy is difficult at the moment." **Source: CNBC**



Chinese ships in disputed islands waters: Japan

Three Chinese government ships entered the waters of disputed islands on Friday, Japan's coastguard said, more than a year after the then-Tokyo governor set off the row by announcing plans to buy them. The Chinese maritime surveillance vessels were spotted off the Senkaku islands, which China calls the Diaoyus, in the East China Sea at around 2:30 pm (0530 GMT), the coastguard said. **Source : Indiatimes**

Shipping: A hard life on ocean wave

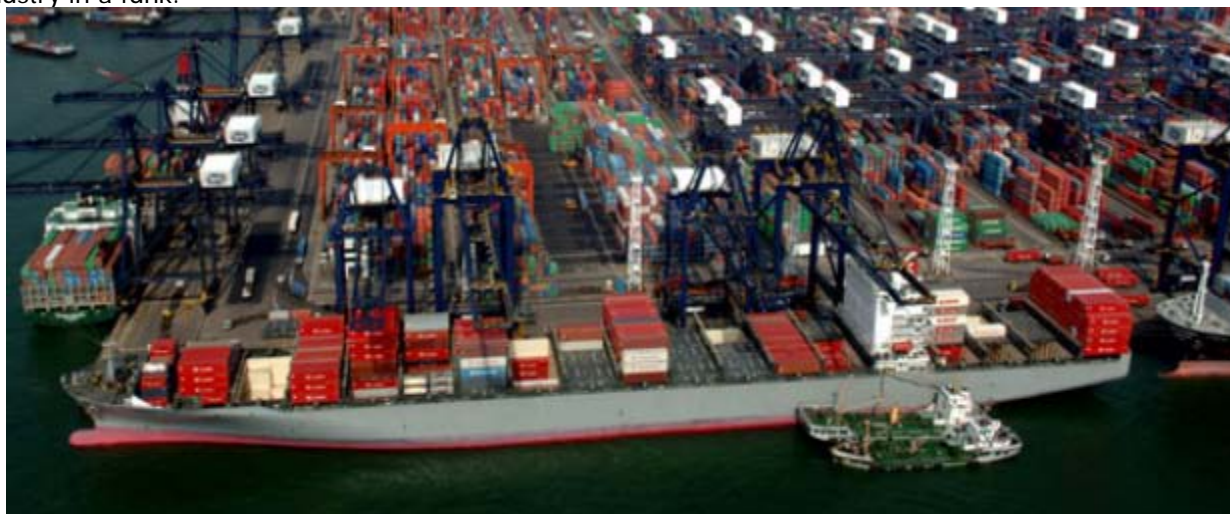
Challenging times likely to remain until at least next year, reports Alfred Romann in Hong Kong.

After buoyant times, the shipping industry is experiencing that sinking feeling, with all hope of a bottoming out and rebirth having been smothered.

Shipowners and those who charter vessels were optimistic during the first two months of this year, but during the past couple of months the paucity of orders for new vessels has all but dashed hopes. Times are likely to remain challenging until at least next year.

"The shipping industry is at historically low levels, and it can't get much lower. If you are looking to buy ships, you couldn't find a better time. The only issue is that you would have to sustain this market for a few years before you started to make a lot of money," said Ravindranath Raghunath, head of chartering at the Noble Group. "Since 1997, the market has not been any lower than it is today."

China's largest shipping company, China COSCO Holdings, expects to report large losses for 2012, adding to significant losses in 2011. The Danish giant AP Moller-Maersk A/S has warned that global overcapacity is a threat to the industry. Dry bulk shipping rates in 2012 were a fraction of the 2010 highs and have yet to recover. All this bad news has put the industry in a funk.



Between 2003 and 2008 the mood was exuberant. They were boom years and the industry dreamed of almost perpetual expansion. Powered by economic growth in China and its seemingly inexhaustible demand for raw materials, the shipping industry reached record highs in 2008. Demand for space in container, bulk and tanker ships far outstripped supply, so owners could easily set almost whatever price they chose to hire out ships, while shipping companies could virtually set their own fees.

Massive profits pushed companies to order ships in record numbers, but those orders marked the beginning of the end of the good times. The addition of hundreds of ships to the global fleet vastly increased the supply of cargo capacity.

By itself, that increase would have imposed significant downward pressure on prices, but the industry was also hit by the global financial crisis. Economies in North America and Europe started to contract, while growth in Asia -most notably China - slowed. This translated into much lower demand at a time of increasing supply. As a result, the industry slumped.

The Baltic Dry Index, issued every day by the London-based Baltic Exchange, which tracks the cost of shipping some of the major raw materials, is at levels unseen since 1997.

The index reached a record high of 11,793 in May 2008 and then began to plummet. It fell to just 647 in February 2012. On March 22, the index was at 922, up 33 percent for the year but still at historic lows. On Thursday it opened at 861, 11 points below the previous day's close

The problem is that there are just too many ships out there, according to industry stakeholders. "This is clearly not a demand-driven market," said Raghunath. "The next couple of years will not be about demand." The industry had expected to see the glut in capacity sorted out this year through the trade in ore and measures taken by companies to cut supply, such as mothballing older vessels or slowing ships along their routes, thus limiting the cargo space available.

But, what actually happened surprised everybody. "Had I made this speech two months ago, I would have said 'Things are looking good, no one is ordering ships'," said Raghunath. "What we have seen in the past two months is record orders . . . I don't recall any 60-day period in which so many Capesize ships have been ordered. Certainly not in the past four or five years." Capesize refers to vessels too large to use the Suez canal, and which therefore have to round the Cape of Good Hope or Cape Horn. **Source : China Daily**

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The **CAPE KENNEDY** and **CAPE KNOX** moored in New Orleans April 23rd - Photo : Krijn Hamelink ©

ThyssenKrupp Submarine Unit Wins Access to Australia Bid

ThyssenKrupp AG (TKA) secured the chance to help develop a submarine for Australia after the country signed an agreement with Sweden's government clearing the way for the involvement of the company's Kockums AB unit.

The accord gives Australia the right to use Swedish intellectual property for submarine design and technology, the Canberra-based Department of Defence said in a statement. The deal was necessary to begin working with Kockums, it said.

Australian authorities have been exploring replacement of six Collins Class submarines, which were based on a Kockums design. The government said on May 3 that it's proceeding with the project, dubbed SEA 1000, to assemble 12 of the vessels domestically and narrowed options to a new design or building an evolved version of the Collins configuration, with an off-the-shelf purchase discarded.

"This agreement will pave the way for Swedish involvement in Australia's future submarine program," Defense Minister Stephen Smith said in today's statement. "The ability for Australia to utilize Swedish submarine technology is a critical element, not only of the work on the Future Submarine Program but also in addressing the continuing challenges with the maintenance and sustainment of the Collins Class fleet." **HMAS Collins**, the lead submarine, was commissioned in 1996. The last of the current six vessels isn't scheduled to be retired until about 2031, after entering service in 2003.

ThyssenKrupp doesn't break out figures for Kockums. A spokeswoman at the Essen, Germany-based parent company wasn't immediately available to comment.

Kockums was part of ThyssenKrupp's marine-systems business, which generated 3 percent of group sales at the steelmaker in the year through Sept. 30. The newly combined marine-systems and plant-technology division, dubbed industrial solutions, accounted for 15 percent of ThyssenKrupp's revenue in the fiscal first half ended March 31.

Source : Bloomberg



of the Danish Navy Iver Huitfeldt Class Frigate **HDMS IVER HUITFELDT F361** entering Grand Harbour, Malta for the first time arriving from Operation Shield NATO's counter-piracy mission in the waters off of the Horn of Africa on Thursday 16th May, 2013 . Photo – Capt. Lawrence Dalli - www.maltashipphotos.com ©



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New Navy submarine completes trials

The U.S. Navy's newest attack submarine has successfully completed Alpha and Bravo sea trials and is moored at a shipyard.

The Navy reports that the trials of the future **USS Minnesota** included diving to test depth, conducting an emergency surfacing, and testing of the vessel's propulsion plant to evaluate ship seaworthiness and operational performance.

Tests on the Minnesota's acoustic performance and combat systems were also conducted.

"PCU (Pre-Commissioning Unit) **Minnesota's** successful run through Alpha and Bravo Trials is indicative of the quality and dedication of the crew and our Navy/shipbuilding team," said Navy Capt. David Goggins, Virginia class program manager. "Minnesota continues the Virginia class' trend of delivering these outstanding assets to the fleet early to contract, within budget, and ready for operational tasking."

The Minnesota is the Navy's 10th Virginia class submarine and will be delivered about a year ahead of schedule. It was built by [Newport News Shipyard](#) and [General Dynamic Electric Boat](#). Construction of the vessel began in early 2008. [Source : upi.com](#)

Navy needs B13bn for new frigate

The Royal Thai Navy will ask the cabinet to approve a budget of 13 billion baht for a new frigate to be built by a South Korean shipyard.

Navy chief Adm Surasak Rounroengrom said the Royal Thai Armed Forces Headquarters is scrutinising the budget proposal and later will forward it to the Ministry of Defence. Once approved, it will be submitted to the cabinet for consideration, he said.

A navy source said the navy had set up several sub-committees to coordinate with the Korea-based shipbuilding and offshore contractor. A navy selection committee last month chose Daewoo Shipbuilding and Marine Engineering to build the new frigate, a navy source said.

The company was one of two South Korean firms in the final round of bidding, organised by the navy panel.

Three other three foreign firms were eliminated in the previous rounds - from Spain, Italy and China.

The source said the high-capability frigate to be built by Daewoo would be based on the company's type DX II frigate, which has a displacement of 5,000 tonnes, with modifications to meet the Thai navy's special requirements.

The new navy ship will have a displacement of between 3,000 and 4,000 tonnes.

Navy chief of staff Chakchai Phucharoenyot, who chaired the selection committee, earlier told the media the navy also asked the company to install a Combat Management System (CMS) which can be allied to the systems already installed in the frigates [HTMS Naresuan](#) and [HTMS Taksin](#).

The new frigate, which would be the first South Korean-built naval vessel in the Thai fleet, is expected to be ready for commissioning in two years, Adm Chakchai said. [Source : Bangkok Post](#)



[HMS Illustrious](#) departed from Portsmouth on 16th May, escorted by the local Serco tug [SD Bountiful](#).

[Photo : Chris Brooks - www.ShipFoto.co.uk](#) ©

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DMT AHT WINCH FOR DAMEN SHOALBUSTER



A 100 tons **DMT** reversed waterfall anchor handling towing winch, during installation on board of the **Shoalbuster 3209** type vessel with yard number **571696**, which is being built by **DAMEN HARDINXVELD**.



Photo's : Lars Herweijer – DMT winches ©

Some 1,300 civilian workers at shipyard will be furloughed

a decision by the Department of Defense to keep civilian shipyard workers on the job this summer while other federal employees are being furloughed will not extend to an estimated 1,300 employees stationed at Portsmouth Naval Shipyard.

Paul O'Connor, a spokesman for the local shipyard worker's union, said he learned Thursday that only civilian workers directly engaged in submarine maintenance through the Navy's NAVSEA chain of command will be exempt from the furloughs.

That group encompasses about 4,700 workers — the majority of civilian shipyard personnel. But it excludes public works employees, supply personnel and some engineers who work at the military facility.

The defense department is grappling with an estimated \$30 billion shortfall in the current fiscal year. Sequestration — a set of automatic budget cuts set up by Congress — initially forced the Pentagon to warn that the bulk of its 800,000 civilians would be forced to take 22 unpaid days off before the end of the fiscal year.

When lawmakers approved a new spending bill at the end of March, they gave the Pentagon greater latitude to find savings, and the furlough days were cut to 14. The number has now been lowered to as many as 11 furlough days.

The defense department outlined its plan to implement the furloughs in a memo released Tuesday. Shipyard workers were among a handful of categories of defense department employees who were singled out for exemptions.

"Employees in Navy shipyards will be excepted from furlough because it would be particularly difficult to make up delays in maintenance work on nuclear vessels and these vessels are critical to mission success," reads the Pentagon memo.

However, it was not immediately clear whether the Pentagon was referring to all workers employed at shipyards. Some workers who went home Tuesday night breathing a sight of relief woke up Thursday morning to an unpleasant surprise, O'Connor said.

"Can you imagine the gut-wrenching stress?" he asked. "It is so incredibly impersonal and insensitive. It's really a tragedy for our folks who are still being furloughed."

O'Connor said the military is planning to stagger the days on which personnel from the same department at the shipyard will be furloughed to minimize the impacts. Even so, the financial ramifications for workers and the local economy will hit hard, O'Connor said.

He renewed a call for Congress to reach a compromise that will bring an end to the across-the-board budget cuts scheduled for the next 10 years as a result of the sequester.

"It's shameful," he said. "The whole thing is wrong. We're going to be coming to work on days when we know our brothers and sisters are going to be forced out." **Source : Stars & Stripes**

PIRIOU and DCNS set up KERSHIP, a joint company aiming to become a world leader in ships intended for State action at sea

Held jointly by PIRIOU (55%) and DCNS (45%), KERSHIP is a société anonyme par actions simplifiées (simplified public limited company) with a supervisory board and equal representation of the two partners. The company is headed by Patrick de Lefte, previously Audit and Risks VP of DCNS, and before that engineering VP of the DCNS group from 1999 to 2008. KERSHIP's head office is located in Concarneau (Brittany).



PIRIOU and DCNS profit from successful joint experience in the construction of the self-funded Gowind OPV L'Adroit by DCNS in 2010-2011. The Gowind OPV **L'Adroit** moored at Changi Naval base in Singapore last week **Photo : Piet Sinke ©**

The new company conducts its business in the French and international markets. KERSHIP has adopted a lean structure for preparing proposals, coordinating contract execution and providing industrial program management services. PIRIOU and DCNS each retain control of their own industrial, logistic and engineering resources, which KERSHIP will call upon.

Patrick de Leffe declared "The ambition of PIRIOU and DCNS is to develop a world leader in ships built to civil standards intended mainly for State action at sea (coastguard, policing, customs, etc.), making use of their complementing industrial capabilities. KERSHIP benefits from DCNS experience in naval defence markets and that of PIRIOU in vessels built to civil standards."

Pierre Legros, DCNS Surface Naval Systems SVP, explained "The establishment of KERSHIP is going to enable us to offer an attractive product range in the growth market of lightly-armed vessels built to civil standards. The sale of these ships intended for State action at sea will enable DCNS to develop relations with new customers likely to subsequently acquire more heavily-armed vessels, such as corvettes or frigates. KERSHIP thus provides a double growth opportunity for DCNS."

PIROU CEO Pascal Piriou stressed "We take great pride in allying ourselves with one of the very best in the defence sector worldwide. Placing our respective resources at the disposal of KERSHIP is going to enable us to gain a foothold in the market for State action at sea capability, highly complementary to our other activities, where our experience of civil standards, our facilities in other countries and, I believe, our dynamism, make PIRIOU the right partner for DCNS." **Source : Navy Recognition**

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ASIAN CHORUS arriving Port Phillip 16 May. Seen here now in **GLOVIS** livery, when formally visiting Australia in **EURCOR** colours. **Photo : Bill Barber ©**

Polambato port in Bogo seen as convenient hub for shipping

WITH its proximity to inter-regional and national trade destinations, the port in Barangay Polambato in Bogu City, Cebu is seen as a convenient channel for local shipping and logistics.

After its accreditation with the Philippine Economic Zone Authority, the port was declared an open harbor for cargo and logistics shipments. Officials said the port can accommodate direct routes to Leyte, Negros Occidental, Bacolod, Iloilo and Manila. Department of Trade and Industry (DTI) - Cebu business development division chief Elias Tecson, in a interview last week, said many shipping and logistics companies currently take connecting trips from the port of Tabuelan, Cebu, which extends the travel time of cargoes and freights.

Tecson said Polambato will be a significant contribution to the shipping industry in northern Cebu and in the southern Philippines as soon as its port is developed and its arrangements with shipping companies formalized.

Tecson said the local government unit (LGU) of Bogu tapped DTI for a joint effort in promoting awareness on the potential of Polambato's port as a gateway for possible domestic investments.

DTI held an investment forum for Polambato's port on April 25 at the Rajah Park Hotel in Cebu City.

The forum was attended by delegates from Bogu's LGU with Bogu Mayor Celestino Martinez III, participants from Cebu Port Authority (CPA), truckers association, travel and tour operator groups and Medallon Shipping Corp. (MSC).

MSC was the first to confirm interest on the project and emphasized its commitment to operate at the Polambato port by designating one large cargo and shipment vessel in the area. Tecson said another company from Leyte also expressed willingness to take part on the plan. To complement its operations, MSC also called for the commitment of forwarding companies on the proposal. Officials recommended additional excavations within the vicinity of Polambato's port to help big vessels, which are the main targets of the project. Stakeholders of the project are set to meet after the elections. Tecson said the promotion of Polambato's port will signal an improved shipping commerce in Bogu and will likely expand business opportunities with neighboring areas. He said the development of the port will help Bogu's tourism industry as well. Tecson said Polambato is a strategic take-off point to tourist and diving sites in the north such as Bantayan Island, Malapascua Island and Isla Capitancillo. **Source : Sun Star**



The **TASMAN** prior mooring last Friday evening in Zwijndrecht at the Oude Maas upstream of Nobel's bunker station.

Photo : Jeroen Leenderts ©

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The tug boat **TAK-6** is showing off while the Ferryboat **"VILNIUS SEAWAYS"** is leaving Kleipeda Port

Photo : Jacob Kiewiet ©

Dredge contract awarded to handle bigger ships at Miami's port

The United States Army Corps of Engineers awarded a \$180 million contract to dredge Miami's harbor to an Illinois-based company on Thursday, part of a plan to deepen the port channel to handle larger ships coming through the expanded Panama Canal in 2015.

The port hopes its short distance from the canal, as well as \$2 billion of planned infrastructure upgrades, will make Miami a more attractive choice for global shippers looking to distribute goods to the U.S. market.

Miami's deep dredge project, due to begin in August will make the port more competitive with other deep water east coast ports, including Baltimore and Norfolk, enabling it to handle larger "Post-Panamax" ships that carry two or three times the load of standard freighters.

The Port of Baltimore recently completed work on one berth that can accommodate the larger ships.

Miami-Dade County Mayor Carlos A. Gimenez called the contract award a "major milestone" for Miami's port, which was vital its future success and growth.

"Port Miami will be the only U.S. East Coast Port south of Virginia to be at the required minus 50 feet level in time to welcome the new generation of larger container cargo vessels arriving via the expanded Panama Canal," he said.

The port currently has a maximum depth of 42 feet deep and dredging deeper requires federal authorization. The dredging contract was won by Great Lakes Dock and Dredge, which describes itself as the largest provider of dredging services in the United States.

Miami's dredge project won the bipartisan support of both the Obama administration and Florida's Republican Governor, Rick Scott, who pledged \$112 million in state funds to the project.

In order to satisfy environmental concerns in Biscayne Bay, the dredging project includes the restoration of more than 16 acres of sea grass and the creation of over nine acres of artificial reef.

The deepening of Miami's channel will create 33,000 new jobs and double cargo traffic, according to port director Bill Johnson, who led the drive to make the port a major logistics hub connecting Asia and Latin America. The project is in tandem with Miami International Airport and Florida's east coast rail link.

Miami is the only port south of Norfolk, Va., with congressional authorization to dredge to 50 feet. Other cities such as Charleston, Savannah and New Orleans are rushing to get hundreds of millions of dollars of projects funded and underway in time for the opening.

The Army Corps of Engineers recently completed a study showing Savannah's \$652 million dredge is viable and is also studying the harbor at Charleston, and plans to finish dredging New York Harbor by 2014. The New York/New Jersey Port Authority set aside \$1 billion to raise the Bayonne Bridge to 64 feet so the large vessels can pass underneath.

Port Everglades, 30 minutes north of Miami, is also seeking permission to dredge its harbor to 50 feet. **Source :** Reuters



The **IMMANUEL SCHULTE** arriving in Willemstad (Curacao)

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

Nigeria: 13 Fuel Laden Ships Wait to Discharge At Lagos Ports

Thirteen ships are waiting to discharge petroleum products at the various oil terminals within the Lagos ports, the Nigerian Ports Authority (NPA) has said.

The Shipping Position, a daily publication of NPA, issued on Thursday in Lagos, indicated that eight of the thirteen ships would discharge petrol, while three would discharge kerosene.

It said that a ship would discharge diesel, while another would discharge aviation fuel. According to the document, two other ships will discharge bulk wheat and fertiliser. It said that 84 ships carrying different cargoes would sail into the ports from May 16 to May 30. The document indicated that nine of the ships would arrive with petroleum products, while 14 others would sail in with new and used vehicles. The News Agency of Nigeria (NAN) reports that other ships would arrive with containers, bulk salt, general cargoes, bulk sugar, fresh fish, bulk fertiliser, bulk wheat, rice, steel, bulk, crude palm oil, bulk gypsum and palm olein.

NAN reports that 25 ships are currently discharging containers, soya bean, fresh fish, bulk sugar, bulk wheat, truck head, bulk urea and petroleum products. **Source :** NAN / All Africa



The **XIN YANG ZHOU** arriving at DP world terminal in the port of Brisbane assisted by 2 **Svitzer** tugs

Photo : Capt. B. Boutsma – Master Donaugracht ©

TOPSIDE WODS SUBSTATION INSTALLED



Installation of Topside Wods Substation on 16-05
Photo's Capt.Arno C ©

Greece to buy 142 ships from China

Greek Shipping Minister Kostis Mousouroulis said in Shanghai Saturday Greek shipowners have recently signed contracts to buy 142 new ships from Chinese shipbuilding companies.

The orders, which were signed in April, accounted for more than 60 percent of the recent global orders of Greek shipowners, said the Greek official. The shipping industry, including shipbuilding, is one of the most important sectors for economic and trade cooperation between the two countries.

In the next decade, China will remain an important global exporter and become an increasingly important importer, according to the minister.

The new orders are the investment of Greek shipowners for the future, said Mousouroulis.

Wang Qi, general manager of Shanghai Waigaoqiao Shipbuilding Co Ltd, said Greece has become an important client of China's shipbuilding enterprises.

As one of China's major shipbuilding companies, Shanghai Waigaoqiao Shipbuilding Co Ltd has built a total of 67 ships for Greek shipowners in recent years, accounting for about 30 percent of the company's output, Wang said.

Greek Prime Minister Antonis Samaras is on an official visit to China from Wednesday to Sunday. Leaders of the two countries have vowed to boost cooperation. **Source : China Daily**



18-05-2013 : The **EVER EXCEL** inbound to Vancouver harbour **Photo Robert Etchell ©**

.... PHOTO OF THE DAY



The tug **ELBE** last Saturday seen during the sailing day for tugs off Maassluis – **Photo : Leen van der Meijden ©**

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