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The tugs SD REBEL and ADRIAAN (in background) showing their capabilities during the KOTUG Haring party 2013 in Rotterdam last Wednesday

Photo : R&F vdHoek-Lekko (c)

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MSC SHANNON, passing port of Quebec, June 7. Photo : Ronald de Bloeme (c)

South China Sea, Mediterranean and North Sea are shipping accidents hotspots

Some of the world's most iconic oceans are also the most at risk according to a new study on shipping accidents released by WWF for World Oceans Day. The South China Sea and East Indies, east Mediterranean and Black Sea, North Sea and British Isles were found to be dangerous hotspots for accidents involving ships.

"Since 1999 there have been 293 shipping accidents in the South China Sea and east Indies, home of the Coral Triangle and 76 per cent of the world's coral species." said Dr Simon Walmsley, Marine Manager, WWF International.

"As recently as April this year we've seen a Chinese fishing boat run aground on a protected coral reef in the Philippines that had already been damaged by a US Navy ship in January."

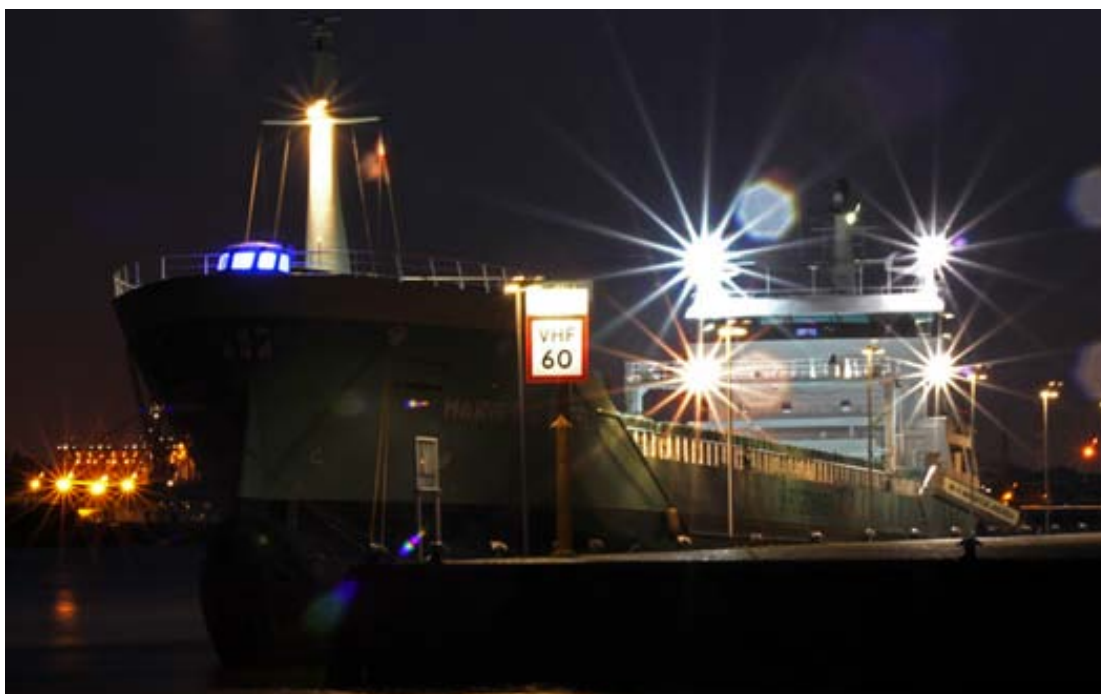
Fishing vessels accounted for nearly a quarter of the vessels lost at sea but general cargo ships account for over 40 per cent. Cargo ships often operate short shipping routes, associated with the tramp trading where ships don't have a set route and pick up opportunistic trade, particularly in Southeast Asia.

The risk to the environment is directly linked to the type and amount of hazardous substances, including oil, being transported and the sensitivity of the marine area where any accident could occur.

In 2002, the **Prestige** oil tanker sunk resulting in over 70,000 tonnes of oil being released into the Atlantic Ocean off the Spanish coast. "The Prestige oil spill caused not only environmental impacts but economic losses estimated at €8 billion. Even small scale accidents in very sensitive environments, like the Great Barrier Reef, can have profound environmental consequences." said Dr Walmsley.

Climate change models show increased storm surges, changing wind and wave patterns and extreme weather events which are likely to exacerbate the risks of foundering leading to potential catastrophic environmental destruction. Fifty per cent of all accidents are caused by foundering, where a boat sinks due to rough weather, leaks or breaking in two. As the global fleet continues to expand rapidly and begins to operate routinely in more risky areas the probability of accidents and likely severity of impacts will again increase unless precautionary measures are put in place to address identifiable risk factors. "We really want to see the shipping industry promote greater owner and operator responsibility and encourage owners to register with better flag states, the country which a vessel is registered to." "Additionally, irresponsible and badly performing owners and countries need to be exposed in order to motivate them to significantly increase their standards which will decrease the number of accidents we see still occurring today" said Dr Walmsley.

Source: WWF



The **MARIETJE ANDREA** moored in front of the Maritime Academy (STC) at the Lloydpier in Rotterdam.

Photo : Paul van Oort ©

Teekay LNG Signs Time-Charter Contracts for Its Two Existing Newbuildings With Cheniere

Teekay LNG Partners L.P. announced that it has entered into two, five-year time-charter contracts with Cheniere Marketing, LLC (Cheniere) to provide them with Liquefied Natural Gas (LNG) transportation services.

The fixed-rate time-charter contracts will be serviced by the two 173,400 cubic meter LNG carrier newbuildings ordered by Teekay LNG in December 2012. The newbuildings are currently under construction by **Daewoo**

Shipbuilding & Marine Engineering of South Korea and are scheduled to be delivered in the first half of 2016. The newbuildings will be constructed with M-type, Electronically Controlled, Gas Injection (MEGI) twin engines, which are designed to be significantly more fuel-efficient and have lower emission levels than other engines currently being used in LNG shipping. "We are excited to be supporting Cheniere, which will be exporting volumes from the Sabine Pass LNG export facility, the first LNG export facility project in the contiguous United States to receive approval for LNG exports," commented Peter Evensen, Chief Executive Officer of Teekay GP LLC. "This is a pioneering transaction which combines one of the first U.S. LNG export facilities with the first MEGI-propelled LNG carriers to be chartered." Mr. Evensen continued, "With this transaction, the Partnership is once again able to provide investors with visible distributable cash flow growth that we expect to build on due to the strong fundamentals of the LNG transportation markets we see developing commencing from 2016. The Partnership is also bidding on several other LNG and floating regasification projects." **Source: Teekay LNG Partners**

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The **SANKO MINERAL** heading down the River Tyne stern first after leaving drydock at A&P Hebburn.

Photo : Derrick Johnson ©

S. Korea's No. 1 bulk carrier operator files for court receivership

STX Pan Ocean, South Korea's No. 1 operator of bulk carriers and the No. 3 shipper, said Friday that it filed for court receivership due to heavy debts and growing losses stemming from the slump in the global shipping industry.

"The company ended up filing for court receivership due to a sharp fall in the BDI index, delayed recovery of the shipping industry, oversupply of ships, troubled ship-chartering contract and oil price hikes," **STX Pan Ocean** said in an e-mailed statement. The country's third-largest shipping firm, established in 1966, has dominated the bulk carrier sector, posting more than 10 trillion won (9 billion U.S. dollars) in revenue in 2008 when freight rates hit the record high. The Baltic Dry Index (BDI), a gauge of prices for moving commodities by sea, marked the highest of 11,793

points in 2008 before dropping to an annual average of 920 in 2012, reflecting the worsening conditions in the global shipping industry.

The shipper's filing for corporate rehabilitation proceeding implied South Korea's shipping industry stood at the crossroads of collapse, the company said, stressing the urgent need for the government's support. **STX Pan Ocean** is the shipping unit of cash-strapped STX Group, the country's No. 13 conglomerate. The shipping and shipbuilding group has been struggling from cash shortages amid the downturn in the global industry. **Source: Xinhua**

Crew and workers accounted for after rig listing incident


All crew and workers have been accounted for after an oil rig being serviced at **Palumbo Shipyards** listed last Friday afternoon. The incident happened at 1.15pm.



Photo :
Gaetano Spiteri ©

Palumbo general manager Joseph Calleja said the rig listed when its crew were conducting a ballasting operation. The incident, he said, was not connected with the repair work being carried out by the shipyard. Sources said that most workers were returning from their break when the incident happened. An eyewitness said the alarm went off as crew members rushed off the semi-submersible rig

Noble Paul Romano, owned by Noble Drilling. Another witness said there was a commotion as some employees could be heard shouting frantically. Mr Calleja said the evacuation was carried out in a very efficient manner. No one was injured and no damage was sustained. Palumbo said Friday afternoon the situation was under control.



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MULTRASHIP STRENGTHENS FLEET WITH ASD TUG



LEADING towage and salvage specialist **Multraship** has further strengthened its multipurpose fleet with the addition of the ASD tug **Multratug 20**. (ex-Waterchief, ex-BB Hunter, ex-Waterchief)

Multraship has contracted with international broker and consultant **DSB Offshore** for the long-term bareboat charter of the 72-ton bollard-pull vessel, which was built by the **Bogazici Shipyard** in Turkey in 2010 and is equipped to undertake a range of services including

towage, escort, anchor-handling, fire-fighting and salvage.

Photo top : Richard Wisse – www.richard-photography.nl (c)

Multratug 20 has two **Schottel SRP 1515** propulsion units and is powered by two **Caterpillar 3516B** engines. Its 244 cu m bunker capacity allows for both coastal and open sea towage and, with a length overall of 32.5 m, it can



comfortably perform harbour towage operations. Deck equipment includes a 200t/80t MacGregor escort winch, a 130t/65t towing winch, a deck crane, a triple shark jaw, tow pins and a 130t stern roller.

Photo :
Monique Davis-Mulder
©

Multraship managing director **Leendert Muller** says, "The latest addition to the Multraship fleet underlines our long-

term commitment to the maritime sector. Our new tug will be used primarily at sea, for towage, and to provide assistance and support for wind-farm and offshore construction projects. "Although traditional shipping activities have been experiencing a difficult time during the economic downturn of the last five years, the offshore sector is healthy, with new technology being used to exploit new resources in new areas. At the same time, the renewable energy market continues to develop at an exciting pace, driven by the demand for clean, green sources of power. "By continuing to bolster its multipurpose fleet, **Multraship** is ensuring that it is well-positioned now and for the future."

Tanker firm Frontline may sell \$40 mln of new shares

Frontline, the tanker arm of shipping tycoon John Fredriksen's business empire, authorized Morgan Stanley to sell up to \$40 million worth of new shares to finance the company, it said. Morgan Stanley may sell the new shares "at any time and from time to time", and the sales will be made through ordinary broker transactions on the New York Stock Exchange at prevailing market prices.

"Frontline expects to use proceeds from this offering for general corporate purposes and to supplement its working capital requirement," it said in a statement to the Oslo bourse.

Frontline recently said it expects losses to widen in the second quarter and may struggle to repay a 2015 bond as the shipping crisis shows no sign of abating. The global shipping sector has seen four years of crisis as vessels purchased in an order binge before 2008 hit the waters, creating overcapacity as demand remains anaemic. Oslo-born Fredriksen, who gave up his Norwegian citizenship for a Cypriot passport to escape high taxes, recently said he expects the tanker market to remain depressed for at least two more years. **Source: Reuters**



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MISC's renewed focus

WHEN a fully laden ship is caught in a bad storm at sea, it sometimes has to dispose some of its goods in order to stay afloat.

This aptly describes MISC Bhd's business strategy when it ceased its container shipping operations early last year, enabling the shipping giant to cut its losses and return to the black with a renewed focus on energy transportation and energy-related businesses. MISC decided to cease its liner operations as the division was plagued by overcapacity and low freight rates. The combination of those two factors dragged MISC's bottomline into the red for two consecutive quarters ended Dec 31, 2011 and March 31, 2012.



The **KYPARISSIA** (ex **BUNGA RAYA SATU**) in Cape Town – **Photo : Ian Shiffman (c)**

The disposal of its liner business enabled it though to curb losses and create debt headroom, thus allowing the group to tap additional borrowings if needed. MISC also managed to monetise one of its biggest investment assets to date, the Gumusut-Kakap Semi-Floating Production System with the disposal of its 50% equity interest in Gumusut-Kakap Semi-Floating Production System (L) Ltd (GKL). That saw the shipping company raise RM5.3bil for the group without

seeking additional capital from shareholders or raising further debt. This year, after two offers by its major shareholders to take the company private were unsuccessful, MISC surprised the market with a healthy enough profit for its first quarter ended March 31. But is that momentum sustainable to keep the shipping company profitable going forward as two of its divisions, namely the chemical and petroleum tankers, are still loss-making? Besides this, MISC other businesses in liquefied natural gas shipping, offshore, heavy engineering and tank terminal business are profitable. According to analysts, the shipping company is on a recovery path towards better profitability. "MISC has, in our view, started on a sustained recovery path. "Although petroleum and chemical shipping are likely to remain in the red over the next few quarters, losses are expected to narrow," says Maybank IB Research in a report. According to HwangDBS Vickers Research, MISC chemical division's losses narrowed by 47% in the first quarter of this year from a year ago. "Stronger demand and slowdown in new vessel deliveries led to higher chemical freight rates. "Losses should continue to fall in the coming quarters on improving supply demand dynamics," it says in a report.

HwangDBS further explains that the Gumusut-Kakap facility is completed and testing is in progress. Maiden contributions from this project will help support earnings in the second half of this year. The Gumusut-Kakap field is Malaysia's second deepwater development after Kikeh and is expected to produce about 150,000 barrels of oil per day. It is operated by Sabah Shell Petroleum Co, partnering with Murphy Sabah Oil Co, Conoco Philips Sabah and Petronas Carigali Sdn Bhd. The research house upgraded MISC's financial year 2013 (FY13), FY14 and FY15 net profit forecast by 20%, 14% and 14% respectively. "This are due to stronger chemical rates, lower cost from the petroleum division that offsets our lower forecast for MMHE and de-consolidation of two offshore business units from adoption of Malaysia Financial Reporting Standards 10 and 11. "We expect strong earnings growth over 2013 to 2015, on the back of significantly narrowing or absence of container losses and steady strengthening of LNG as well as oil and gas earnings. "This is despite factoring in continued losses for the petroleum and chemical shipping segments for the next two years," it says. MISC returned to the black in FY12. For the first quarter of this year, it locked in a net profit of RM300.4mil against a net loss of RM469.82mil a year ago, on the back of RM2.38bil in revenue. Revenue increased 7.6% from RM2.21bil in the previous corresponding quarter. "MISC's performance should improve in the next few quarters as the company completes the construction of its Gumusut project in July and the charter rates for its vessels, especially in petroleum segment, stabilise towards the end of the year," says Moody's Investors Service vice-president and senior analyst Vikas Halan.

"Although the buyout offer from its parent Petronas did not succeed, it reinforces its close business links with, and strong parental support for, MISC, both of which are key credit strengths that provide a three-notch uplift included in MISC's current Baa2 rating," adds Halan. The stable outlook reflects Moody's expectation that the company will not undertake any major debt-funded capital expenditure over the next two to three years, which would have increased its business risk and that its credit metrics will remain within the tolerance level for its ratings. On its tank terminal business, MISC is in equal joint-venture with Vitol Group via VTTI B.V. The company will invest another RM1bil or so for the second phase of development of its ATT Tanjung Bin (ATB) oil storage terminal in Tanjung Bin, Johor.

In 2009, MISC partnered VTTI, a wholly-owned subsidiary of Vitol and one of the world's biggest energy traders, to develop ATB. This eventually led to MISC acquiring a 50% stake in VTTI for US\$840mil (RM2.55bil) in 2010, transforming it into a global player in the tank terminal business in the process. MISC president-cum-chief executive officer Datuk Nasarudin Md Idris earlier this year was quoted saying that VTTI was yet to be a substantial component of MISC's business portfolio relatively in terms of income contribution. "But it is positively contributing as we recognised 50% of VTTI's profit. I think it will be a substantial component in our business portfolio by 2015 when VTTI and ATB expand," he said then. Another positive factor according to Nasarudin is the weakening bunker price which constitutes 27% of its operating cost. "For the last two months, bunker has been hovering at the US\$600 per tonne level compared with the previous levels at US\$650 per tonne," he says. Despite the rosy outlook, MISC is prepared to weather another year of rough tides in the shipping sector and will continue to revise its business portfolio to manage its financial resources and capital allocation. In another news report, chairman Datuk Manharlal Ratilal believes the company is ready to face this year's challenges and is prepared to catch the next upcycle in the industry, following the strategic corporate development which has resulted in renewed fiscal fitness. "The shipping landscape will continue to be tough, in line with the uncertainties in global economic growth and rising geopolitical risks. "This year would also see the last bout of heavy delivery of new capacity into the market, and we hope that there would be some respite for the shipping industry from 2014 onwards. "Nevertheless, we will remain focused on our efforts to reshape our business portfolio to ensure there is an optimal balance between cyclical and non-cyclical businesses," he says. On valuations, Maybank IB says it have turned undemanding as MISC progressively turns around. "The share price is 20% below Petronas failed takeover bid price of RM5.50 and at a 37% discount to an earlier RM7 rights issue price. "The stock now trades at FY13 price-over-book value BV of just 0.9 times. "Net gearing of 27% is manageable. All in, earnings downside is limited, in our view. Operationally, MISC has sailed through a turbulent period," says Maybank IB. **Source: The Star Online**



The **EEMS SUN** approaching the Ijmuiden locks – Photo : Simon Wolf (c)

Nigeria LNG to buy 6 ships from Samsung, Hyundai

Nigeria Liquefied Natural Gas Company will sign agreements this week with South Korea's Samsung Heavy Industries and Hyundai to acquire six LNG carrier ships, two sources close to the deal said. France's BNP Paribas and Nigeria's GT Bank are brokering a \$1.6 billion loan to help fund acquisition of the vessels and expect to sign the financing documents next week, a banking source said. "The agreement to buy the ships should be signed before today or tomorrow," one source told Reuters, adding that NLNG executives had travelled to South Korea for the signing. The banking source said the loan would be medium-to-long term, with the deal expected to be sealed by the end of March. Samsung and Hyundai could not be reached immediately for comment. A spokeswoman for BNP Paribas said it does not normally comment on transactions with clients NLNG, which is majority owned jointly by Nigeria's state oil company NNPC and Royal Dutch Shell, said last year it would seek international loans to expand the operations of its shipping subsidiary Bonny Gas Transport Limited, which currently has 24 LNG ships. NLNG was set up more than two decades ago to harness Nigeria's natural gas resources and produce liquefied natural gas and natural gas liquids for export. It has long-term supply contracts with buyers in Italy, Spain, Turkey, Portugal and France and also sells on the spot market. NLNG has a capacity to produce 22 million tons of liquefied gas a year. It obtains its gas supply from the upstream oil companies and liquefies it for export. **Source: Reuters**



The **ESMERALDA** outbound Rotterdam passing Botlek. Photo : Patrick Borger (c)



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Long distance rescue called off

A major rescue operation to airlift a cruise passenger from a ship 400 miles off the south west coast of Ireland has been called off.



The Irish Coast Guard helicopter was carrying out one of its longest range rescue missions to date when it suffered technical problems as it refuelled on an oil rig. A spokeswoman said medics on board the ship also assessed the patient, a 79-year-old man, and decided it was better to keep him on board.

The ship, the **MS Marina** travelling from the US to Cork, was 800 nautical miles (920 miles) off the coast when the alarm was raised on Thursday night. It was due to dock in Cork overnight, when the man will be taken to hospital.

The Shannon-based rescue helicopter was supported by the Irish Air Corps Casa maritime patrol aircraft, which provided top cover during the mission. The Irish naval ship the **LE Roisin** also was involved. Source : Belfast telegraph



The **NEDLLOYD VALENTINA** enroute Rotterdam - Photo : Jan Oosterboer ©

Goa state coastal zone management authority nod to set up mechanized coal handling unit at Mormugao port trust

The Goa state coastal zone management authority (GCZMA) in its meeting held on June 6 has approved a proposal of Adani group from Ahmedabad for development of a mechanized terminal for handling of coal at berth no 7 of Mormugao port trust (MPT). While confirming that GCZMA has decided to permit Adani group to set up a coal handling

facility, the member secretary of GCZMA Levinson Martins confirmed that coal handling will be done in a totally mechanized manner to avoid any kind of coal dust pollution. Martins clarified that though the GCZMA has approved the proposal, the minutes of the meeting have not been finalized yet. In September last year, the Goa state pollution control board (GSPCB) had revoked the permission granted to the MPT for coal handling at berths 10 and 11 following several complaints and agitations by the locals. At both berths coal handling was done manually. The GSPCB withdrew the consent given to MPT to operate under the Air and Water Pollution Control Act, as the MPT failed to take precautions to contain dust pollution in the port town. Martins, who is also a member of GSPCB, said coal handling will not be done manually at berth no 7. It is learnt that MPT leased out some portion of berth no 7 but Adani group could not execute its plan for want of necessary permissions. It is constructing a 300 meter long terminal for coal handling at this berth. The state government authorities were earlier reluctant to give permission to Adani due to the high level of dust pollution faced by residents of the Port town, sources said. **Source : IndiaTimes**

Maritiem Curacao netwerk bij DRTC



De Ruyter Training en Consultancy (DRTC) organiseerde afgelopen donderdag haar jaarlijkse netwerkbijeenkomst op haar trainingscentrum in Curacao. Op uitnodiging van GM Johan Stegmeijer wisselden vertegenwoordigers van maritieme organisaties als Kustwacht, KTK, MAC, en andere shipping- en nautische bedrijven van gedachten

DRTC verzorgt maritieme trainingen op internationaal niveau voor onder andere Offshore, Haven, Vaarbewijzen, STCW, Veiligheid, Beveiliging, Logistiek en ISPS. Deze cursussen worden niet alleen bij het trainings centrum op Curaçao, maar ook op locatie in diverse landen uitgevoerd. De certificering is volgens Europese standaard in nauwe samenwerking met het moeder bedrijf De Ruyter Nederland, ROC zeeland en het Maritiem Instituut de Ruyter Op de foto een deel van de DRTC instructeurs met 3e van Links GM Johan Stegmeijer **Foto: Els Kroon**

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Liberia: No Vessel Sank At Harper Port

The Public Information Office of the United Nations Mission in Liberia and the National Port Authority have clarified that no vessel sank at the Port of Harper. UNMIL said the vessel safely docked at the Port of Harper without sinking, but confirmed the drowning of one crew member.

It was reported in the Wednesday's edition of this paper that an UNMIL vessel, the **CATERINA** sank at sea near Harper, Maryland County. CATERINA is responsible to transport food and non- food items for use by UNMIL peacekeepers. Police are said to be investigating circumstances leading to the drowning of the crew member.

An NPA release signed by its Public Relations Manager Joash T. Hodges Wednesday, said the vessel is currently berthed at berth one at the main wharf at the Freeport of Monrovia which this paper has since verified.

Our reporter who visited the Freeport yesterday confirmed that the vessel was being off-loaded with goods to depart for Harper this morning. Meanwhile, the body of the crew member who got drowned has been found, according to Police in Maryland County. Yenbusue Gonyen was found offshore at the Harper Port. No arrest has been reported but according to the police, they have taken statements from survivors. **Source : All Africa**



The **OLEG STRASHNOV** from Seaway heavy lifting, lifted a jacket from the **Eide barge 33** at the Bard windfarm project in the North sea. **Photo : Crew Union Princess ©**

UASC in HHI talks to build seventeen 14,000- to 18,000-TEUers

HYUNDAI Heavy Industries (HHI) is reportedly ready to close to a deal for more than US\$2 billion to start building seventeen 14,000- to 18,000-TEU ships for the **United Arab Shipping Company (UASC)** with deliveries set from early 2015. London's Trade Winds reports that well-placed sources say UASC has signed a letter of intent for the vessels with South Korea's HHI. They say UASC will book five firm vessels of 14,000 TEU, with six options attached, and five firm 18,000-TEU units plus one option, said the report. "HHI fought off compatriot shipyards to win the UASC newbuildings as it was able to offer early delivery slots to the owner," said one market source. Last month, Trade Winds reported that UASC completed its shortlist of yards with Samsung Heavy Industries (SHI) and DSME in the running for the 18,000-TEU vessels, while Hanjin Heavy Industries, as well Chinese and Japanese shipyards sought orders for the 14,000-TEUers.

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OOCL accredited for environmental data integrity of vessel emissions

OOCL has for the second year in a row attained accreditation for the accuracy and transparency of its environmental data disclosure. The shipping group was awarded the certification for 2012 after going through an audit conducted by the Det Norske Veritas (DNV), the Norwegian classification society, using the Clean Cargo Working Group (CCWG) verification standard to check for the carbon dioxide and sulphur oxides emissions from OOCL vessels. DNV verified that OOCL has kept a clear and correct collection of documentation and records, which allow the stored data to be easily and efficiently retrieved for assessment. No discrepancy was identified between the emission data collected in the samples from the randomly selected OOCL vessels by DNV and the data submitted by OOCL towards CCWG measurement and evaluation for the year 2012.



The **OOCL NEW YORK** in Istanbul – Photo : Ko Rusman ©

On receiving the certificate, fleet manager and technical director James Tai said: "We are delighted and proud to receive our certification that verifies the high level of accuracy, transparency and credibility of our environmental data from our environmental reporting system. As a responsible corporate citizen, we believe this annual verification reinforces and improves our environmental performance and at the same time helps our customers meet their environmental objectives by sharing with them accurate and reliable data to track and benchmark their carbon footprint."

Brievenbusfirma op Seychellen zonder brievenbus

Watererfgoed Vlaanderen vernam uit goede bron dat de brievenbusfirma op de Seychellen die de **Charlesville**, de laatste, nu gezonken Kongoboot, had gekocht, reeds met de noorderzon is verdwenen. Uiteraard was dergelijk scenario te verwachten, want precies daartoe worden maritieme spookfirma's opgericht. Wie 'Agent Ventures Ltd, Victoria, Mahe, Rep of Seychelles' een brievenbusfirma te noemt, doet deze vennootschap in feite nog teveel eer aan, want het verkoopcontract van december 2012 op basis waarvan de curator van de failliete jeugdherberg, de Stad Rostock en het Land Mecklenburg-Vorpommern het schip aan deze koper afstonden, vermeldde zelfs geen straatnaam en huisnummer. Een brievenbusfirma zonder brievenbus dus. De Poolse autoriteiten zitten nu met de handen in het haar. Vorige dinsdag hadden ze nog niet de allermiste indicatie over het eigendomsstatuut van de **Charlesville** / Georg Büchner. Wij hielpen ze door de identificatie- en contactgegevens van alle betrokken partijen door te geven. De Poolse overheid zet haar speurtocht verder en heeft informatie opgevraagd bij de havenkapitein van het Oost-Duitse Rostock. Agent Ventures Ltd bestaat echter niet meer – voor zover het ooit heeft bestaan. Ook over het al dan niet bestaan van een verzekeringsdekking (casco en/of P&I) bestaat momenteel geen duidelijkheid. De sleepopdracht voor het transport Rostock-Klaipeda werd niet door **Agent Ventures Ltd** gegeven, maar door de schrootwerf UAB Subare in Klaipeda, die fungeerde als onderaannemer van Agent Ventures Ltd. en na aankomst de eigendom van de Charlesville zou verwerven.

De sleepopdracht werd gegeven aan het sleepbedrijf **Otto Wulf** in Cuxhaven dat de opdracht doorgaf aan het Poolse sleepbedrijf **WUZ** in Gdansk dat volgens sommige bronnen nog steeds eigendom zou zijn van de Poolse Staat.

Uiteraard hebben wij geen enkele indicatie dat in heel de opzet een old boys' network van achter het ijzeren gordijn heeft meegespeeld.

Verschrotingstheorie, illegaal afvaltransport en illegale plundering nu bewezen

Reeds begin januari 2013 traceerden wij als eersten de verschrotingswerf UAB Subare in Klaipeda waarheen het schip zou worden weggesleept. Het management bevestigde ons toen dat het schip werd verwacht voor afbraak. De scheepsmakelaar ontkende toen bij hoog en bij laag dat een verschroting in het spel was en hing het

Koper van gezonken Kongoboot [Charlesville](#) reeds met de noorderzon verdwenen – Omerta breidt uit – Wij vragen een haalbaarheidstudie naar berging en terugkeer lachwekkende verhaal op dat het schip was verkocht als hotelschip en om er belangrijke nieuwe investeringen in te verrichten. Nadat het verschrotingsplan was vrijdeld onder verwijzing naar de Duitse monumentenwetgeving, werd deze komedie de jongste weken in alle ernst heropgevoerd door de curator, de scheepsmakelaar, de havenkapitein en de Oberbürgermeister van Rostock. Enkele dagen vóór het zinken verzekerde ook de schrootwerf in Klaipeda ons dat zij het schip niet zouden afbreken, maar herstellen en restaureren als hotelschip. Nu het schip gezonken is, verzekerde deze firma dit gisteren nog maar eens aan ons – de onbeschaamdheid kent inderdaad geen grenzen.

Wij hebben ook als eersten gewezen op de milieuproblematiek, waar geen enkele Duitse overheid enig oog voor had. We hebben alle Duitse en Litouwse milieu-autoriteiten de voorbije weken tot in den treure en met stavingstukken verwittigd dat een verschroting op touw was gezet. De verschroting werd in alle toonaarden ontkend om ons beschermingsproject te kelderen en om de Europese en internationale milieuwetten te omzeilen. Export van een schrootschip vergde een langdurige notificatieprocedure via de Duitse en de Litouwse regering. Uiteraard werd deze procedure niet gevolgd.

Dat het schip daadwerkelijk bestemd was voor verschroting is inmiddels onomstotelijk komen vast te staan. Vóór afvaart uit Rostock liet de havenkapitein himself het schip immers volledig leegplunderen. De media en een hele reeks de jongste dagen door ons geïnterviewde ooggetuigen bevestigden ons dat alle navigatie-instrumenten van de brug werden gehaald en dat vele andere waardevolle interieurelementen brutaal zijn afgevoerd. Ooggetuigen bevestigen ook dat dit gebeurde met medewerking van de firma Baltic Taucher die allerhande zaken laadde op een langzij gemeerd een ponton, uit het zicht van het publiek op de kaai.

De plundering toont aan dat de organisatoren van deze vernietiging van een beschermd monument van wereldniveau niet het allermiste ontzag hebben voor de wet. Het schip was bij afvaart nog steeds een beschermd monument en welke wijziging ook vergde een nieuwe aanvraag aan de erfgoeddienst van de Stad en een advies van het Land Mecklenburg-Vorpommern. Uiteraard werd ook deze wettelijke procedure compleet genegeerd. De havenkapitein schermt ermee dat de zaken zullen worden geschonken aan een maritiem museum. Hij geeft de lijst van verwijderde stukken echter niet vrij. De kans is reëel dat een en ander op eBay of in schimmige antiekhandels of veilinghuizen belandt, of, om ervan af te zijn, wordt versmolten, of in een haven of in zee wordt gedumpt. Wij hebben bij de Stad Rostock een volledige lijst van de verwijderde elementen opgeëist en gewezen op de onwettigheid van de handelwijze van de havenkapitein en op de mogelijkheid van een berging van het schip. Als het schip zou worden geborgen en naar ons land zou terugkeren, willen wij deze stukken allemaal terug. De plundering van het schip vóór afvaart levert ook het definitieve bewijs dat het schip helemaal niet tot hotelboot zou worden omgebouwd. Wie investeert in een hotel aan boord van een historisch schip maar laat eerst alle waardevolle interieurelementen weghalen of afbreken? De milieu-autoriteiten van Duitsland en Litouwen zijn bij herhaling en met aandrang geïnformeerd maar hebben de afvaart niet willen verhinderen. In Duitsland berustte het milieutoezicht bij het Land Mecklenburg-Vorpommern, dat eerder het onbehoorlijke advies had gegeven om het schip weg te slepen en ons behoudsvoorstel te verwerpen... Nu de Duitse en Litouwse overheden het schip wel in de gaten bleven houden, rijst de vraag of het schip niet opzettelijk tot zinken werd gebracht om van het niet meer oplosbare milieuprobleem af te zijn. Een mogelijk motief is er; alvast is de zaak een ernstig onderzoek waard. We storen ons eraan dat de Oberbürgermeister van Rostock zich inmiddels in de lokale media van de zaak afmaakt met de dooddoener dat 'de Belgen toch geen geld hadden'. In realiteit hebben we de onmiddellijke aankoop van het schip aangeboden, met bijhorende investeringen en met principiële steun van de Vlaamse regering. Het schip moest en zou echter naar de schroot hoop, voor de som van 750.000 à 900.000 EUR, waaruit o.m. het loon van de jeugdherbergbestuurders, het ereloon van de curator en havenrechten zouden worden betaald, en waarvan het saldo (ca. de helft) aan de Stad Rostock zou worden uitgekeerd. Blijkbaar is de koopprijs door Agent Ventures Ltd nog steeds niet betaald, en heeft de Stad Rostock dus nog geen eurocent ontvangen. Het is ongezien in de maritieme sector dat een verkocht schip afvaart zonder dat de koopprijs is betaald. Diverse experts voor wie koop en verkoop van schepen dagelijkse kost is, bevestigden ons dat bij verkoop van tweedehandse schepen 'boter bij de vis' de regel is: betaling gebeurt via een spoedstorting of een onherroepelijke betalingsbelofte van een bank die gelijktijdig wordt afgegeven met de eigendomsoverdracht, welke laatste in dit geval gebeurde bij vertrek aan de kaai. We onderzoeken ook of, als het schip moet geborgen worden, alle kosten niet kunnen worden teruggevorderd van de Duitse verantwoordelijken die hun medewerking hebben verleend.

CASUALTY REPORTING



3 missing after Shanghai cargo ships capsize

Three people went missing after five cargo ships sank on Friday in Wusongkou, where Shanghai's Huangpu River meets the ocean, local maritime authorities said. Twenty people were aboard the vessels, which sank in succession due to strong gales and high waves, the municipal maritime affairs administration said. The Shanghai Maritime Search and Rescue Center is searching for the missing. In a separate incident, another ship sank near the city's Shidongkou dock on the same day, with no immediate reports of casualties. **Source : China Daily**

NAVY NEWS



the Irish Naval Service vessels **Aoife** (foreground) and **Eithne** passing in Cork harbour

Photo : Aidan Fleming (c)

Russian Nuclear Submarine Contracts 'Underpriced'

Former Russian Defense Ministry officials forced shipbuilders to underprice nuclear submarine contracts, which nearly scuttled the 2011 State Defense Order, a senior Russian official said Friday. Deputy Prime Minister Dmitry Rogozin, who oversees the defense industry, said the contracts were for Borey- and Yasen-class ballistic missile submarines, and the underpricing almost scuttled the order, which was eventually signed under former Defense Minister Anatoly Serdyukov. Serdyukov, who had held the post of Defense Minister since 2007, was sacked in November and replaced by Sergei Shoigu amid a series of ongoing corruption scandals that have rocked Russia's defense sector. Defense Ministry officials had claimed that the shipbuilders' contract prices were too high, which led to a protracted wrangling

over prices. In 2011, the contracts were only signed in November, in the presence of then-Prime Minister Vladimir Putin.

Whereas the original price of the **Yury Dolgoruky** submarine was more than 20 billion rubles (about \$70 million), it



subsequently increased to 50 billion. Rogozin said the work on the new submarines was currently going according to schedule but the underpriced contracts were resulting in additional costs. "We are thinking of how to tackle that problem," he said.

Rogozin said in late May that Defense Ministry contracts signed under Serdyukov were to be

thoroughly examined and, if necessary, audited. Those contracts were "largely detrimental," he said, adding that the Russian government was ready to step in to sort out the crisis in Russian naval shipbuilding that is threatening to derail the defense procurement program. He made his comments on the same day it was revealed that the state-run United Shipbuilding Corporation (USC) was looking for money allocated to complete the Nerpa nuclear submarine for India's navy. A total of 500 million rubles (\$15.9 million) went unaccounted for, the Kommersant business daily reported. USC's previous board of directors "bears full responsibility for nodding their heads, signing unworkable documents and concluding contracts at prices that were obviously below market levels," Rogozin said at the time. resident Putin has been briefed on the issue, and the implementation of the arms procurement program will be discussed in late July, Rogozin said. Putin ordered USC's management to submit a report by October 15 on measures to improve the situation in the industry. Doubts about the ability of the industry to deliver warships on time and within budget prompted Serdyukov to order Mistral-class amphibious assault ships from France in 2011. That deal has subsequently been criticized by Rogozin and other senior defense industry officials. The Russian Navy is expected to receive 24 submarines and 54 surface warships of various classes by 2020, according to the Defense Ministry. Putin said last year that the procurement of new warships and submarines for the Navy would be a priority over the next decade. The Russian government has allocated 5 trillion rubles (\$166 billion), or a quarter of the entire armament procurement budget through 2020, for this purpose.

Russian warships will be permanently stationed in the Mediterranean Sea

Russian Navy ships should be permanently stationed in the Mediterranean Sea, RF President and Commander-in-Chief Vladimir Putin said while on his visit to the Armed Forces Central Command Centre. According to him, special conditions should be ensured for the continued presence of Russian warships in this region. "As you know, our ships were stationed in that area permanently in the past. This is a strategically important region, where we have interests related to the national security of the Russian Federation. Therefore, we are talking about creating the conditions for the continued presence of Russian warships in the Mediterranean today," the President said. According to Chief of the General Staff, Army General Valery Gerasimov, a naval task force began fulfilling the tasks in the Mediterranean Sea as of June 1. Currently, it comprises 16 surface combatants and three ship-based helicopters. In the future, the composition of the task force will vary depending on the situation. The task force headquarters is deployed on the Admiral Panteleyev large anti-submarine destroyer. Being under operational command of 1st Rank Captain Yury Zemsky, the task force reports to the Black Sea fleet commander.

Navy to name combat ship USS Billings

The secretary of the Navy announced Thursday that Billings will be one of five U.S. cities to have new ships or vessels named after them. Secretary Ray Mabus called Mayor Tom Hanel to break the news, then issued a statement later in the day. The **USS Billings** will be a littoral combat ship or LCS, "littoral" referring to coastal or intertidal waters.

"A fast, agile surface combatant, the LCS provides the required war fighting capabilities and operational flexibility to execute focused missions close to the shore such as mine warfare, anti-submarine warfare and surface warfare," the release from Mabus' office said. The ship will be the first to bear the city's name, the release said, and it will be constructed by Lockheed Martin and Marinette Marine in Marinette, Wis. The ship will be 378 feet long, have a beam of 57.4 feet and travel at speeds in excess of 40 knots. Another LCS will be named after Tulsa, Okla., and three joint high-speed transport vessels, designated by USNS rather than USS, will be named after Bismarck, N.D.; Yuma, Ariz.; and Burlington, Vt. "It is my privilege as secretary of the Navy to name these ships after five great American cities," Mabus said. "Several cities will be represented for the first time in the Navy fleet, establishing a new connection and tradition that forms a bond between a city's residents and the sailors and Marines who serve in its namesake ship. For decades to come, these ships will sail in the fleet, building partnerships and projecting power around the world." Hanel said Mabus told him that the USS Billings would be ready for commissioning in 2019. **Source Billingsgazette**

SHIPYARD NEWS



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Last week **Eerland Shiprepair B.V.** Rotterdam delivered a floating swimming pool at Heijplaat. The floating training center of KNRM was sailed from **Eerland Shiprepair** to Heijplaat. This unique training center is equipped with a complete swim water filtration unit which has all the facilities, such as climbing net, rope ladder and heli hoist, for the training of specific groups within the maritime and offshore industry. Waves of over 1 meter high can be generated

and wind, rain and darkness can be created. Additionally, a practice helicopter is installed from which HUET escape training under water can be exercised. The pool will be used by **STC-KNRM** for safety- and survival training and will be put into use end of this month.

Austal launches JHSV 3

Austal USA's Mobile, Alabama, shipyard yesterday successfully completed the launch process of the third Joint High Speed Vessel, the recently christened **USNS Millinocket (JHSV 3)**. This 103-meter high-speed catamaran is the U.S. Department of Defense's next generation multi-use platform. It is part of a 10-ship program, the funds for all of — potentially totaling over \$1.6 billion — have been appropriated.

"Once again we demonstrate forward progress in the JHSV program through the accomplishment of another milestone," said Austal USA President Craig Perciavalle "With JHSV 1 doing well on the East Coast, JHSV 2 recently completing Acceptance Trials and handed over to the Navy this morning, the keel laying of JSHV 4 at the end of May, and now the launch of JHSV 3, the JHSV program is maturing well. The men and women who make up Austal's JHSV team should be proud of their efforts and the role they are playing in constructing these incredible ships."

The launch of **USNS Millinocket** was conducted in a multi-step process that involved using Berard Transportation's self-propelled modular transporters (SPMTs) to lift the entire 1,600-metric-ton ship almost three feet in the air and moving the JHSV approximately 400 feet onto a moored deck barge adjacent to the assembly bay. The deck barge with USNS Millinocket onboard was then towed a half mile down river to BAE Systems' Southeast Shipyard. The vessel was transferred to the Drydock Alabama, BAE's floating dry dock. The floating dry dock was submerged and USNS Millinocket entered the water for the first time. USNS Millinocket was taken from the drydock and towed back up river to Austal USA's facility, where it will undergo final outfitting and activation before sea trials and delivery to the Navy later this year. The JHSV is a relatively new asset that will be an important Navy connector. In peacetime, JHSVs will be operating forward supporting Navy Expeditionary Combat Command and riverine forces, theater cooperating missions, Seabees, Marine Corps and Army transportation. Each JHSV also supports helicopter operations and has a slewing vehicle ramp on the starboard quarter which enables use of austere piers and quay walls, common in developing countries. A shallow draft (under 4 meters) will further enhance theater port access.

USNS Spearhead (JHSV 1) was delivered in December 2012 and is currently stationed up in Norfolk, Va. **USNS Choctaw County (JHSV 2)** has officially completed acceptance trials and has been delivered to the Navy. Austal recently celebrated a keel laying ceremony for **Fall River (JHSV 4)** and construction has also begun on **Trenton (JHSV 5)**. Austal USA is also building the Independence-variant Littoral Combat Ships (LCS). **Coronado (LCS 4)**, the second LCS built by Austal USA for General Dynamics, is currently progressing through shipbuilder's trials. With Austal USA as Prime, six of the 10-ship block buy awarded in December 2010 are funded per the contract with three under construction at this time. For the LCS and JHSV programs, Austal, as prime contractor, is teamed with General Dynamics Advanced Information Systems, a business unit of General Dynamics. For the JHSV program, General Dynamics is responsible for the design, integration and testing of the navigation and communication systems, C4I and aviation systems. As the Independence-variant LCS ship systems integrator, General Dynamics is responsible for the design, integration and testing of the ship's electronic systems. Source : **MarineLog**

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ARGONAUT pumping first load of sand through new sinker line. Next to it the **JIFWORKER** who positioned the pipeline. - Photo : Ernest van Arentsals (c)

GAIL, Shipping Corporation join hands for LNG Shipping

GAIL (India) Limited and the Shipping Corporation India Limited (SCI) today signed a Memorandum of Understanding (MOU) to cooperate for transportation of LNG sourced by GAIL from USA. The MoU was signed in the presence of Shri B.C. Tripathi, Chairman & Managing Director, GAIL and Shri B.K. Mandal, Chairman & Managing Director and Director (Finance), SCI. Other senior officials of GAIL and SCI were present on the occasion.

Under the MoU, both GAIL & SCI shall cooperate for transportation of 5.8 MTPA of LNG being sourced by GAIL from Sabine Pass and Cove Point terminals in USA. The cooperation would include SCI assisting GAIL in the charter hiring of LNG ships and GAIL assigning step-in right to SCI in the ownership of LNG Ships.

GAIL has signed a LNG Sales & Purchase Agreement with Cheniere Energy Partners, LP (Cheniere) to procure 3.5 MMTPA of LNG from the latter's Sabine Pass Terminal in Louisiana, USA for a period of 20 years. GAIL has also signed a Terminal Service Agreement with Dominion through GAIL Global (USA) LNG LLC for booking 2.3 MMTPA liquefaction capacity in the Cove Point LNG liquefaction terminal project located at Lusby in the state of Maryland. As the agreements are on FOB basis, GAIL is required to make its own arrangements for transportation of LNG from these terminals. The transportation of LNG is expected to begin from mid-2017. Speaking on the occasion Shri B.C. Tripathi, CMD, GAIL said "LNG has become important business vertical of GAIL and the experience of SCI in the shipping business will bring huge synergetic advantage for both the companies. We expect that this partnership will enable faster development of in-house fleet operations capabilities for the Company." Shri B.K. Mandal, CMD and Director (Finance), SCI said that "With several LNG import projects being conceived in the country, LNG is seen as a key growth area for Shipping Corporation of India. SCI is planning to develop separate vertical within the Company to manage LNG shipping." Source: GAIL (India) Ltd.

NST-Additional Pool tonnage

North Sea Tankers are proud to announce that M/T **Minitank 5** will join NST's fleet. The vessel will be added to our V6 pool concept whereas the size criteria for Marine Line coated tonnage with high capacity Nitrogen Generators will be altered to 5,500mt to 8,000 mt DWs. NST's fleet consist of 19 chemical vessels with nine (9) trading in the pool concept with shared revenue distribution. With our growing cargo volumes this 8,084mt vessel will add to NST's flexibility to perform a high quality service towards our COA partners and further safeguard NST's continental tonnage commitment going forward.

Vessel details

M/T MINITANK 5

BLT 2007

8,084 DW ON 7.46 M DRAFT

LOA / BM 113.1M / 18.22 M

8790 CBM

NITROGEN GENERATOR FITTED

NST is operating the youngest and one of the largest European chemical fleet. We will continue our strive to further improve overall quality/operational flexibility and constantly balance our supply and demand with the right vessels creating a homogeneous fleet for the best possible utilization and service to our COA partners.



The **Damen FCS 2610 MCS BLUE NORTHER** passing Spijkenisse – Photo : Lia Mets (c)

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Fast Crew Supplier delivered to Naviera Integral

Mexican offshore contractor Naviera Integral recently launched their latest vessel '**ANNY MV**', a **Damen Fast Crew Supplier 5009**. This 50 m Sea Axe vessel was built at **Song Cam Shipyard**, a long time Vietnamese partner yard of

Damen Shipyards Group. Indeed, the official ceremony was held in the Ha Long bay in Vietnam, where it was attended by representatives of Damen, Song Cam Shipyard and Naviera Integral, including its president and founder Juan Pablo Vega, said in the company's press release. Since the beginning in 1987 Naviera Integral has been active in the development of the maritime transport industry, which is reflected by large number of vessels owned by the company. With the '**ANNY MV**' added to the fleet, the number of Fast Crew Suppliers of the 5009 type has now grown to seven. In addition to crew suppliers with conventional or Sea Axe bows, Naviera operates a number of other **Damen** workboats



05-06-2013: Busy activities in the port of Walvisbay Photo : Ton Mulder (c)



ClassNK Announces Massive Expansion in Europe with New Offices and New Vessels from European Owners

The world's largest classification society ClassNK announced that it would be getting even bigger, and will soon open more than five new offices in Europe. The announcement was made during a press conference held during the Nor-Shipping 2013 exhibition, and was highlighted by a special signing ceremony which saw four renowned Northern European owners officially transfer nearly a dozen vessels to ClassNK.

The new expansion which includes new offices already established in Klaipeda, Lithuania, and Ebeltøft, Denmark will see ClassNK open new offices in Bergen, Norway; Würzburg, Germany; and Helsinki, Finland; with further offices planned in Ukraine and Sweden.

The importance of the new offices was emphasized by ClassNK Executive Vice President Yasushi Nakamura, who said: "As a non-profit organization, our goal is to reduce costs for the maritime industry. By expanding our presence in Europe, we can not only better serve the needs of the growing number of European owners who class their vessels with ClassNK, but also reduce the costs of surveys and certification costs for owners and manufacturers throughout the region.

The addition of offices represents a 25% increase in the size of ClassNK's network in Europe, an expansion made necessary by the growing number of European owners who are classing their vessels with the Society.

ClassNK's strategy to enhance operations in Europe was signaled by its expansion of the ClassNK Hamburg Office in 2011, in a move to provide better support to the shipowning community in Northern Europe. This move has paid dividends for ClassNK, which set new records for the number of vessels and total tonnage added to its register in 2012.

Speaking during the press conference, ClassNK Chairman and President Noboru Ueda noted that "Nearly 1000 vessels and more than 25 million gross tons were added to the NK register in 2012; a new record for NK and a historic success that we owe in no small part to the support of shipowners in Europe."

ClassNK's recent growth has been led by German owners and Norwegian who have together transferred nearly 100 existing and newbuilding vessels totaling more than 2.5 million gross tons to ClassNK since the beginning of 2012. The growing trend among European owners to choose ClassNK for their vessel classification was clear during the signing ceremony held as part of the conference, which commemorated the official transfer of three existing bulk carriers from Orion Bulkcarriers GmbH & Co. KG, two bulk carrier newbuildings from Johann M. K. Blumenthal GmbH & Co. KG, one existing tanker from Medallion Reederei GmbH, and five bulk carriers from Norway's Stove Rederi AS to the ClassNK register.

Speaking on the occasion Chairman and President Ueda stated: "As we welcome these vessels to the ClassNK family, we promise to continue our efforts to better support the growth and development of the maritime industry here in Europe and provide even better service to owners and operators throughout the maritime community."



In Singapore the **FAR STARLING** was named at the Keppel Marina – Photo : Capt Jelle de Vries (c)

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.... PHOTO OF THE DAY



The steam powered tug **FURIE** off Maassluis – Photo : Ria Maat (c)