



Number 167 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 16-06-2013**

News reports received from readers and Internet News articles copied from various news sites.



Offshore Weather Forecasts & Climatology

WEATHER FORECASTS • ROUTING • METOCEAN REPORTS • 24/7 CONSULTANCY • NOWCASTING PRO

www.meteogrouppoffshore.com • info@meteogrouppoffshore.com • Netherlands office: +31 317 399 800 • Singapore office: +65 9233 6155 • Aberdeen office: +44 1224 900 284



The Singapore Police Coast Guard PT1 passing Sultan Shoal lighthouse patrolling the West Jurong anchorage with in the background seen a Bengal Tiger Line container vessel

Photo : Piet Sinke ©

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :


newsclippings@gmail.com

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



CASHMAN EQUIPMENT CORP
MARINE EQUIPMENT RENTAL & SALES

A global company with fleets of vessels and marine equipment positioned around the world. ABS/Inland Barges (40'x10'x5' to 400'x120'x25')
• Tugs (10TBP to 100TBP) Cranes (Up to 600 Ton Lifting Capacity)

Offices Worldwide
North America and Europe: +1-225-216-7694 | Mexico, Central and South America: +52 938 381 4534
Asia Pacific/Singapore: +65 6221 8711 | Middle East: +971 504 638 925 | Africa: +237 7854 1809

www.4barges.com



HAL's **AMSTERDAM** entering Glacier Bay (Alaska) June 9th. Photo : John Adams ©

Commerzbank takes helm in bid to salvage bad ship loans

Bank to manage 2 of debtors' ships, plans to delay sale until values recover

"The German economy has recovered relatively well since 2010, supported mainly by a strong rebound in net exports and gross fixed investments," the agency said. Commerzbank AG, the German lender whose soured shipping loans prompted a ratings downgrade by Standard & Poor's last month, is taking the helm as it tries to salvage some of the 4.5 billion euros (\$\$7.5 billion) it holds in bad debt from the crisis-hit industry. This month, it plans to take over two feeder ships from debtors, holding off with a sale until values recover, said Stefan Otto, 42, the head of the shipping unit. The vessels, which can transport as many as 3,000 standard 20-foot containers, or TEU, are the first the Frankfurt-based bank will actively manage as part of a goal to reduce shipping losses and exit ship financing.

"We focus on ships where we see significantly more upside than downside in the future, and where it seems smarter to hold them for a limited time period and wait with the divestment until the value has increased," said Mr Otto in an interview, declining to reveal the value or the names of the ships. The collapse of Lehman Brothers Holdings Inc in September 2008 and the ensuing sovereign-debt crisis propelled the shipping industry into a slump from which it has yet to recover, suffocating demand and generating a glut of vessels. Commerzbank a year ago decided to wind down its shipping portfolio to stem the losses. **Source :businessetimes.**

KOTUG celebrates 25th anniversary during the herring party Rotterdam

During this year's well attended Rotterdam Herring Party (already the 18th of its kind) on June 5th 2013, **KOTUG** celebrates its 25th anniversary at the Cruise Terminal in Rotterdam.



Since 1988 **KOTUG** has worked as a maritime service provider in the port of Rotterdam; an achievement that would not have been possible without the loyalty of the business relations and employees. Therefore the Herring Party was characterized by the company's 25th Anniversary. **KOTUG** was delighted to welcome 700 guests, who joined the party to celebrate this milestone and to bite the herring.



The Rotterdam nautical service providers demonstrated their strong teamwork and entertained the public by a sailing show. Naval review from left to right:

KOTUG's **SD Rebel**, tender **Pioneer** of the Pilots Rotterdam, patrol vessel '**RPA-13**' of the Port of Rotterdam, KOTUG's hybrid tug E-KOTUG **RT Adriaan**, crewtender of KRVE and KOTUG's historic tug **Adriaan**.





SEAZIP
OFFSHORE SERVICE

- ▶ Fast transport of personnel, tools and equipment
- ▶ Marine geophysical and hydrographic survey
- ▶ Dive support and guard vessels
- ▶ German Bight Tender Service with SAR type vessel
- ▶ Maritime and technical consultancy
- ▶ Ship management
- ▶ Brokerage

Harlingen, The Netherlands
T + 31(0)517 431 225, F + 31(0)517 431 720
info@seazip.com, www.seazip.com



A brandnew **Damen Singapore** built **FCS 2610** upon completion of the successful yard trials last week



moored at the **Damen shipyard** in Singapore and ready for the delivery to the customer – **Photo's : Piet Sinke ©**
See also : <http://www.youtube.com/watch?v=9s5Xb5aBDD0>

Een "Maritime Experience" aan boord van zeilschip Eendracht!

Van 19 tot en met 23 juni 2013 vindt het nautische evenement Sail Den Helder plaats.



Ook Nederlands grootste driemastschoener, zeilschip **Eendracht** is aanwezig tijdens dit spetterende evenement!

De **Eendracht** is er voor iedereen maar speciaal voor jongeren. Op zaterdag en zondag kan iedereen vanaf 8 jaar, in de ochtend meevaren. Maar op 19, 20 en 21 juni vindt er iets bijzonders plaats, namelijk de "**Maritime Experience Day**".

Jongeren enthousiast maken om te varen! Dat is de doelstelling van het concept "**Maritime Experience Day**".



Zeilschip Eendracht en het **Reddingmuseum Dorus Rijkers**, werken tijdens het nautische evenement in Den Helder samen om jongeren te interesseren voor de nautische sector. Aan boord en in het museum krijgen scholieren een 'Maritime Experience'. Tijdens deze '**Maritime Experience Day**' krijgen scholieren uit groep zeven en acht van basisscholen uit de omgeving een actieve rondleiding aan boord van zeilschip **Eendracht**. De vrijwillige bemanning van de **Eendracht** is actief betrokken en leggen de scholieren alles uit over het reilen en zeilen aan boord van een zeilschip. Afhankelijk van de groep waarin ze ingedeeld zijn doen de scholieren hiervoor of hierna een spannende speurtocht in het Reddingmuseum! www.eendracht.nl | www.maritimeexperienceday.nl | www.reddingmuseum.nl



The **VOYAGER OF THE SEAS** berthed at Keelung pier No.16. and the **COSCO STAR** passing
Photo : Peter Lee - Hu Cherng Marine Engineering C., Ltd. – Keelung ©



EERLAND SHIPREPAIR B.V.

Core activities at Eerland Shiprepair are mainly:

- Restoration activities, employing our self propelled craneship Marine Service 1, lifting 35 metric tons up to a reach of 45 m.
- Ship repair; domestic and abroad.
- Under water activities, employing our mobile docks.
- Qualified welding jobs for steel, aluminium, stainless steel and duplex.
- Overhauling of winches of all brands;
- Repair of gangways, quays, pontoons, etc.
- You can find more about our projects at our website.

IJzerwerkkade 41, 3077 MC Rotterdam, Harbour no. 1095

Tel. +31 (0) 10-483 48 88; Fax +31 (0) 10-482 23 25

info@eerlandshiprepair.nl www.eerlandshiprepair.nl





The wheelhouse of the [OCEAN TIARA](#) , with sandbags positioned on the inside to absorb / stop the bullets from pirates if the bullets come through the steel of the superstructure – [Photo : Rik van Marle ©](#)

Ore Ships Reach 19-Week High as Chinese Imports Seen Increasing

Rates to ship iron ore reached a 19-week high on speculation China, the largest buyer of the commodity used to make steel, will rebuild stockpiles and ease import rules.

Daily earnings for Capesizes holding about 160,000 metric tons of cargo surged 9.3 percent to \$7,627, the highest since Jan. 28, figures from the Baltic Exchange, the London-based publisher of shipping costs, showed today. The seventh gain in a row brought the weekly increase to 39 percent.

Chinese traders booked more cargoes from Australia, the largest supplier, after holidays earlier this week, according to Omar Nokta, a New York-based analyst at Global Hunter Securities LLC. More cargoes from Brazil are providing longer voyages, according to Clarkson Securities Ltd., a unit of the world's biggest shipbroker. Rates will improve in the second half as China rebuilds inventories from a four-year low and scraps import licenses, Chief Executive Officer Alex Gray said.

"China has been destocking in recent months to a quite radical extent," Gray said by phone today. "There is a point at which, with steel output being as strong as it's been, something's got to give. We're quite positive about the outlook for Capesizes going forward." Stockpiles of iron ore at Chinese ports rose 8 percent to 71.6 million metric tons from a four-year low on March 8, according to Beijing Antaike Information Development Co. Imported cargoes at Tianjin, the benchmark price, dropped 22 percent in that span, according to The Steel Index Ltd. China's steel production rose 4.1 percent to a record 91.2 million tons in May, according to the National Bureau of Statistics.

Ore Purchases

China eliminated a permit system for iron-ore imports to help small and medium-sized companies buy the raw material, said Wang Chunsheng, head of iron-ore trading at Beijing-based steelmaker Shougang Group and previously vice secretary-general of the state-run China Iron and Steel Association. The Baltic Dry Index, which includes smaller commodity carriers, rose 3.1 percent to 900 on gains across all four ship classes it tracks. The gauge advanced 11 percent this week, the most since October. Daily earnings for Panamaxes holding about half as much cargo as Capesizes added 3.1 percent to \$6,845, according to the exchange. Supramaxes and Handysizes, the two smallest vessel types in the index, both increased less than 1 percent to \$9,408 and \$7,853 a day, respectively.

Source: Bloomberg



The 1984 built SWIRE AHTS **PACIFIC CHIEFTAIN** arriving at Singapore Jurong anchorage last Friday the AHTS is built at the Imamura Zosen - Kure under hull No.: 301 and named **WILFOND** upon completion , in 1988 the vessel was renamed in **SWIRE CHIEFTAIN** – Photo : Piet Sinke ©

Baltic Exchange CEO Penn Sees Ship Rates Unaffected by New Speed

Following are comments from Jeremy Penn, chief executive officer of the Baltic Exchange, about the assumptions shipbrokers should make when submitting rate estimates for Capesize vessels that carry iron ore. The bourse said today brokers should assume vessel speeds of 12 knots with a cargo and 13 knots without, for fuel consumption of 44 metric tons a day. Guidance in its manual for panelists currently stipulates 14.5 knots and 15 knots, respectively, giving daily usage of 56 tons. Slow-steaming denotes speed cuts aimed at curbing use of fuel, the industry's biggest expense. "The panelists report the prevailing market rate for Baltic ships on Baltic routes. Increasingly, that's been a slow-steaming market, and they have been reporting rates that reflect that." There shouldn't be a "significant" alteration to the exchange's published Capesize rates as a result of today's guidance to assume lower speeds and fuel consumption. **Source: Bloomberg**



Teras Offshore
A subsidiary of Ezion Holdings Limited



www.terasoffshore.com

commercial@terasoffshore.com

Nothing's shocking? Braemar on shipping's demolition derby

In a downtrodden market with an excess of ships, owners can afford to be choosy but according to international shipbroking firm Braemar Seascope, an increase in scrapping has meant a return to the trend for early demolitions, with tankers as young as 12 heading for the scrapyards. Sebastian Davenport-Thomas, Managing Director, Braemar Seascope, recently said: "Demolition is increasing; globally, there were 44 million tonnes sold for scrap last year (80% up on the previous year), which is our highest ever, and I believe we are on course to do a similar amount this year."

Confirming that these figures show a kind of 'magnitude' unseen in scrapping since shipping's worse period three decades ago, James Kidwell, Chief Executive, Braemar Seascope, said: "I think if you look at demolition trends, relative to the last big newbuilding boom in the early 1980s, the tanker fleet halved back then, so you might argue that the level of demolition now is relatively small compared with 30 years ago. But we are living in a credit crunch and one of the major drivers is that tankers approaching their special survey are being sent for scrap."

When asked if he believes tankers being sent for scrap are getting younger, Denis Petropoulos (pictured), Braemar Seascope's Executive Director and Regional Group Director (Singapore), said this is undoubtedly the case: "When you've got an oversupplied market you can afford to be quite choosy. The way the market was back in 2007/2008, if it floated, it got fixed and that's how it was." But has Mr Petropoulos seen anything that's truly shocked him in terms of young vessels going for demolition? "Because I've been through this before, I'm not shocked, I've seen it before. I remember when I started in broking, hearing a story about a VLCC which was built in Japan, went into layup for two years and then went to the scrapyards. I was a youngster, just learning the ropes when I heard of that. I thought to myself 'Wow, all that metal, it's come from Japan, it's cost them millions!' But now, I've seen it before and so, it's not shocking." Although Mr Petropoulos sees young demolitions as familiar territory, younger brokers at Braemar have been surprised by this trend. Sebastian Davenport-Thomas again: "If you look at the demolition market, last year I think the youngest tanker that was sold on the VLCC side was 12 years old and while this didn't shock everyone, it certainly surprised some people in the market who hadn't been around that long, to see a 12-year-old VLCC get scrapped. Ships may be much younger than 20 or 25 years old before going to scrap nowadays," Mr Petropoulos concluded by noting that 12 is quite a rare age for a vessel to be scrapped in the current market, particularly compared to shipping's struggles 30 years ago: "Though 12 is unusual now, that was the average age of tankers being scrapped in the 1980s, during the worse point in shipping – the average! That number has stuck with me." **Source:**

Braemar Seascope



The van Oord's **CSD CASTOR** loaded onboard the **ZHEN HUA 15** in Gladstone Australia, heading for Singapore

Photo : Egbert van Eck ©

Dockwise Yacht Transport president retires

Dockwise Yacht Transport (DYT) has announced the retirement of its long serving president, **Clemens van der Werf**.

Van der Werf has been with DYT for 11 years and will be leaving to pursue 'other opportunities', according to the company statement.

"It is a personal decision," commented Catalina Bujor, PR and marketing officer at DYT, who worked closely with van der Werf for much of his time there. "He has been with the company for 11 years and he has done so much, I can only assume it is for a new challenge," she said.

Van der Werf played an important role in the development of the yacht transport arm within the Dockwise group over the last decade. He oversaw launch of the first specifically built yacht carrier, **M/V Yacht Express**, development of the lift-on/lift-off service, and maintained the company's sustainability in a challenging economic environment. His resignation follows on the back of the completion of the acquisition in April of Dockwise by Royal Boskalis, a global services provider in dredging, maritime infrastructure and maritime services sectors. No comment has been made by either company on plans for restructuring following the buyout.

"His experience, knowledge and leadership in the yacht transport sector will be missed and we wish him all the best with his future endeavors," read the company statement.

Van der Werf's resignation was active as of 1 June and he now transfers his tasks and responsibilities within the next few weeks. **Ben van der Hoeven** takes over presidential responsibilities for an interim period until a permanent successor is chosen.

Van der Werf is an avid photographer, whose arresting images of wildlife and yachts can be seen on his [website](#).

Source : Superyacht news

ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !



MULTRASHIP
TOWAGE & SALVAGE

Contact: +31 115 645000 (24/7)

www.multraship.com

floating sheerlegs Cormorant (600 tons)

AP Moeller - Maersk A/S : First Triple-E named Mærsk Mc-Kinney Møller

Maersk Line's newest vessel, the first of the Triple-E series, was named yesterday (Saturday) morning in a ceremony at the Daewoo Shipbuilding & Marine Engineering (DSME) shipyard in Okpo, South Korea. It bears the name of the late Mærsk Mc-Kinney Møller, who passed away in April 2012 at the age of 98.

Maersk Line CEO, Søren Skou, began the ceremony by welcoming all the special guests and recounting the important tradition of naming ceremonies in Maersk ever since the first event in 1906 welcomed **Peter Mærsk** as the second vessel in the fleet.

Godspeed!



He then handed the podium and the honour of naming the first Triple-E vessel to **Ane Mærsk Mc-Kinney Uggla**, the youngest daughter of **Mærsk Mc-Kinney Møller**. "I name you **Mærsk Mc-Kinney Møller**," she said. "As you sail the waters of the world, may your journeys be smooth and your

tasks successful. May you bring happiness to your crew, may you be a safe haven for all who board you and may you bring pride and prosperity to all. I wish you Godspeed!"

The Triple-E is the largest ship in the world, and it sets new standards in the container industry, not just for size, but also of energy efficiency and environmental performance. With unique design features for slower speeds and maximum efficiency, this vessel will emit 50% less CO2 per container moved than the current average on the Asia-Europe route. Maersk Line has ordered a total of 20 of these vessels, which will be phased in gradually over the next couple of years on the existing route between Asia and Northern Europe (AE10).

Guests at the ceremony included Mærsk Mc-Kinney Møller's other two daughters **Leise Mærsk Mc-Kinney Møller** and **Kirsten Mærsk Mc-Kinney Olufsen**, the Danish ambassador to Korea, **Peter Lysholt Hansen**, members of the vessel crew, as well as representatives from Maersk Line, Maersk Maritime Technology and the DSME shipyard.

Source: Maersk Line

Looking to the future of crew welfare: The Mission to Seafarers launches consultation with the shipping industry

The **Mission to Seafarers** has launched a global consultation with the major players in the shipping industry, to better inform welfare service development for seafarers and their families in need around the world for 2014 and beyond.

The consultation will inform the 5-year strategic Global Review which will underpin the work of the Mission's full-time welfare teams and volunteers in over 260 ports worldwide in 71 countries.

The Revd Andrew Wright, Secretary General of The Mission to Seafarers said: "We are asking the thought leaders in the shipping industry to share their valuable insights with us, and to contribute to the development of the Mission strategy for delivering welfare services which are fit for purpose, in the places where seafarers need us most.

"Lloyd's Register has recently co-published Global Marine Trends 2030, a report which involves scenario planning for the future and sets out to map the key drivers that will shape the shipping landscape and infrastructure in 2030. In the coming decade, there is likely to be a significant reorientation of the industry, from western-centric to eastern-centric shipping routes, with new ports opening up in the Far East, Africa and South America. The Mission's survey, alongside industry reports, will help to inform the Mission's welfare provision and business plan for the future." "The economic

downturn has been a period of great strain on the shipping industry and on the lives of seafarers, but new challenges and opportunities are on the horizon. We need to ensure that the seafarer's hard, and sometimes hazardous life is not forgotten, that global regulation is robust to protect standards and crew wellbeing, and our extensive portfolio of Mission welfare services is a balanced, efficient mix which will continue to be developed in the right place, at the right time. We would like to encourage the industry to support us and give their views." The questionnaire will close on Friday 9 August. The anonymised results of our survey will be published in the autumn 2013 during London International Shipping Week 9-13 September. **Source: The Mission to Seafarers**

Last trip of Kees Kuijper, Maritime Pilot in the Port of Rotterdam



Een home video van Kees Kuijper zijn Laatste loodsen reis naar Europoort Amazonehaven ECT DDE

Voordat een registerloods met FLP (pensioen) gaat, maakt hij op zijn laatste werkdag, als loods in het Rotterdam-Rijnmond gebied, een "laatste vaarreis" op een door hem zelf uitgezocht zeeschip. Wij volgden de loods tijdens zijn werkzaamheden bij die "Laatste" beloodsing. Een registerloods uit de regio Rotterdam-Rijnmond ondersteunt schepen bij het in- en uitvaren van de havens. Hij komt daarvoor aan boord, maar heeft soms ook op afstand contact met het schip. LOA Loods Op Afstand. Grote schepen zijn in de haven moeilijk te besturen, hier voor is de hulp van één of meerdere sleepboten nodig die het schip naar de juiste plaats in de haven assisteert. Als het schip daar eenmaal is gearriveerd, zorgen de Roeiers voor het vastmaken van het schip aan de kade, een steiger of op de boeien. Het begint allemaal bij de Eurogeul, dit is de toegang tot de Rotterdamse haven voor schepen met een diepgang van 20 meter en meer. Andere schepen hoeven deze geul niet te volgen. Deze geul is in de jaren 70 gegraven en is totaal 57 km lang en 24,3 meter diep. De laatste 14 km heet Maasgeul en heeft een breedte van 400-600 meter. De schepen krijgen 60 km uit de kust, voor het begin van de Eurogeul, de loods(en) (Dat is iemand die je naar de haven loodst) aan boord. See Kees last trip at this video : <http://vimeo.com/67702635>

ERVAREN KAPITEIN, EERSTE OFFICIER OF STUURMAN?
ONZE OPLEIDING TOT REGISTERLOODS START WEER.



KIJK VOOR ALLE INFORMATIE OP [LOODSWOORDEN.NL](http://loodswoorden.nl)



Safety of ships in the future

IMO held a Symposium on the Future of Ship Safety from 10 to 11 June, 2013 at IMO Headquarters, London. During its session many issues regarding maritime safety discussed, such as ship design, recent regulations challenges, safety culture for the human element and the need for change. IMO Secretary General, Mr Koji Sekimizu in his closing remarks stated that this Symposium was a "fascinating, stimulating and insightful event on future ship safety" The purpose of the Symposium was not to provide specific input to the MSC but to share views on various elements which would compose a future safety system for further consideration in the coming years. The scope and breadth of the discussion has been extremely impressive and all deliberations, conclusions and recommendations will be much appreciated during MSC 92. With regard to data collection Mr Sekimizu said that there is no doubt that more and better data, and the use of the latest methods to analyse them, are central to the development of future regulations based on risk. Also there is no doubt that a safety culture that goes beyond mere compliance is essential in the future. Ships will become more complex and, as they do, we must move away from safety being simply a series of box-ticking exercises. That approach is not good enough now, and the administrative burden must be reduced. Regarding the human element, the need for self-regulation, and education and training, IMO Secretary General said that the serious challenge maritime training institutes are now facing is to keep up with new technology and this must be addresses. Currently, the shipping industry is facing serious financial difficulties but they need to comply with regulations for marine environment protection. IMO's Committees will take into account the cost of immediate compliance and ensure the smooth implementation of pending IMO conventions. The subject of the Symposium has been something beyond overcoming the present challenges. The subject was Safety of ships in the future; and discussion on the future must cover all issues relating to ensuring competent seafarers free of stress and fatigue; support for seafarers must be continuously addressed at IMO. **Source: IMO**



Crewing Solutions

TOS is an international service provider in crewing solutions, global ship delivery and ship management.

TOS 
Energy & Maritime Solutions

Contact us: +31 10 436 62 93 • www.tos.nl • info@tos.nl

Safety of ships in the future

IMO held a Symposium on the Future of Ship Safety from 10 to 11 June, 2013 at IMO Headquarters, London. During its session many issues regarding maritime safety discussed, such as ship design, recent regulations challenges, safety culture for the human element and the need for change. IMO Secretary General, Mr Koji Sekimizu in his closing remarks stated that this Symposium was a "fascinating, stimulating and insightful event on future ship safety" The purpose of the Symposium was not to provide specific input to the MSC but to share views on various elements which would compose a future safety system for further consideration in the coming years. The scope and breadth of the discussion has been extremely impressive and all deliberations, conclusions and recommendations will be much appreciated during MSC 92. With regard to data collection Mr Sekimizu said that there is no doubt that more and better data, and the use of the latest methods to analyse them, are central to the development of future regulations based on risk. Also there is no doubt that a safety culture that goes beyond mere compliance is essential in the future. Ships will become more complex and, as they do, we must move away from safety being simply a series of box-ticking exercises. That approach is not good enough now, and the administrative burden must be reduced. Regarding the human element, the need for self-regulation, and education and training, IMO Secretary General said that the serious challenge maritime training institutes are now facing is to keep up with new technology and this must be addresses. Currently, the shipping industry is facing serious financial difficulties but they need to comply with regulations for marine environment protection. IMO's Committees will take into account the cost of immediate compliance and ensure the smooth implementation of pending IMO conventions. The subject of the Symposium has been something beyond

overcoming the present challenges. The subject was Safety of ships in the future; and discussion on the future must cover all issues relating to ensuring competent seafarers free of stress and fatigue; support for seafarers must be continuously addressed at IMO. **Source: IMO**

NAVY NEWS



HMS Daring passing Gamboa on the Panama Canal at noon on Thursday 13th June 2013 –

Photo : Barry Nicholson ©

House rejects plan to drop carrier requirement to 10



The House of Representatives voted Thursday to reject a proposal that would've reduced the legal requirement for operational aircraft carriers from 11 to 10. The Navy has just 10 carriers while waiting commissioning of the **Gerald R. Ford** — the first of a new class of carriers — which won't join the fleet until late 2015 or early 2016, under current plans. Congress granted a waiver to the existing 11-carrier requirement as part of the fiscal 2010 National Defense Authorization Act, allowing the Navy to operate with 10 carriers from the inactivation of the Enterprise in December 2012 until the Ford arrives.

Thursday's vote came on an amendment to the 2014 defense budget offered by Rep. Earl Blumenauer, D-Ore., that would've required the fleet to have 10 carriers but would allow for more.

"Our Navy is being pushed into shallow waters as a result of sequestration," Blumenauer said, arguing the Navy needed the ability to "decide the level of aircraft carriers in the future." "It does not eliminate any aircraft carriers," he said. There was fierce opposition, especially from Virginia lawmakers.

Rep. Randy Forbes, R-Va., argued the amendment would hurt national security by having the Navy unable to meet its global commitment and would hurt sailors because they would be expected to spend more time deployed if the Navy doesn't have enough ships. Rep. Rob Wittman, R-Va., said the Navy needs a minimum of 11 aircraft carriers in order to have seven deployed. Blumenauer's amendment "seriously jeopardizes national security," he said. **Source : Navy Times**



Japans Maritime self-defence Force, the 1980 commisioned destroyer **SHIRANE DDH 143** which Houses up to 3 Anti-submarine Helicopter's, seen on the 14th June 2013 departing from the Port of Muara / Brunei

Photo : David Styles ©

Collins Class subs to be upgraded at ASC, in Adelaide



COMPUTER control systems on the Collins Class submarines will be upgraded at ASC in Adelaide, the Federal Government announced today. With a \$65 million allocation for the first stage of the work, Defence Minister Stephen Smith said the project aimed to replace obsolete equipment designed many years ago. "The integrated ship control management and monitoring system was designed in the 1980s to control, manage and monitor essential Collins Class submarine functions such as manoeuvring, power and life-support," he said. "It is a highly automated computerized system which enables the crew of the Collins Class to control, monitor and manage the large number of diverse and complex systems on board the submarines. "The integrated ship control management and monitoring system has performed effectively and reliably since the Collins class entered service in the 1990s. "However, it is essential to ensure the system can be maintained for the remaining indicative extended service life of the Collins Class fleet."

ASC will work with Adelaide based Saab Systems to engineer the new computer controls. Mr Smith also announced a change in the maintenance scheduling of the Collins to try to ensure more boats are available for service. Instead of eight years of service followed by three years of "full-cycle docking" maintenance at TechPort Australia in Osborne, the boats will serve ten years in the water before two years of major service. The series of intermediate servicing - conducted either in WA or Adelaide - will be increased to accommodate the longer periods at sea. Current arrangements mean Defence can only expect to have two or three of its six submarines available. Under the new system, three and sometimes four will be available. **Source : Adelaide now**

New release animation highlights air warfare capability

A computer-generated animation has been released which highlights the multi-mission capability of the three naval destroyers being built as part of the Air Warfare Destroyer Project. AWD Alliance CEO Rod Equid said the animation will increase understanding of the exceptional capabilities available in the **Hobart Class** and provide an insight into how the ships can be used in-service. "The destroyers will provide the Royal Australian Navy with the most capable warships they have ever operated, with a sophisticated range of both offensive and defensive weapons," Mr Equid said. See also : http://www.youtube.com/watch?feature=player_embedded&v=LTY3H4PjtKs

SHIPYARD NEWS

Worldwide **Salvage support**, 24 hours per day, 365 days per year!



MariFlex Group
Co-sponsors: Football club Sparta Rotterdam, MariFlex Open Darts Tournament
Organiser: MariFlex Open Darts Tournament

Professionals in liquid cargo handling

Kon.Wilhelminahaven zz.22, 3134 KG Vlaardingen. Port no 650. The Netherlands. Phone (24h) +31 (0)10-434 44 45. info@MariFlex.net - www.MariFlex.net



The **Damen 4207** (yard number 549874) **FNH 1401** under construction for Honduras at **the Damen shipyard** in Gorinchem **Photo : Piet Sinke ©**

See also : <https://www.youtube.com/watch?v=1xiLiPjmqTw>

Pella shipyard launches second vessel of comprehensive port service based on Project SKPO-1000



Pella shipyard (Leningrad region) has launched the second vessel of the series of comprehensive port service ships based on Project SKPO-1000. According to the shipyard, the delivery to the customer is scheduled for 2013. The vessel is intended for bunkering of the vessels with different types of fuel; collection of oily/sewage/bilge waters from vessels and floating objects; collection of dry garbage and food waste from vessels; buoys transportation and placement; beaconage floating devices maintenance; oil spill removal; transportation of cargoes.

Vessel's technical characteristics: length max – 49.9 m, breadth max – 14.0 m, draught – about 5.0 m, speed – about 10.0 knots, classification - KM Ice3 R2 Aut1 Oil Tanker (>60° C) ESP by Russian Maritime Register of Shipping.

Pella Shipyard was founded in 1950 and privatized in 1992. The holding incorporates a head company and a number of subsidiaries. The shipyard specializes in construction of tug boats for Russian customers.

ROUTE, PORTS & SERVICES



**MONSTER AAN VOOR
EEN WERELDBAAN**

Monster aan op crewing@redwise.nl

www.redwise.com

Follow us!



Redwise
GLOBAL SHIP DELIVERY & CREWING



The **SITEAM LEADER** enroute Rotterdam – Photo : Jan Oosterboer ©

Grand Opening of Liebherr's new sales and service center in Miami, Florida

Under the motto "Meet Diversity and Innovation" Liebherr celebrated the grand opening of its new sales and service center on June 11, 2013 in Miami. The ceremony was attended by more than 300 invited customers and guests. The new state-of-the-art facility is located in Hialeah Gardens just off Okeechobee and the Florida Turnpike. It will serve as a major hub for Liebherr's maritime cranes division and will further strengthen business relations to Central and South America and to the Caribbean region.



In terms of logistics, the sales and service center is ideally located: the port of Miami and Miami International Airport are in close proximity to the new site. This allows Liebherr to respond to customer enquiries within a short time and to accelerate the distribution of parts and services. In the course of the event guests could convince themselves of Liebherr's innovative power and high technological standards. Besides a variety of machines, including a crawler crane, a piling and drilling rig, reachstackers and mobile cranes, Liebherr presented its newest technologies in a separate area. One of the highlights was certainly a model of the company's new, eco-friendly hybrid drive, named Pactronic.

The newly built complex is situated on a total property area covering about 431,000 sq. ft (40,000 m²). The building has a total area of 41,000 sq. ft. (3,800 m²) – 23,000 sq. ft. (2,100 m²) of this is office area and 18,000 sq. ft. (1,700 m²) can be used as storage area. In 2013 about 52 staff members will be working in this new facility.

The sales and service center accommodates a fully furnished workshop with a 10 tons (9 metric tonnes) overhead crane, two fully equipped 20 ft. (6 m) welding containers, one 20 ft. (6 m) wire rope reeling container and two fully equipped mobile harbor cranes commissioning containers. In addition, special tools and equipment for after sales service can also be found. For serving greater Miami, the Fort Lauderdale Area and the surrounding ports service

personnel have six service trucks at their disposal. The new sales and service center could be completed only 15 months after groundbreaking. The total investment sum for the building was approximately \$20 million. "The new facility perfectly meets the requirements to further improve our sales and service performance in both North and Latin America", emphasized Gernot Schranz, president of Liebherr Nenzing Crane Co.



The **MAERSK NIMES** enroute Rotterdam – Photo : Henk Claeys ©

Sovcomflot posts Q1'13 net profit of \$2 mln (-95.6%)

In the first quarter of 2013, IFRS net profit of Sovcomflot OJSC fell 95.6% (year-on-year) to \$2.0 million, the company announced.

Gross revenue declined 16.1% to 313.2 mln t, EBITDA dropped 58.5% to 30.9 mln. Time charter equivalent (represents shipping revenues less voyage expenses and is commonly used in the shipping industry to measure financial performance and to compare revenue generated from a voyage charter to revenue generated from a time charter) lost 16.4% making 201.8 mln.

Commenting on the Group's results Sergey Frank, President and CEO of OAO Sovcomflot, said: "The conditions in the tanker markets remained very challenging throughout the first quarter of 2013. Whilst some of the global macro-economic indicators are beginning to show signs of improvement, the benefits have yet to flow through to the tanker markets. Overall, we expect there to be no sustained improvement in these markets before 2014."

As at 31 March 2013, the SCF Group fleet comprised 159 vessels (including vessels in joint ownership with third parties) with total deadweight exceeding 12 mln t. The average age of tanker is 7.9 years. Assets under construction at the period end comprised 10 vessels, with a total deadweight of some 1.2 million tonnes. This includes: two VLCCs; six gas carriers (four ice-class LNG, Ice 1C, 170,000 cubic metres; two LPG carriers, Ice 1B, 20,550 cubic metres); one Aframax tanker (LR2 type); one multifunctional ice-class supply vessel.



DISA INTERNATIONAL
worldwide underwater solutions

Telephone : +32 14 62 04 11 (BE)
+31 10 3400 522 (NL)

Mail: info@disa-international.com
Website: www.disa-international.com



ISO 9001
BUREAU VERITAS
Certification

ISO 14001
BUREAU VERITAS
Certification

OHSAS 18001
BUREAU VERITAS
Certification





The **HUA HAI LONG** discharged the **SUNBORN BARCELONA** at Gibraltar. The docking down was supposed to have been carried out on 12 June, and indeed the HLC started the procedure to flood the tanks. However, the wind sprung up and the procedure was aborted and postponed until the next day, 13 June. As from 0630 the HLC

recommended the procedure. Three tugs from TP Towage (**ROOKE, ELIOTT, WELLINGTON**) were on standby to effect the removal of the cargo. Everything went according to plan, and with a few hours the **SUNBORN** was already berthed at Gibdock, where she will be drydocked. Once she leaves **Gibdock**, she will be permanently moored at **Ocean Village Marina** as a 5* hotel. **Photo's : Francis Ferro ©**

Golden Ocean Group Limited: Three option three newbuilding contracts for 64,000 dwt Supramax bulk carriers

Golden Ocean Group Limited is pleased to announce that it has concluded three option three newbuilding contracts for 64,000 dwt Supramax bulk carriers with **Chengxi Shipyard Co.,Ltd** and **China Shipbuilding and Trading Company Limited ("CSTC")**. The firm vessels will be delivered to the Company during first half 2015 and optional vessel to be declared within four months from now. **Golden Ocean** will in a few years own a fleet of five to eight fuel efficient Supramax bulk carriers. The Board is of the opinion that it has obtained favorable terms, attractive pricing and considers risk / reward as attractive from a historical perspective. **Source: Golden Ocean Group**

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

Chinese company gets green light to build in Nicaragua a shipping channel

HK Nicaragua Canal Development Investment Co Ltd's (HKND Group) has been granted a 50-year concession from Nicaragua authorities for it to design, build and manage a shipping channel across the Central American nation that would compete with the Panama Canal, Reuters reports. The estimated cost of the project is about \$40 billion. The canal will link Nicaragua's Caribbean and Pacific coasts. The project includes building of two free-trade zones, a railway, an oil pipeline and airports. The government says the canal, which has been discussed for decades, could boost the country's gross domestic product by up to 15 percent. **Source : PortNews**



The tug **FAIRPLAY 27** just before delivering her tow, **HULL 772** at Tomrefjord/Norway

Photo : Ton Has – Fairplay Towage

Lukoil awarded two licenses in Norway sector of Barents Sea

Based on the results of the 22nd licensing round conducted by the Norwegian Ministry of Oil and Energy, LUKOIL was awarded two licenses in the Norwegian sector of the Barents Sea, the Company announced in its release. At block 719 (Fingerdjupet Region) LUKOIL holds a 30-percent interest, Britain's Centrica (operator) - 50% and Norway's North Energy - 20%. At block 708 (Finnmark Region) LUKOIL holds a 20-percent interest, Sweden's Lundin Norway (operator) - 40%, North Energy - 20% and Italy's Edison - 20%. In 2011, LUKOIL was qualified to operate on the Norwegian continental shelf. In 2012, LUKOIL Overseas North Shelf was established in Oslo. This company will manage upstream projects on the Norwegian shelf during the whole cycle of hydrocarbon exploration and production.

Source : Port News

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>

MARITIME ARTIST CORNER



The above painting shows the **Smitwijs Singapore** towing loaded barge Sainty from Shanghai via Singapore and Cape Town to Rotterdam, one of the trips made by Captain **Kees Pronk**.

A few months ago **Ron de Jong Beekhuijsen** painted the **Smitwijs Singapore** on behalf of Captain **Kees Pronk**. Ron knows Kees from his first trip they made together in 1971 when he was a tow rider on a rig that was under by tug **Poolzee**, I was A.B by then. Kees as well as the **Poolzee** were making their maiden voyage for Smit International. We have met each other a few times after that on some other trips. We lost contact after I left Smit in 1978. A few years ago we met each other again, and a lot of old stories were told of course. Also Kees saw a few of the paintings Ron made, and Ron promised to make one for him. We decided that the painting should be the **SmitWijs Singapore**. Kees made the maiden voyage as a Chief Officer and a lot of times as Captain on the **SmitWijs Singapore**.

He was the last Smit International Captain who sailed the **SmitWijs Singapore** under that name before she was sold to Svitzer, and was renamed **Singapore**.

A few months ago he sailed on Svitzer's **Singapore**, towing a barge from Honolulu to Galveston where the **Singapore** was sold, and renamed **Global Succes One**.

Last week **Ron de Jong Beekhuijsen** handed over the painting he made on Kees' request. Ron hopes that Kees will enjoy the painting of "his" ship for many years to come. **All the best sailor !**

.... PHOTO OF THE DAY



The **DISNEY WONDER** moored in Juneau Alaska. – Photo : John Adams ©