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**Braveheart's FREEDOM seen getting offloaded in Astrakan.
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HAL's ZUIDERDAM moored in Vancouver – Photo : Leo M. Leusink - ALP Maritime Services B.V. ©

EU Didn't Influence Greek Depa Sale Process

The European Commission didn't play a role in the process that saw Russian giant OAO Gazprom withdraw its bid for Greece's natural-gas monopoly Depa, a European Union spokesman said Tuesday.

Greece failed to receive a single bid for Depa before the deadline expired Monday. Greek officials blamed the EU for derailing the deal over concerns about Moscow's already tight grip on the European market.

"Regarding the sale of Depa, the Commission had no influence in the process and did not have any contact with Gazprom on this issue," the spokesman said. "The privatization process in Greece is the responsibility of the Greek

authorities and is managed by the Hellenic Republic Asset Development Fund. The procedures and decisions on the privatization process are taken by the Board of HRADF in compliance with existing Greek and EU legislation," he said. Gazprom supplies about one-quarter of the EU's natural gas via a network of pipelines, although exports to Europe have slipped in recent years amid weaker demand and tougher competition. But in the past several years, the EU has sought to reduce its reliance on Russia for gas after supplies were disrupted in 2006 and 2009 when Moscow clashed with Ukraine, the main transit route, over alleged nonpayment and price. Russia has bristled at EU attempts to liberalize the bloc's energy market, saying the rules harm Gazprom and consumers. **Source: Dow Jones**



View from the wheelhouse of a **Damen shipyard** Singapore built **FCS 2610** during yard trials in the Singapore Straits last Tuesday- **Photo : Piet Sinke ©**

Third issue of The Navigator magazine leads the way on passage planning at sea

The **Nautical Institute** tackled the crucial topic of passage planning and how to stay safe by utilising best practice – with the latest edition of its successful magazine **The Navigator**. The third issue of the free magazine, produced three times a year for navigation officers, included a number of passage planning issues, debates and feedback.



The Navigator's editor, Emma Ward, commented: "We felt that passage planning is so integral to successful, efficient sea journeys that the topic deserved a dedicated issue devoted to it – and early on in the life of the magazine too. We have been fortunate enough to be able to learn of the experiences of navigation officers at varying stages in their career, who have all shared their expert thoughts and advice with us."

Click on the Front Cover left to see the digital version

Passage planning articles in the third issue of The Navigator include an account of shore-side passage planning from a vetting and inspection Captain working for the world's largest oil and gas company and a series of personal reports of good – and bad – passage planning experiences. Other articles include an accident report of an incident caused by inadequate planning; an interview with a serving navigator and an analysis of data integrity in the



context of marine passage planning.

David Patraiko, Director of Projects for **The Nautical Institute**, added: "Planning ahead can help keep you out of trouble, and reduce the risk involved in at least some of those decisions. In this issue of The Navigator we have looked at the traditional role of passage planning; how modern developments can be used to best effect, and how to use forward planning to stay safe."

The Navigator is produced by **The Nautical Institute** with support from the **Royal Institute of Navigation**. It is available in printed format or as a pdf on **The Nautical Institute** website. Printed copies are currently distributed alongside The Nautical Institute's membership magazine, Seaways, as well as through missions in ports and maritime training establishments.



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10-06-2013 : The **CABLE INNOVATOR** , spotted in the harbour of Esbjerg **Photo : Cor Draijer ©**

Shale gas will have limited impact on global markets over the next 3 years: Deloitte

Shale gas will continue to remain a largely regional resource and will have limited impact on global markets over the next three years, says a Deloitte report.

According to the **Deloitte Touche Tohmatsu 2013 Oil and Gas Reality Check report**, this was because of increased technical challenges and higher development costs of the resource.

Debasish Mishra, Senior Director, Deloitte in India, said, "Although there is lot of excitement globally about new conventional gas finds and also developments in the Shale gas front, it is unlikely to have any impact to improve the gas deficit scenario in India in the near term."

"We expect Indian oil and gas companies to actively explore investment opportunities globally," added Debasish. The success of North American shale gas has spurred interest in duplicating the results in other countries. However, according to the report, given the greater technical challenge of shale gas and higher development costs, exploitation of shale resources is not easily replicable in other markets. While some countries are making progress, over the next one to three years it will remain a largely regional resource with an uncertain impact on the global market past this timeframe, it said.

The study focuses on the primary challenges facing the oil and gas industry including: shale gas, liquefied natural gas pricing, resource nationalism, national oil company expansion, and market complexity. On LNG pricing, the report says that oil indexation will be one of several pricing approaches for LNG long-term contracts in Asia-Pacific. As diverse supplies enter the LNG market over the next 12 months through to 2017, the dynamics of supply competition will drive transition away from contracts purely indexed to oil prices and at high oil price parity in the Asia Pacific region. A future mixture of contract pricing approaches: prices set lower from oil price parity, hybrid indexation, and full gas hub indexation.

As regards national oil companies, the report says that these entities are evolving their global expansion by competing for complex barrels. While the global expansion of NOCs is not a new story, the fact that expansion strategies differ between oil and gas is a recent and important development. NOCs have evolved from players focused on production in domestic oil resources to becoming interested in more complex barrels in unconventional oil, and are also pursuing gas, it says. The direction in which US medium-size integrated companies, super majors, and NOCs have evolved shows that vertical integration, as the winning business model in the oil sector is far from becoming a market certainty, the report said adding that "Instead, vertical integration largely depends on aligning company strengths and strategy with local and global market conditions." Deloitte's analysis indicates that uncertainty is very much the order of the day. How companies react to and deal with this uncertainty is changing the notion of a singular business model and giving rise to different business models. **Source: The Hindu Business Line**



The **FRONT CECILIE** passing the Singapore Straits last Tuesday enroute the Nipa Anchorage

Photo : Piet Sinke ©

Newbuilding ordering activity cools down as owners are taking a breather

Ship owners have kept on investing in newbuildings during the course of the past week, but the pace of orders has declined compared to the recent past. According to Clarkson Hellas, ordering this week has primarily focused in the dry bulk market and more specifically on the smaller Handysize and Supramax sectors, apart from a single Panamax order and the declaration of some Capesize options.

In a separate report on the newbuilding activity this week, Piraeus-based shipbroker Golden Destiny said that "containers appear in the frontline for the first time since the beginning of the year by showing stronger volume of new orders than bulk carriers and tankers. The post panamax ordering spree of major shipping players, 3 boxships of 16,000 TEU by French CMA CGM, 5 boxships of 18,000 TEU and 5 of 14,000 TEU by United Arab Shipping Company astonishes at it comes in contradiction with the current slumping freight market.

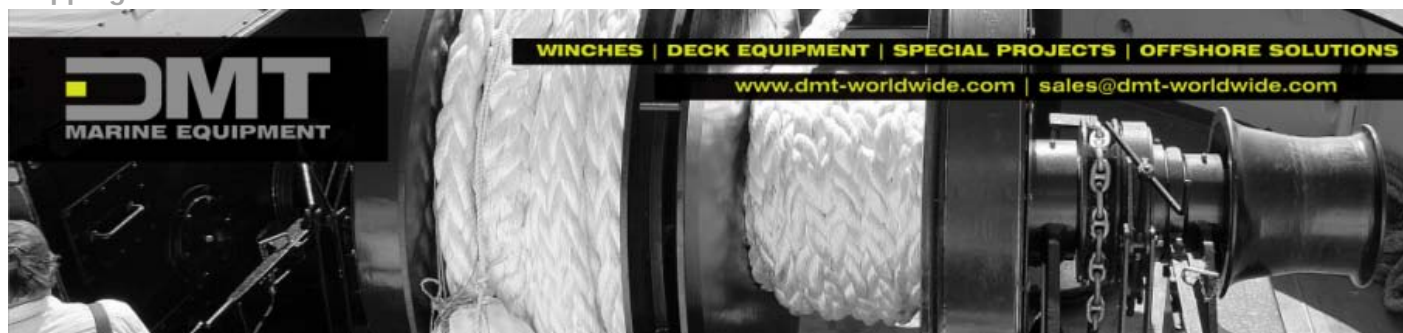
Overall, the week closed with 45 fresh orders reported worldwide at a total deadweight of 4,058,940 tons, posting 38% week-on-week decline from previous week, with containers holding 49% share of the total volume of new orders, bulk carriers 26%, tankers 13% and special projects 8.8%. This week's total newbuilding business is up 221% from similar week's closing in 2012, when 14 fresh orders had been reported, 2 bulkers, 2 tankers, 2 gas tankers, 1 liner and 7 special projects. In terms of invested capital, the total amount of money invested is estimated in region of more

than \$2,9 bn with 17 newbuilding contracts reported at an undisclosed contract price. A hefty amount of money is invested in the container segment with an invested capital of more than \$1,9bn for 22 new orders and special projects follow with 4 new orders for an invested capital of more than \$800mil due to the construction of high valued jack up rig and semi submersible drilling rig", Golden Destiny said.

According to Clarkson Hellas, in the dry bulk market, "starting with the Capes and taking its total orderbook at the yard to 12 firm vessels, we understand that Clients of Frontline 2012 have declared four further options for 180,000 DWT bulk carriers at SWS. Delivery of these latest vessels is scheduled towards the end of 2015 and into the first half of 2016. It was also reported that Tai Chong Cheang S.S. has declared an option for the second in a series of 76,500 DWT Panamax bulkers at Imabari's Marugame facility. Although pricing was undisclosed, delivery of the vessel is understood to be due in June 2015.

In the smaller sizes, domestic owner Baoyuan International (HTM) has placed an order for two firm SDARI design 64,000 DWT Supramax at Chengxi Shipyard in China. These are understood to be priced in the low USD 25s Mill per vessel, with delivery in 2015. Further new contracts to report at Imabari with Belships ASA contracting two firm 61,000 DWT Supramax at the yard. Pricing is understood to be in the region USD 28 Mill with delivery in late 2015 and early 2016. Onto the Handysizes and AVIC Weihai is understood to have taken orders for up to 6 Handysizes including 3 options. Visentini Giovanni Transporti were reported to have placed contracts for 2+2 38,000 DWT bulk carriers at the yard with delivery of the firm vessels in the first half of 2015 and options later in 2015 if declared. Globeco placed a smaller order for 1+1 38,000 DWT Handys, again for delivery in 2015. For all these orders, contracts are understood to have been signed around 3 weeks ago with pricing around USD 20 Mill per vessel. Lastly in Dry, Clients of Fednav Ltd. were reported to have extended their Handysize orders at Oshima Shipbuilding to a total of 12 vessels, with the addition of six firm 34,000 DWT Ice Class Handysize bulkers. Delivery of the latest six contracts is lined up for 2015", said the shipbroker.

According to Golden Destiny, in the tanker segment, "lower volume of new orders was also reported compared with last week's highs, down by 79% from previous week, with 2 new orders in the aframax segment by Tai Chong Steamship of Hong Kong at Namura Shipbuilding of Japan and 4 new orders for product/chemical vessels of 50,000dwt by USA player American Petroleum Tankers. In the container segment, all the activity is being in the post panamax size, 13 of the 22 new orders are reported for vessel sizes of more than 10,000 TEU and 5 new orders for boxships of less than 9,000 TEU. Overall, the volume of new orders is up by 450% from previous week with South Korean yards winning 13 of the 22 new orders and China 4", the shipbroker concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



Dockwise **TRANSHELF** anchored at Singapore West Jurong anchorage last Tuesday – **Photo : Piet Sinke ©**

Crude Trade Shrinking Most Since Recession Seen Curbing Tankers

World trade in crude oil shrank the most last quarter since the global recession, leading to lower earnings for tankers and stunting the industry's recovery, according to RS Platou Markets AS.

Global imports slumped 4 percent compared with a year earlier as shipments declined to the U.S. and China, the biggest buyers, the Oslo-based investment bank said in an e-mailed report. Rates for the largest tankers, known as VLCCs, will average \$15,000 a day this year, down from a previous estimate of \$20,000, according to the report.

Surging production in the U.S. cut imports by 20 percent, and the cargoes aren't going to other countries as high prices curb demand, Platou said in the report. Imports to China, the main source of demand growth, slid 2 percent, Platou estimated. Next year will be little changed and the market will start to recover in 2015 as fleet growth slows, according to the report. "High-cost oil production in the U.S. is surging, squeezing out seaborne imports, which in turn have nowhere else to go because high prices are also contributing to keeping oil demand growth tepid," Ole-Rikard Hammer, head of research at RS Platou Economic Research, said in the report. "VLCCs have taken the main beating, given their exposure to long-haul trades to both the U.S. and China." **Source: Bloomberg**



The **NORMAN PROSPER** moored in Bergen (Norway) – **Photo : Wouter van der Veen ©**

Maritime Authority signs MoU with Maritime and Port Authority of Singapore

Dubai Maritime City Authority (DMCA) has announced that it has recently signed a Memorandum of Understanding (MoU) on maritime cooperation with the Maritime and Port Authority of Singapore (MPA), the government authority behind Singapore's port and maritime development. Under the MoU, DMCA and MPA will explore possible areas of collaboration in planning and regulation of marinas and waterways, promoting maritime environment protection in line with international standards, conducting maritime training and research, and exploring other mutual maritime areas of interest. The MoU was signed during a recent business trip to Singapore wherein a delegation from Dubai led by DMCA Executive Director Amer Ali met with MPA senior executives. During the visit, DMCA also conducted a meeting with the Singapore Chambers, and the Singapore Maritime Foundation (SMF), the private sector-led body that provides a representative voice for the maritime industry and works with the Singapore Government to develop Singapore as an international maritime centre. **Source: DMCA**

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the [Caribbean Princess](#) outbound from Invergordon passing the [Maersk Lifter](#) which is towing the semi sub [Sedco 704](#). Photo : [Iain Jamieson](#) ©

Charlesville: Berging voor Vlaanderen niet aan de orde

Losse museumstukken gered

Voor Minister Geert Bourgeois is het dossier een "roemloos einde" gestorven en is een berging van het gehele schip niet aan de orde. Hij vermeldde kostenramingen van tussen 5 en 30 miljoen EUR. Deze cijfers komen uit het uitvoerige, confidentiële onderzoeksrapport dat wij eergisteren aan de Minister, de Stad Antwerpen, Polen en Duitsland bezorgden. Onze intensieve gesprekken met meer dan 7 bergingsfirma's en bergingsconsultants leverden een indicatie op van ca. 25 miljoen EUR voor een klassieke berging op commerciële basis. Volgens andere firma's kan de kost, door de inzet van minder gesofisticeerd materieel en met inachtneming van de erfgoedcontext en de publieke visibiliteit, beperkt blijven tot ca. 5 miljoen EUR, met een maximum van 10 miljoen EUR. Deze kosten moeten worden gedragen door de scheepseigenaar (die blijkbaar verdwenen is), zijn verzekeraar (voor zover die bestaat), of door Polen, waarbij wij hadden voorgesteld dat Duitsland en Vlaanderen vanuit erfgoedperspectief eventueel zouden meefinancieren. Volgens het VN Zeerechtverdrag moeten Staten historische onderwaterobjecten immers beschermen en in dat verband samenwerken. Ons onderbouwde voorstel om i.s.m. twee bergingsfirma's alvast een professionele haalbaarheidsstudie uit te voeren naar berging, restauratie en transport werd in het Parlement niet besproken, en we gaan er dan ook van uit dat het door de Minister verworpen is. Aangezien wij zelf geen middelen hebben om een haalbaarheidsstudie te bekostigen, en wij ondanks herhaalde vragen sinds begin 2012 geen financiers voor studies naar de [Charlesville](#) konden vinden, zal ze niet kunnen worden uitgevoerd. Wij zullen het dossier van de berging wel blijven opvolgen via onze contacten in Polen en Duitsland en blijven ter beschikking om bij een eventuele latere berging behulpzaam te zijn.

Tijdens het debat werd bevestigd dat de Deelstaat Mecklenburg-Vorpommern aan Vlaanderen een lijst van in Rostock uit het schip verwijderde interieurelementen heeft bezorgd (stuurrad, kompas, telegrafen, schilderijen, prenten, bedieningspanelen, etc.). Deze zaken werden verwijderd zonder de vereiste toelating van de erfgoeddienst van de Stad, waaromtrent wij in een brief van 7 juni formeel ons beklag hebben gemaakt bij de Stad en de Deelstaat. Dientengevolge heeft de Stad Rostock de curator erop gewezen dat de stukken niet zomaar konden worden verwijderd. Blijkbaar heeft de Deelstaat de stukken, die her en der dreigden te verdwijnen, nu uit eerlijke schaamte terug verzameld. Een klein deel van de stukken schijnt te zijn overgebracht naar het maritiem museum van Rostock, dat naar verluidt al liet weten bereid te zijn ze desgevraagd opnieuw af te staan. Wij hebben eerder bij herhaling geëist dat, uit respect voor ons maritiem erfgoed en voor de Vlaamse behoudspogingen, minstens de interieurstukken van de Charlesville aan Antwerpen zouden worden afgegeven, en zo kunnen worden toegevoegd aan de collectie van het Museum aan de Stroom, met het oog op de latere uitbouw van een nieuw maritiem museum. Door onze interventies bij de Duitse overheden kunnen Vlaanderen en Antwerpen hopelijk deze troostprijs in de wacht slepen. Het verlies van het iconische schip zelf blijft voor ons echter een bittere pil.

Wij zijn erg trots op de pogingen die we als vrijwilligersorganisatie ondernomen hebben om het laatste historische Belgische koopvaardijship te redden en naar Antwerpen terug te halen. De vele publieke en noodgedwongen vaak

discrete démarches, de onderhandelingen met publieke en private partners, de uitwerking van opeenvolgende behoudsvoorstellen, de gigantische e-mail- en briefwisseling en de communicatie hebben een enorme moeite en heel veel professionele tijd gekost. Wij hebben onze aandacht van meet af aan gericht op het uitwerken van een behoudsvisie en het vinden van geldelijke middelen. Het schip verkeerde niet meer in topconditie, het behoudsproject kostte meer dan 10 miljoen EUR, financiers waren ondanks zeer vele inspanningen nauwelijks te vinden, de schrootwaarde stond een behoudsproject in de weg, de Duitse overheden bezondigden zich aan flagrant onbehoorlijk bestuur en het draagvlak bleek al bij al beperkt, wat de zaak meer dan eens op donquichotterie deed lijken. We gingen door dankzij de hartverwarmende steun van vele oud-opvarenden, experts, vrijwilligers, enkele kandidaat-risico-investeerders en professionele relaties, van de tientallen organisaties uit de wereld van het watererfgoed, het koloniaal erfgoed en de haven- en scheepvaartsectoren en van de tienduizenden Belgen die via Facebook, per e-mail of per brief mee aan de boot trokken. Al komt dergelijke prachtkans nooit meer terug, het toegenomen publieke bewustzijn rond watererfgoed is hopelijk een troef voor de toekomst.



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LNG inland tanker – the first inland ship completely powered by LNG

Every good idea starts with a vision

In cooperation with **Vripack, Peters Shipyards** just launched the first LNG-electric powered inland vessel of Europe. So, with breaking the bottle of champagne on the hull of the Greenstream LNG inland tanker a new era begins.

The **LNG Greenstream Tanker** is an innovation in coastal and inland navigation. The bold goal of the two forward thinking companies was to take several big steps forward in areas of sustainability, safety and efficiency. The LNG Greenstream Tanker is strikingly different from the average inland tanker and not only because of the revolutionary LNG drive system or her distinguished looks.



According to Bart Bouwhuis of **Vripack**, the combination of Peters Shipyards and Vripack may seem strange at first glance, but it turns out quite logical though. "We soon saw the many opportunities that fresh thinking would give to

the commercial shipping. We could make good use of our vast knowledge of smart design and naval architecture and introduce it the traditional field of inland commercial shipping. Together with Peters we soon could see the added value", Bart says.

The design, the shape and performance of the LNG tanker are revolutionary. Traditionally, the wheelhouse of an inland tanker is located at the back of the ship. To achieve more effective propulsion with a better trim and an optimum weight distribution of the vessel, Vripack placed the wheelhouse at the bow of the vessel. Apart from the energy saving, a forward positioned wheelhouse provides a better view for the crew, increasing the safety on crowded waterways. Bart explains: "Vripack offers in-depth knowledge in optimisation of hull forms – a skill that is perfectly transferable between commercial and private vessels. This is demonstrated in this design by means of the modernized design of the underwater vessel, unlike the traditional blunt bow and full stern. This is exactly where we push the design to come up with different solutions that create more cargo space, improve the relationship between weight and resistance and ultimately succeed in lowering fuel consumption. A vital element for commercial shipping.

The **Greenstream** is powered by two LNG-packs each with two gas engines of 300 Kw, which also supply the power aboard. The use of LNG reduces CO₂ and nitrogen oxides (NO_x) emissions by more than 25% and 80% respectively and does not emit any sulphur dioxide (SO₂) or particulates. The electric-powered Greenstream not only significantly reduces harmful emissions but is also less noisy which, for inland navigation in particular, is a great advantage.

A sister ship is already in built and with Shell chartering the vessel for the coming years the **LNG Greenstream Tanker** proves a leap is taken in innovative and sustainable navigation for now and in the years to come!

Technical specifications

Designer	: Vripack
Naval architect	: Vripack
Builder	: Peters Shipyards
Length	: 110,00 m (361 ft)
Beam	: 11,40 m (37 ft)
Materials	: steel
Hull type	: tanker
Engines	: Scania



The sheerlegs **TAKLIFT 6** – homeported Singapore moored in Rotterdam – Waahaven

Photo : Piet Sinke ©

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Fugro's Marinestar manoeuvring system for the world's largest container vessels

Fugro Seastar AS is pleased to announce that **CMA CGM MARCO POLO** has been fitted with Marinestar manoeuvring system to assist in berthing and navigation. The satellite aided navigation technology is based on composite GPS and GLONASS constellations and measures precise speeds at the bow and the stern together with quay distances to assist the vessel safely to the berth. The Marinestar system provides speed and heading information to a higher level of accuracy than conventional navigational aids such as doppler log and gyro compass.



The **CMA CGM MARCO POLO** moored in Rotterdam – Photo : Paul Gerdes ©

On behalf of CMA Ships, Mr. William BIEGUN, Navigation and Communication Engineer, comments: "Feedback from our Captains was that manoeuvring giant container ships in confined port areas, required advanced positioning systems. The Marinestar system fulfills such requirements, through the installation of 2 additional GNSS receivers. The distances to the quayside information is displayed on the bridge wing consoles for safer and more efficient berthing. We appreciated the quality installation performed by Fugro and their involvement to adapt the Marinestar system to the specific container ship's operations. Potential fuel savings can be expected from real-time trim management offered by the Marinestar system and this is right now under assessment by our Energy Department."

Managing Director Arne Norum comments: "Manoeuvring and berthing large ships in confined port areas has always been difficult. This problem grows as ships become ever larger but ports do not, leaving more mass to manoeuvre in relatively little space. We are convinced that the accuracy of Marinestar will assist the captains and officers in their

assessment of speeds and exact distance to the docking position. Marinestar has been in use onboard the cruise vessels and tankers and we are now pleased that CMA Ships has chosen the Marinestar system to be installed on their largest container vessels." In addition to its navigation and berthing functions, Marinestar Manoeuvring System is able to measure vessel trim fore and aft trim dynamically whilst underway at sea. In addition to the 16000 TEU **CMA CGM MARCO POLO** and the two sister vessels **CMA CGM JULES VERNE** and **CMA CGM ALEXANDER VON HUMBOLDT**, the system is being installed on five other 13800 TEU vessels in the CMA CGM fleet **Source: Fugro Seastar**



The "**HELENE RICKMERS**" arriving into Timaru with containers plus a heavy lift of a 150tonne transformer

Photo : Tom Johnston ©



NAVY NEWS

Canadian submarine fleet's future could be at risk

Stealth and silence are hallmarks of the Royal Canadian Navy's submarine fleet but those qualities may also apply to the federal government's vision for the beleaguered force, says a new report released Tuesday on the future of the navy's sub squadron. The report, titled "That Sinking Feeling" said there are indications that the future of submarines in the navy may be as shaky as the spotty service record of the second-hand Royal Canadian Navy subs.

A hint of looming doom for the submarine fleet could be that there is no mention of replacements in the much-touted National Shipbuilding Procurement Strategy (NSPS), said the report, which is produced by the Rideau Institute and the Canadian Centre for Policy Alternatives.

"Nowhere in the plan is there any mention of one particular, significant, readily identifiable and probably imminent procurement — namely, the replacement of Canada's troubled Victoria-class submarines," the report said.

The report is co-authored by Stewart Webb, a researcher with the Rideau Institute, and Professor Michael Byers, a University of British Columbia defence expert.

Byers has been critical of both the Harper government and Canada's military procurement strategy in the past. In 2008, Byers sought the New Democratic Party nomination for the federal riding of Vancouver Centre but lost to Liberal incumbent Hedy Fry.



The **HMCS Chicoutimi** sits aboard the heavy lift ship **Tern** in Halifax harbour on April 6, 2009. The vessel was transported to Victoria for a refit. (CBC)

The government plans on spending \$33 billion over the next three decades replacing the ships of Canada's navy.

New supply and logistics ships, a fleet of Arctic patrol vessels and up to 15 replacements for the navy's front-line frigates and destroyers are planned. But submarines, which the navy claims are vital to Canada's defence, do not surface in the ambitious warship construction program.

"Canada's Victoria-class submarines may have as little as one decade of remaining service-life, and too many mistakes have been made with submarine procurement in the past," the report said.

Victoria-class fiasco

The report chronicles the history of Canada's dabbling with submarines — from the failed attempt to build up to a dozen powerful nuclear submarines in the late 1980s to the decision to buy four mothballed British submarines that had to be retro-fitted around an American-supplied torpedo.

By the time Canada decided to buy the four bargain-priced submarines, the oldest had spent a total of nine years languishing in salt water without a crew. "Unfortunately, the apparent bargain quickly became a costly fiasco," states the report. The report provides a scathing account of the "inferior vessels" since the first sub, **HMCS Victoria**, entered service in the Canadian navy in 2000.

The time all the submarines have spent at sea is a telling number. While in service with the British navy for four years, the subs spent 1,077 days at sea. But after 13 years in service with the Canadian navy, the boats have spent only 783 days patrolling, the report said. One sailor was killed and several others injured because of a fire aboard the submarine HMCS Chicoutimi and there have been constant, and later confirmed, reports of cracked valves, a dented hull, shoddy electrical systems, rusted parts and cost overruns.

CBC reported last month that **HMCS Windsor's** planned two-year refit actually lasted five years and cost \$209 million. After the submarine was relaunched in Halifax in the fall of 2012 it was discovered that one of the vessel's two generators didn't work, resulting in the submarine being restricted to near-home waters until the multi-million generator can be replaced. That replacement might not happen for years, confirmed the navy.

The federal government signed a controversial \$1.5 billion contract in 2008 with the Canadian subsidiary of a British-based company to provide "in-service support" for the submarines. But Tuesday's report said that money could have funded a new fleet of state-of-the-art submarines. "The Harper government could have procured three to four brand new diesel-electric submarines, based on proven designs from France, Germany, or Sweden," states the report.

Future plans sketchy

The report challenges Canadians to decide whether the navy needs submarines or not but it also ponders whether the Harper government is quietly planning to procure new submarines. Military brass have made it clear that submarines are front and centre in its plans for Atlantic, Pacific and Arctic defence. But the government has not been so forthright.

The future of submarines in Canada's navy

"There is clearly a desire within [the Department of National Defence] and the Canadian Armed Forces for the procurement of new submarines. But the absence of submarines from the NSPS remains unexplained," write the authors.

The report suggests there may be three possible scenarios for Canada's submarine future: a possible secret plan for the Victoria class replacement; a possible secret plan to terminate Canada's sub capability; or there is no plan to either keep or replace the current fleet.

"Condemning Canada's submarine program to death through neglect and obsolescence rather than design," the report said. Other countries have decided to scrap submarine capabilities altogether. The Danish navy pulled the plug on its sub fleet, and the possibility of new submarines in 2004 after a national debate. Instead of subs, the Danes opted to build a small but mighty fleet of surface ships to patrol in both home and international waters.

But many other countries have decided to invest in submarines as the ideal way to deny other nations access to their waters. China, India, Iran, Chile, Malaysia and Israel are all building or buying new fleets of advanced submarines.

The report said there are several submarine designs Canada might consider to replace the aging but low mileage Victoria class submarines. The German-built U-214 class has the ability to remain underwater for weeks at time because of new air-independent technology.

Canada's submarines must surface, or send mast to the surface, several times a day in order to charge batteries.

New submarines like the French Scorpene or Swedish Gotland would allow Canada to patrol under the ice in the Arctic and do so with just 25 sailors — half the crew needed for the Victoria class. But if history is any guide, it takes Canada 15 to 20 years to design and build a new class of complex warships. "The best-before date of Canada's Victoria-class is approaching, perhaps as soon as 2023," warns the report.

Cmdr. Hubert Genest, with the navy's public affairs office, told CBC News that the navy plans to operate the Victoria-class submarines until the late 2020s, saying that the navy has "always said that the Victoria-class submarines was the bridge to the next generation of submarines for Canada." **Source : CBC News**

Large anti-submarine ship Vice Admiral Kulakov joins Russian naval group in Mediterranean Sea



The Russian Northern Fleet's large anti-submarine ship **Vice Admiral Kulakov** has entered the Russian naval group of ships permanently deployed in the Mediterranean Sea, the Defense Ministry has reported

"The Northern Fleet's ship met with the large anti-submarine ship **Admiral Panteleyev** of the Pacific Fleet to the south of Cyprus. The crews of the ships held joint anti-submarine defense maneuvers, which also involved ship-based helicopters," Northern Fleet spokesman Captain Vadim Serga told Interfax-AVN.

Left : the **Vice Admiral Kulakov** moored in Cobh (Ireland)

Photo: Aidan Fleming ©

The **Vice Admiral Kulakov** is the Northern Fleet's second warship to operate within the Russian Navy's

Mediterranean group, he said. The large anti-submarine ship **Severomorsk** operated within this group earlier, Serga said.



The **Vice Admiral Kulakov** outbound from Portsmouth – Photo : Chris Brooks - www.ShipFoto.co.uk ©
The **Vice Admiral Kulakov** sailed out of the Northern Fleet's main base, located in the city of Severomorsk, on May 11. During the deployment, the ship participated in the Pomor-2013 international maneuvers and made port calls in Bergen (Norway), Liverpool (the United Kingdom), Cobh (Ireland) and Lisbon (Portugal). "The large anti-submarine ship has already covered more than 4,500 nautical miles," he said. Source : **Russia Beyond The Headlines**

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Indonesia to build infrastructure for submarine production

Defense Minister Purnomo Yusgiantoro said Indonesia will soon build infrastructure for the production of submarines.

The infrastructure will be built by state shipbuilding company PT PAL in Surabaya, Purnomo said after a session of the Committee for the Defense Industry Policy here on Tuesday. He said the country is expected to have the infrastructure ready in the next two to three years.

The session of the Committee, which is chaired by Purnomo, also discusses a plan to produce jet fighter planes in the country Purnomo said legal umbrella would be needed before any step taken to build the war plane and submarine infrastructure. "Support from the House of Representatives would be needed to provide a legal basis for the project," he said.

Indonesia as the world's largest archipelago, would need strong navy and air force to protect its thousands of islands. Indonesia has agreed with South Korea to cooperate in building the infrastructure for the production of submarines. The cooperation will include in license, engineering manufacturing and production of prototype. Cooperation is already implemented in design technology and in the next two years cooperation is expected to be implemented in engineering manufacturing and prototype. Indonesia and South Korea also agreed on transfer of technology in the construction of submarines. Earlier, the government said development of modern factory to produce submarine would be implemented in 2016-2017.

The first submarine to be produced under the cooperation agreement in Korea will be completed in 2014. Construction of the second submarine will involve Indonesian technicians and production of the third unit will be in Indonesia by PT PAL. The submarine bases will be built in the Palu bay, Central Sulawesi to be commissioned by the end of this year. All units of Indonesian submarine will be stationed in the Palu bay including the new one produced in Korea. (*) Source : Antara

Iran Navy to unveil indigenous Fateh submarine:



Iranian Navy Commander **Rear Admiral Habibollah Sayyari** (C) and the Iranian Army chief, **Major General Ataollah Salehi** (L), attend a ceremony for renovated Bayandor Destroyer joining Iran's naval fleet on June 11, 2013.

The Iranian Navy has launched an optimized destroyer and plans to unveil an indigenous submarine in a further sign of the country's naval capabilities. Iranian Navy Commander Rear Admiral Habibollah Sayyari said on Tuesday that the domestically designed and built **Fateh (Victor) Submarine** will be unveiled later this year.



Sayyari announced the news during a ceremony that saw the renovated Bayandor Destroyer join the country's naval fleet. "Seventy-six and 40-mm cannons and Ghadir torpedo launcher as well as Qader missile system are among the modern facilities mounted on the destroyer," Sayyari added. He said the Iranian Navy plans to deploy the Bayandor destroyer as part of its 27th and 28th fleet to the Atlantic, Pacific or South Indian oceans.

File photo shows Iranian Navy's **Sina 7 submarine**.

The Navy's 26th fleet is currently patrolling

waters in the north of the Indian Ocean and is scheduled to pass through the Bab-el-Mandeb Strait and the Red Sea. In recent years, Iran Navy has been increasing its presence in international waters to protect naval routes and provide security for merchant vessels and tankers. The Islamic Republic has repeatedly asserted that its overseas naval presence is meant to convey a message of peace and friendship to regional countries. Source : presstv.ir

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IHC Merwede secures new orders for cutter suction dredgers worth €125million

IHC Merwede is pleased to announce that it has recently secured orders to the value of €125million for a wide range of new cutter suction dredgers (CSDs) and related equipment. The latest sales agreements confirmed by the company include a new custom-built CSD and a further 12 units that will be supplied by **IHC Beaver Dredgers**. The contract for the custom-built CSD has been entrusted to IHC Merwede by Huta Marine Works for the design, engineering and construction of an innovative self-propelled vessel. The total installed power of the 122.5-metre dredger will be 23,545kW, and it will feature a dredging depth of 28 metres and a cutter power of 3,500kW. **Huta Marine Works** will deploy the bespoke CSD for dredging predominantly on both sides of the Arabian Peninsula and it will be purposebuilt for working in the specific conditions associated with these waters.



Among the other 12 units sold by **IHC Merwede** this year are nine standard IHC Beaver® CSDs, two Delta Multi Craft (DMC) standard work boats and a booster station. IHC Merwede's strategy is to deliver these vessels from stock, which enables it to meet the immediate demand from the market for short delivery times. Securing these latest sales agreements once again confirms the validity of this approach. The majority of IHC Merwede's business in this sector comes from a varied customer base – from private contractors to state-owned organisations – and this batch of orders has been no exception. The final destinations for the finished vessels span four continents across the globe. IHC Merwede's President Govert Hamers says, "One of our main aims at the start of 2013 was to increasingly compete with a more standard line-up of vessels. Many potential customers require a much simpler and therefore cheaper proposition, and we're delighted to already see the fruits of our labour with the confirmation of these new orders."

Qingshan scores up to 12 newbuilds

Hamburg Bulk Carriers (HBC) has ordered three bulkers plus nine options at **Qingshan Shipyard**. The first 43,500 dwt ship equipped with four cranes will deliver in the last quarter of 2014. The shallow draft eco design is a modification of a standard design developed by Deltamarin of Finland. The vessels will be managed by **TMS Ship Management**. Source: Sino Ship News

Drydocks World eyes Africa

Drydocks World and **Maritime World** is looking at Africa for business expansion. The shipyard group announced yesterday that chairman Khamis Buamim held talks with Henrik Madsen, head of the Norwegian classification group DNV at the European institution's headquarters in Oslo. Discussions were held on issues arising from the shipping industry entering a new development stage, and expansion of the company's business in Dubai and the Middle East, and building new commercial platforms in Africa, as well as discussing issues on how to strengthen cooperation. Khamis Buamim commented: "The international shipping industry is undergoing an important crossroads, it's still recovering from the repercussions of the worst economic recession experienced in modern history, which means that there is an urgent need to think beyond the stereotypes." Source: Gulf Ship News

Korea mulling pushing for sale of Daewoo Shipbuilding



The **ATWOOD ADVANTAGE** fitting out at the DSME facilities in Okpo (Korea) Photo : Piet Sinke ©

The government is considering resuming the stalled sale of **Daewoo Shipbuilding and Marine Engineering Co.**, the world's No. 3 shipbuilder, in a bid to retrieve public funds, an industry source said. The Financial Services Commission (FSC), the financial regulator, has launched the process to pick a sale manager in a bid to sell its 17.15 percent stake, or 32.8 million shares, in the shipbuilder, according to the source. The FSC is mulling selling its stake via block trading in an effort to recover public funds pumped to bail out the shipbuilder in the wake of the 1997-98 Asian financial crisis, it added. The government became the second-largest shareholder for the shipbuilder in February as the

state-run debt clearer Korea Asset Management Corp. (KAMCO) passed on the part of its 19.1 percent stake to the FSC.

The state-run Korea Development Bank (KDB) is the largest shareholder with a 31.3 percent interest. The value of the government's stake holding is estimated to reach around 870 billion won (US\$776.8 million) excluding management premium when calculated with Friday's closing share price of 26,500 won.



Large floating crane at DSME in Okpo lowering a large section in the newbuilding dock – **Photo : Piet Sinke ©**

The sale of **Daewoo Shipbuilding** has been put on hold since the Hanwha Group pulled its bid to buy a 50.4 percent stake valued at some 6 trillion won in January 2009 due to funding problems in the aftermath of the 2008 global financial turmoil. The move also comes as the shipbuilding industry is suffering from the severe sectoral downturn, beset by the prolonged global economic slowdown. STX Group's shipbuilding unit **STX Offshore** **Source: Yonhap**

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Chengxi Shipyard clinches bulker pair order

China-based **Chengxi Shipyard** clinched an order to build a pair of dry bulk carriers for domestic shipowner Baoyuan International. The shipyard, subsidiary of **China State Shipbuilding Corporation (CSSC)**, will construct two 64,000 dwt bulkers under the deal. Financial details of the contract were not disclosed.

The pair of vessels will be designed by **Shanghai Merchant Ship Design & Research Institute (Sdari)**. The newbuildings are expected to reduce bunker fuel consumption by around 17% compared to Chengxi Shipyard's previous 57,000 dwt bulker design. **Source: Seatrade Global**

Hanjin's Subic yard scores boxship bonanza

Hanjin Heavy Industries & Construction's Subic yard in the Philippines has signed a letter of intent to build five 9,000 teu containerships plus five options with Greece's **Costamare Shipping**. Prices for the ships which will deliver in 2015 are thought to be in the \$80m range. **Source: Sino Ship News**

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11-06-2013 : The 1995 built **OOCL AMERICA** 1995/66046gt, in to Mebourne off Portsea

Photo : **Andrew Mackinnon** – www.aquamanships.com ©

Pacific Basin buys 10 second hand handysizes

Dry bulk shipowner **Pacific Basin** is splashing out \$118.8m to buy 10 second hand handysize bulkers it had on bareboat charters from two separate group of sellers, through exercising purchase options. Hong Kong-listed **Pacific Basin** will spend \$56.3m to buy five ships with sizes ranging from 28,433-32,754 dwt, and the respective bareboat charter contracts are now terminated. The company will spent a further \$62.5m to buy another five ships with sizes ranging from 28,379-32,774 dwt, with their bareboat charter contracts terminated as well. "The company is looking for opportunities to buy and charter both new and second hand ships. The board considers that these vessels can be purchased at historically attractive prices and that they will continue to be beneficially employed within the group's fleet also after the expiry of the bareboat charter periods," Pacific Basin said. **Source: Seatrade Global**



Birds-eye view of Tanjung Pelapas in Malaysia - Photo : Piet Sinke ©

Atlantic Towing and Jaya Seal Second Offshore Deal

Leading offshore energy services provider, **Jaya Holdings Limited**, announces it has reached an agreement to sell a second new state-of-the-art anchor handling tug supply vessel **Jaya Sovereign** to Canadian buyers, Atlantic Towing Limited. The vessel's delivery is expected by the end of 2013.



The **Jaya Sovereign** is a sister ship of the **Jaya Supreme** which was delivered to Atlantic Towing in November of last year. Both vessels are among the most sophisticated anchor handlers ever built at a Singapore shipyard.

In announcing the sale today, Jaya said Atlantic Towing's decision to acquire the sister ship was due to the high quality performance of the **Jaya Supreme** (renamed the **Atlantic Kestrel**) since the company took delivery of the vessel as well as the on-going demand for higher Ice Class vessels for work in Arctic waters.

Atlantic Towing Vice President Wayne Power said: "We have been very pleased with all aspects of the performance of the Atlantic Kestrel since its delivery including the vessel specification, operation and the workmanship. We are sure the acquisition of the **Atlantic Merlin (Jaya Sovereign)** will prove to be just as successful and we look forward to receiving and operating another excellent vessel."

Jaya Holdings Chief Executive Officer, Venkatraman Shesheshayee said, "The sale of the Jaya Sovereign underlines our ability to deliver high quality vessels to customers at prices which reflect value as well as our unstinting focus on high quality workmanship. This is a repeat order for a vessel which is among the most sophisticated ever built for the offshore sector here in Singapore.

"The sale of **Jaya Sovereign** again shows that Jaya leads the field in building this kind of high value, high specification vessel at prices which our customers find attractive."

He added that huge interest in Arctic Sea drilling means demand for "**Jaya Sovereign**" type vessels was rising. A recent licensing of 35 million acres of Russian Arctic to a Russian and international joint venture meant drilling was anticipated annually through to 2020 on a seasonal basis.

Leading international oil companies are planning programmes off Greenland in 2014 and 2015 as well, he said.

"Jaya is one of few shipbuilders in Asia to have built ice class anchor handlers and is happy to take new building orders from interested owners looking to capitalise on the surge in drilling activity," he noted.

Jaya Sovereign's main engines deliver more than 16,000 bhp power output with a continuous bollard pull of over 200 metric tons. The vessel is being built to Wärtsilä's exacting VS4622 design, with Clean Design notation from DNV

that limits air emissions and sea pollution and a green passport to enhance future recyclability. For emergency oil spill response purposes, the vessel features oil recovery tanks.

Jaya Sovereign is manoeuvrable, its 22-metre beam giving excellent stability even in the rough seas of the North Atlantic winter. Built with Dynpos-AUTR Dynamic Positioning (Class 2), the ship is fitted with two bow thrusters and two in the stern, 19-ton and 13-ton thrust apiece respectively.

The vessel bridge is designed for Naut-OSV (A) notation, significantly enhancing navigation and communication capabilities.

For work in areas close to the Arctic Circle, the vessel has DNV's Ice-1A class notation, applicable for ships operating in broken channels made by breakers in first-year ice or in open waters with small floes.

She is built to Comf-V(3) class, which keeps noise and vibration levels within strict parameters. Comfort Class is typically found on passenger ships rather than OSVs, demonstrating strong commitment to the welfare of its crew complement, up to 45, it said.

The vessel is fitted with a 400 tonne line-pull Brattvaag anchor handling and towing winch. It has additional spooling capacity for deepwater work, twin sets of shark's jaws, towing pins, and two remote control travelling cranes.



The 282 mtr long **PRAHA** outbound from Cape town , the 4389 TEU **PRAHA** is delivered as the **HANJIN PRAHA** in December 2001 by Hanjin Heavy Industries & Construction Co Ltd - Busan under hull No.: 090 , the liner was renamed in **PRAHA** in May 2013 – **Photo : Aad Noorland ©**

Shipping Corp fails to take MoU advantage

Shipping Corporation of India which signed several MoUs with its state-run peers such as Coal India, ONGC, and Gail India, has been struggling to take advantage of the pacts and its financials continue to be under stress. SCI is yet to form joint ventures with Coal India and Oil and Natural Gas Corporation which could have provided the firm with assured cargo and revenues.

The company has not acquired vessels yet for operation as per a joint venture agreement signed with the Steel Authority of IndiaBSE -0.91 % in 2010. Its talks with National Thermal Power Corporation to transport cargo also did not yield results. "We will form joint ventures with companies only if they can add value. With SAIL, we are in the process of acquiring vessels while with the talks did not yield results," SCI director Sunil Thapar said. He is expected to take over as the chairman of the company soon.

Experts believe that the shipping major would have been better off to face the downturn in the industry had it formed some joint ventures with these PSUs. "Charter rates are very low due to excess supply of vessels in the market and the demand has also not picked up. Had the firm signed deals with the PSUs to ferry cargo, they could have been assured of some revenue. In addition, the company should have also ventured into allied sectors earlier," a former official at the shipping ministry told ET.

Recently, the shipping company signed an MoU with Gail India transport gas from the US and experts believe that the move is likely to help SCI improve its financials. For the year ended March 2013, SCI had posted net loss of Rs 114 crore while its total revenue stood at Rs 4,152 crore. "The problem with the MoUs are that the contracts do not assure return cargo and that will be a loss for SCI. SCI cannot operate if they only have cargo for one journey. Despite being very close to the government-owned companies, SCI has not been able to strike deals as the PSUs are also looking for cheaper options," said Anand Sharma, Director at Mumbai-based Mantrana Maritime Advisory.

Despite having signed an MoU with ONGCBSE 0.31 % to help in its offshore operations in 2006, when the charter rates were very high, the companies could not form a joint venture. SCI is now seeking a revival of talks with ONGC to form a JV to expand its offshore operations. The shipping ministry has also asked the company to form a joint venture with ports to enter into the lucrative dredging sector to help its financial position.



The ongoing renovation of the Berghaven in Hoek van Holland, to be completed according the sign board at the end of 2013 - Photo : Piet Sinke ©

Cargill charts new product tanker from Ardmore Shipping

Ardmore Shipping Limited, Cork, Ireland, has taken delivery of the 49,999 dwt **Ardmore Seaventure**, the second in a series of four product and chemical tankers from Korea's SPP Shipbuilding. The tanker immediately went to work under a 12-month charter to Cargill. This past February, the **Ardmore Seaventure's** sister vessel, the **Ardmore Seavalliant**, was delivered by SPP Shipbuilding and chartered to Cargill for a 12-month period.

The Marshall Islands-flagged **Ardmore Seaventure** is an IMO 3 product and chemical tanker based on SPP's industry-leading design for this class of vessel and includes a number of additional specifications for improved fuel efficiency, including a slow-speed, electronically controlled diesel engine from MAN Diesel & Turbo, with a Mewis Duct, high performance hull coatings from International Paint, and a SkySails' Performance Monitor voyage optimization system. The **Ardmore Seaventure** has been verified by classification society ABS in accordance with the IMO's Energy Efficiency Design Index (EEDI). "We are delighted to welcome the **Ardmore Seaventure** to our fleet," said Ardmore Shipping CEO Anthony Gurnee. "She is a very high quality vessel, designed and built to industry-leading

standards by SPP Shipbuilding, and incorporating a number of the latest technologies to ensure a high level of fuel efficiency and operational performance. We are very pleased to see her enter service immediately with Cargill and confident that she and her crew will serve Cargill with distinction."

Ardmore Shipping has a relatively young fleet. The **Ardmore Seaventure** is the eighth product and chemical tanker in its fleet, which has a combined total tonnage of over 300,000 dwt and an average vessel age of five years old. Ardmore expects to take delivery of the third and fourth vessels, also 49,999-dwt IMO 3 product and chemical tankers, from SPP Shipbuilding in early 2014. All of the ships in **Ardmore Shipping's** fleet fly the Marshall Islands flag.

SPP Shipbuilding Co. Ltd. was established in 2002 and has three shipyards: Sacheon Shipyard, Goseong Shipyard and Tongyoung Shipyard. Its major products include petro-chemical carriers, bulk carriers, containerships and gas carriers. Source : **MarineLog**

MARITIME ARTIST CORNER



The **PRESIDENT HUBERT** is the latest creation of maritime artist **Willem Johan Hoendervanger** ©

BOEKBESPREKING

Door : Frank NEYTS

"Oostende. De 'miskende haven'."

Eeuwenlang bracht de haven in de regio Oostende onafgebroken welzijn en welvaart. De voorbije decennia werd vaak meewarig neergekeken op de dynamiek in de haven van Oostende. Dit boek brengt het ware verhaal van de groei, bloei en ook wel het verval van de **'miskende' Oostendse haven. Is er nog hoop?** De auteur gelooft van wel...

En die auteur is Georges Allaert. Hij was hoogleraar ruimtelijke economie en ruimtelijke planning aan de Universiteit Gent (1996-2013), afdelingshoofd van het onderzoekscentrum Afdeling Mobiliteit en Ruimtelijke planning (1990-2013) en voorzitter van het Instituut voor Duurzame Mobiliteit (2000-2013) (Faculteit Ingenieurswetenschappen en Architectuur, Universiteit Gent). Hij is stichtend voorzitter van de Vlaamse Federatie voor Planologie en stond aan de wieg van de academische uitbouw van de ruimtelijke planning in Vlaanderen. Georges Allaert vond het tijdens zijn academische carrière steeds belangrijk om ook een maatschappelijke rol te spelen, getuige daarvan dit boek over de

haven van zijn thuisstad Oostende. **"Oostende De 'miskende' haven"** (ISBN 9789038221540) werd uitgegeven door Academia Press. Het boek telt 208 pagina's en kost 22 euro. Aankopen kan via de boekhandel of rechtstreeks bij de uitgeverij Academia Press, Eekhout 2 te B 9000 Gent (België)p. Tel +32(0)9/233.80.88, Fax +32(0)9/233.14.09, e-mail; info@academiapress.be .

.... PHOTO OF THE DAY



The North Sea Barge **"Greenbarge 1"** loaded with a template in Tønsberg, Norway.

Photo: Trym Gade Lintoft, Greenway Shipping AS ©

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