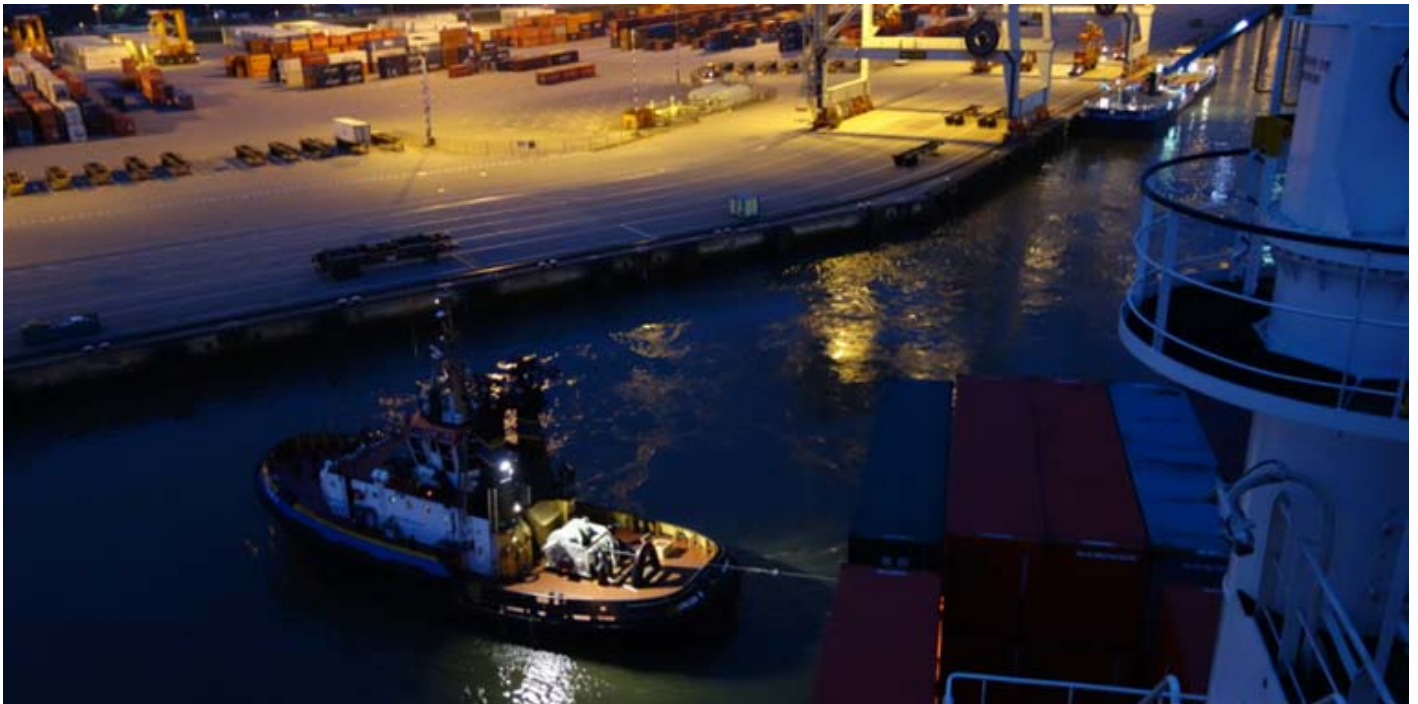


## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 168



### Number 168 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Monday 17-06-2013

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



**The tug UNION 8 assisting the CAP DOUKATO in Rotterdam Eemhaven upon departure early in the morning**

**Photo : Stephan Grol ©**

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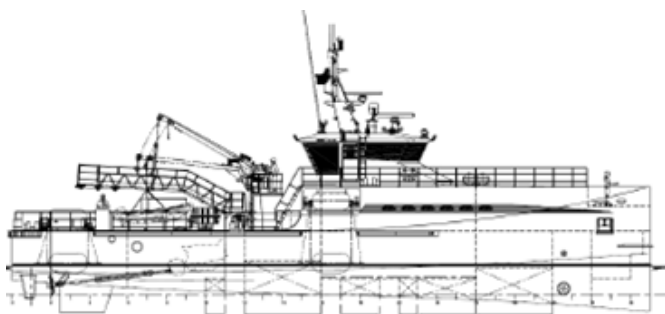
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## EVENTS, INCIDENTS & OPERATIONS



The 2009 **Damen** built **FCS 3309** Crew Transfer Vessel **SD EVA**, on her way back to her berth in Great Harbour Greenock, she had been working with a Royal Navy Submarine, assumed to be **HMS Triumph S 93** off the mouth of Loch Long, Firth of Clyde. She is seen in the new **Serco Marine Services** livery.

Photo : Iain Forsyth ©



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The 34 mtr tug **MICLYN BAY** from Miclyn Express Offshore (**476grt**) Alongside Benoa at Bali 11/6/13 after arriving from Dampier Australia towing the tug **MICLYN LGEND** - Photo : Fraser Macbeth ©

## APL RAFFLES (13,900 teu) is delivered

APL has taken delivery of the 13,900 teu neo-overpanamax container ship **APL RAFFLES**, the third in a series of ten APL-owned jumbos from **Hyundai Samho Heavy Industries** of Mokpo, South Korea. The ship, originally slated for delivery under the name **APL ACCOLADE**, is to join the G6-Alliance's Asia to Europe Loop 7 (#1732) in the coming days. The newbuilding will be the largest vessel in this service, which is presently maintained with a fleet of nine 10,000+ teu ships.

The **APL RAFFLES** follows the lead ship of the series, **APL TEMASEK** which was delivered in March and the **MOL QUEST**, delivered in March.

Five of APL's new 13,900 teu ships will be operated by the Singapore-based carrier itself, while the remaining five ships are to be chartered out Japan's **MOL**, which is one of APL's partner carriers in the New World Alliance and G6-super alliance. APL's and MOL's joint 13,900 teu series was designed in cooperation with DNV. The ships are optimized for moderate service speeds and low fuel consumption. They are the first jumbo twin-isle ships designed with a fully

enclosed bridge and the vessels' deck houses are built with flush outside bulkheads in order to keep the crew safe from pirate attacks



**APL RAFFLES'** sister **APL TEMASEK** at Le Havre – Photo : Pascal Bredel

The **APL RAFFLES** is named after Sir Thomas Stamford Raffles (1781-1826), a British statesman, politician and the founding father of the city of Singapore, today the Republic of Singapore. Source : Linervision



## TRIUNFADOR and BIO-BIO

The **Histarmar Foundation**, a Buenos Aires-based non-profit organization aimed at locating, identifying, preserving and exhibiting Argentine maritime heritage, has during April presented its latest project, involving the restoration and exhibition as museum ships of two British-built steam driven tugs, the last survivors of the once vast fleet which operated in domestic waters during the first half of the 20th century.

They are the historic steam tugs **TRIUNFADOR y BIO-BIO** which have been laid up for two decades at the inland port of Santa Fe. Histarmar located them about five years ago and petitioned with owning company Maruba Marítima for their continued preservation. Fortunately Maruba understood and shared the spirit of the proposal and recently expressed their intention to donate the vessels. This decision triggered off a series of actions aimed at restoration work and the selection of suitable sites for final exhibition. Despite their long inactivity, Maruba has cared well for the vessels and as a result they represent well-preserved, true time capsules of a long gone era.

An expanded document, published both in Spanish and English language on Histarmar's webpage [www.histarmar.org](http://www.histarmar.org), outlines the careers and constructional details of both tugs, delivered by British yards in 1933 and 1942 and powered by the now superseded triple expansion steam engine. **TRIUNFADOR** was delivered as **NUTRIA** by the Alexander Hall yard of Aberdeen for the Buenos Ayres Great Southern Railway Co. Ltd. for harbour duties in Argentina. **BIO-BIO** is one of dozens of World War 2-built **EMPIRE**-class tugs, indeed one of the very few survivors of this class. She was delivered as **EMPIRE GOBLIN** by the now defunct yard of Cochrane & Sons at Selby, and went straight to South Africa for convoy rescue work.

The report states that during the late 70's, and following the banning of steam-driven tugs from the port of Buenos Aires, those vessels still extant were either laid up or sold for demolition. A select few received a brief reprieve in



inland riverine ports which lasted until the late 80's. In a relentless process, the vessels which had formed the backbone of domestic towage services were fast disappearing, and were it not for the continued existence of the steam tugs **TRIUNFADOR y BIO-BIO** this age would be lost forever. Hence the immense historical value of the vessels which, given her age, are remarkably well-preserved and almost unaltered.

The Histarmar Foundation firmly believes we have a unique opportunity to preserve these two vessels as a tribute to the companies and workers that operated and crewed them, while at the same time generating an alternative tourist and cultural attraction. The options considered include placing one of the tugs dry on land, and in the long term restoring the other to full working order.

These alternatives and other details are outlined in the Histarmar Foundation's preliminary proposal for the preservation and exhibition of the two tugs as museum ships. The document also invites potential

interested parties willing to assist in the restoration Project of the last two steam tugs still extant in Argentina to contact the Foundation. For more information visit : [www.histarmar.org](http://www.histarmar.org)



The Norwegian pilot tender **LOS 103** approaching the **SANDPIPER** to transfer the pilot near Slovag (Norway) -  
Photo : Clemens Smits ©

## Formation of Energy HR Asia Pacific Pte Ltd

**Energy Human Resources Pty Ltd**, of Australia (Energy HR) is proud to announce the formation of **Energy HR Asia Pacific Pte Ltd**, a Joint venture with the **M3 Marine Group**, based in Singapore.

**Energy HR Asia Pacific Pte Ltd** will provide a unique style of recruitment and HR consultancy services to the energy, marine and construction Industry in South East Asia

**Energy HR, Australia** founded by Sarah-Jeanne Fraser in 2008 has been providing a reliable and cost effective recruitment solution to companies in the oil and gas, mining and construction industries of Australasia. With offices in Perth and Brisbane, Energy HR Australia has been providing their clients with a personalised and strategic solution to their recruitment needs. The unique fee structure and business model has proven to be a successful method which is

being adopted by a growing number of EPCM, Contractor and Engineering businesses throughout Australia. This is now being brought to South East Asia with the formation of this new JV.

Singapore based M3 Marine Group has been providing the oil and gas and offshore marine industry a specialised and comprehensive range of services including ship brokerage and offshore marine technical and commercial consultancy since 2005. The Groups founder, **Captain Mike Meade** is a trusted and respected contributor to the commercial and technical needs of the offshore marine industry with a broad network and a speciality in the field of subsea marine needs.

Energy HR's proven recruitment, commercial and business management capability coupled with M3's detailed market knowledge, networks and operational expertise forms a solid foundation for the success of **Energy HR Asia Pacific Pte Ltd**. The new JV is Singapore based and will focus on securing successful relationships and delivering ongoing recruitment and HR support to the South East Asian market.



The **VOS CLIPPER** arrived at Great Yarmouth in the sun..... Photo : Ashley Hunn ©

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## Ship recycling markets and the impact of the Hong Kong Convention

Over the last decade governments, the shipping industry, the ship recycling industry and NGOs, have been involved in long drawn discussions and negotiations over the need to regulate internationally the recycling of ships so that it takes place in a safer and less polluting ways. Earlier efforts to enforce the Basel Convention to the recycling of ships had failed because that convention had not been developed with shipping in mind, making its implementation impractical as well as legally uncertain. While countries that are Parties to the Basel Convention recognized this by requesting the International Maritime Organization (IMO) to develop a new international convention to specifically address the recycling of ships, the NGO Shipbreaking Platform persisted with campaigns based on their twin goals of the

enforcement of the Basel Convention to ship recycling and the banning of beaching. At IMO, on the other hand, the international community with the clear support of the shipping industry, and occasionally of the ship recycling industry, developed the new convention that was adopted in 2009. The convention, which is known as the Hong Kong Convention (HKC) acknowledging China's hosting of the Diplomatic Conference in Hong Kong, will enter into force after it has been ratified by a set number of States which control 40% of the world's fleet and the equivalent ship recycling capacity. Entry into force will take a few years to achieve, as is often the case with international conventions. In the meantime, a number of recycling yards have started instigating gradual improvements in safety, waste management and social welfare. Also, nowadays, more and more yards submit themselves to ISO certification that covers health and safety and pollution prevention issues. The shipping industry has also begun to voluntarily implement the technical standards of the HKC with a small but growing number of shipowners providing their ships with Inventories of Hazardous Materials and by recycling ships in what is generally termed "green" or "responsible recycling".

From quite early, the European Union implemented the Basel Convention into European legislation and it also implemented unilaterally the "ban amendment", which is a Basel Convention provision that has not entered into force internationally and which forbids the export of hazardous wastes from OECD to non-OECD countries. According to an early decision at a meeting of the Basel Convention, end-of-life ships are to be considered as hazardous waste and in line with this decision the European Commission has tried over the years to enforce its Basel based legislation to ships destined for recycling. Nevertheless, in 2010, the European Commission publicly recognized that the enforcement of its legislation to ships was impractical with more than 90% end-of-life ships avoiding or evading its legislation. Being unwilling to wait until the HKC enters into force, the European Commission then embarked on the development of new legislation for regulating the recycling of European ships. In March 2012 the Commission published its "Proposal for a Regulation of the European Parliament and of the Council on ship recycling". While the draft text was based on the mechanisms of the Hong Kong Convention it also introduced a number of new ideas, some of which were clearly unworkable. Note that the draft text did not explicitly ban the beaching of European end-of-life ships, but instead it did hint that yards that rely on beaching might not be included in the European list of approved yards. Notwithstanding certain valid criticisms on some of the provisions of the draft proposed Regulation, it was a bold step forward, because with it the European Commission acknowledged the need to move away from the Basel Convention and it also recognized the HKC as the practical and realizable standard for the recycling of European ships.

According to the European decision making process the European Council of Ministers (i.e. the 27 Member States) and the European Parliament will need to consider the draft text, decide on any amendments each body might want to introduce and then negotiate between them an agreed final text. The European Council started its work soon after the draft text was published in 2012 and apparently by now it has developed numerous amendments that bring the text very close to the provisions of the Hong Kong Convention, and in this way would provide a near seamless transition when the HKC enters into force. On the other hand, the European Parliament, here under the leadership of the Green Party and the active lobbying of the NGO Shipbreaking Platform, is proposing a set of amendments that include the outright banning of beaching for European flagged ships.

It is certainly hoped that, during its negotiations with the Council, the Parliament would see the light to agree to back off from its stated position of banning the beaching of European flagged ships. However hoping is not enough and here there is a real risk that Europe might end up making a bad mistake. The sad reality is that the European politicians who are promoting the ban do this on the basis of misinformation lobbied by the NGO Platform. It goes without saying they should have understood that if Europe bans beaching, India, Bangladesh and Pakistan who recycle two thirds of the world's recycled tonnage using beaching, will certainly not stop beaching and recycling ships. Instead, the three South Asian countries will carry on their business while ignoring Europe and its calls for higher standards; calls which obviously have not been thought out. In the same logic it is not unlikely that these three countries may also conclude to ignore the Hong Kong Convention. Surely, this is not what Europe wants to achieve. It appears that the movers in the European Parliament have not understood the dynamics of the international ship recycling industry and in ignorance are endangering the progress that has taken place in the last decade towards a safer and cleaner global ship recycling industry. The attached paper focuses on certain fundamental principles of the ship recycling industry and clarifies its economic rationale. The paper is circulated with this letter (as attached) to the industry's stakeholders in the sincere hope that it will reach decision makers and will also help them take the global ship recycling industry forward, and not a decade back. **Source: Article written by Dr Nikos Mikelis\* Non-executive director, GMS**

# Kustwacht en reddingseenheden hebben handenvol aan recreatievaart





Door het onstuimige weer afgelopen vrijdag zijn vele recreatievaarders en surfers in problemen gekomen op de Noordzee, het IJsselmeer, de Waddenzee en de Zeeuwse- en Zuid Hollandse Stroom. Tussen 10.30 uur en 19.00 uur kwamen 32 hulpaanvragen binnen op het Kustwachtcentrum Den Helder. Het betrof:  
12 jachten met motorproblemen  
9 jachten aan de grond gelopen  
1 jacht maakt water

3 surfers in problemen  
3 surfers die hun uitrusting hadden verloren



3 jachten met gebroken mast of roerproblemen  
Verder kwam nog een melding binnen van rode vuurpijlen op het IJsselmeer. Een zoekactie daar naar leverde echter niets op. In totaal werden 36 reddingboten van de KNRM, 5 reddingboten van diverse

reddingbrigades, 15 bergingsboten en 1 politievaartuig ingezet voor de hulpverlening. Er deden zich geen persoonlijke ongelukken voor.

Boven en rechts : windkracht 7 op Schiermonnikoog, 2 zeiljachten op drift buiten de vaargeul, helemaal vastgelopen. De 2x 75pk KNRM reddingboot **Edzard Jacob** bood assistentie en sleepte beide jachten naar de haven. **Photo's : Maarten de Wit © - Bron:**  
Kustwachtcentrum Den Helder



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The **PACIFIC PRINCESS** off Haifa (Israel) enroute Alexandria - Photo : Peter Szamosi ©

## Maersk Mc-Kinney Moller: back from sea trials!



10-06-2013: **Maersk Mc-Kinney Moller**, captured off Okpo by **Vladimir Tonic**, on her return from sea trials

## Togo added to piracy risk areas list: Lloyd's Maritime Association

Togo has been added to the Joint War Committee's listed areas where additional war risk premiums are charged by London underwriters, according to a bulletin published by the Lloyd's Maritime Association this week.

The Joint War Committee has added Togo to the "Hull War, Piracy, Terrorism and Related Perils" list, which includes Nigeria, Benin and parts of the Gulf of Guinea, in response to attacks on ships and a growing piracy threat in the region. This follows news last week from the International Maritime Organization that West African heads of state will meet at the end of June to adopt a code to fight growing piracy in their coastal waters that would include the use of arrests, prosecutions and seizures of ships. According to data from the International Maritime Bureau published earlier in the year, there has been a growing trend for piracy attacks in the Gulf of Guinea including in the Togo area.

On May 5 the IMB reported a product tanker had been fired upon by pirates while located 27 nautical miles south-southeast of Lome, Togo. The ship was undertaking ship-to-ship transfer of oil products when pirates were seen attempting to board the ship. The Togo Navy exchanged fire with the pirates and the boarding of the vessel was unsuccessful. All crew were reported safe. On May 17 there were other attempts to board a chemical tanker off Lome, which were also unsuccessful. Historically Gulf of Guinea pirates would hijack ships, kidnap the crew while they siphoned off the cargo to the black market and then release the crew and ship. However, attacks are becoming increasingly violent and fatal, various piracy statistics show. The Joint War Committee comprises underwriting representatives from the International Underwriting Association and Lloyd's markets, representing the interests of those who write marine hull war business in the London market.

Source: Platts



The TSHD **TOCCOLA** 10 years old **Photo Frans Geutjes** ©

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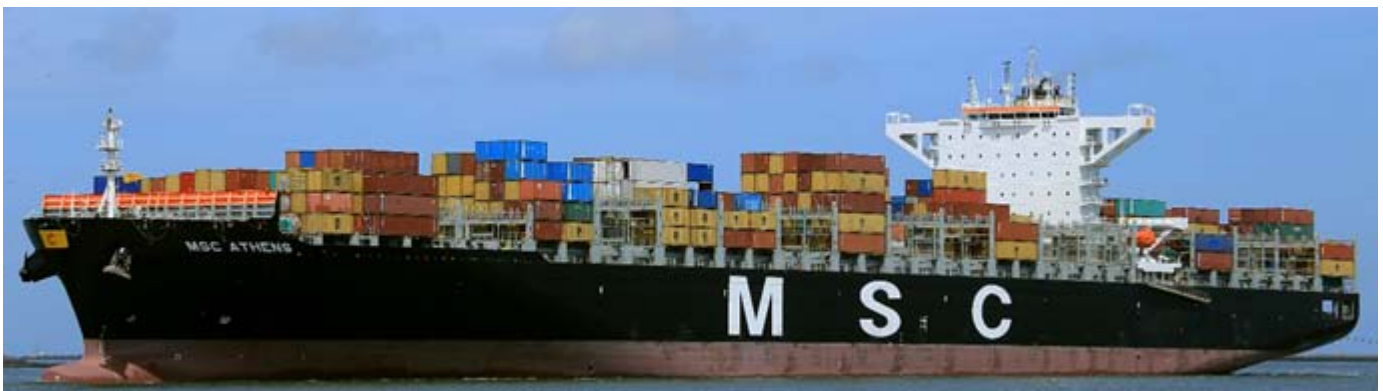
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## Alert sounded over stranded ships

All maritime agencies, including the Indian Navy and the Coast Guard, have been asked to remain on alert as two stranded vessels are likely to drift too close to the city coast. The tankers, owned by M/s Pratibha Shipping, have been at an anchor off Mumbai for the last two months. As per reports from the Maritime Rescue and Coordination Centre, Indian Coast Guard, merchant tanker (MT) **Pratibha Tapi** is dragging anchor at a slow rate while M T **Pratibha Indrayani** is maintaining its position.

The director general , shipping, said, "We have instructed **Shipping Corporation of India (SCI)** to place an emergency towing vehicle ( ETV) with salvage equipment with adequate manpower immediately. The Coast Guard, navy, maritime board, SCI and state have been asked to activate their contingency plans as one of the ships is slowly drifting."

The tankers are reportedly carrying nearly 200 tonnes of oil. Their owner has been told to engage salvage tugs to place both ships at the nearest port immediately. The vessels are reportedly under court arrest over unsettled maritime claims **Source : India Times**



Costamare's **MSC ATHENS** arriving in Rotterdam- Europoort – **Photo : Jan Verhoog** ©



## UASC to turn to Hyundai for up to 17 jumbo containerships

The United Arab Shipping Company is said to have chosen South Korea's Hyundai Heavy Industries to place orders for up to 17 ultra-large neo-overpanamax container vessels for delivery from early 2015. While the deal has yet to be officialised, it could be worth a total of up to USD 2 billion.

UASC's will order up to six ships of 18,400 teu and up to 11 ships of 14,000 teu. The mega order comes in a week that sees a literal order frenzy for large container vessels – an indicator that ship owners believe newbuilding prices have finally bottomed out.

The 18,400 teu ships, for which UASC is to place five firm orders and one option, are earmarked to run alongside a fleet of similarly-sized ships that CSCL recently ordered at Hyundai Heavy. The two carriers had increased their level of cooperation in the recent past and it was known at the time of CSCL's order, that the carriers foray into the 18,000 teu super jumbo league was part of an orchestrated move alongside UASC. In a few years, the two carriers will between them deploy a fleet of ten – or eleven if UASC converts its single-ship option – ultra-large next-generation vessels. The ships are to trade alongside each other in a joint weekly Far East to Europe service that will apparently be designed to turn around in ten or eleven weeks.

Unlike Maersk Line, which went for a twin-engine, twin-skeg, twin-propeller design for its triple-E ships, UASC is believed to order a more conventional single-engine ship type, just as CSCL did. Since both CSCL and UASC have chosen Hyundai for their coordinated orders, it is highly likely that the two carrier's new jumbo ships will be more or less identical in design. The price per vessel has not been disclosed but it is estimated at USD 140 million to USD 145 million per ship.

Further to the 18,400 teu ships, UASC is to sign orders for up to 11 vessels of 14,000 teu. The carrier and Hyundai are said to have reached an agreement that will see UASC place five firm orders and sign options for six more ships. If all 11 ships are actually built, they could staff a mainline standalone Asia-Europe loop of USAC. If the options are not taken, the five ships might well end up trading in a joint service with a partner carrier or even join services outside the Far East to Europe trunk route, such as Middle-East Gulf related operations.

Again, no prices have been disclosed, but 14,000 teu newbuildings would presently cost between USD 110 million and USD 120 million, depending on yard and vessel specifications.

Some time ago, it was reported that UASC had launched an investigation into the feasibility of new propulsion concepts, such as dual fuel main engines or container ships powered by natural gas which would be bunkered and stored aboard in liquid form. While neither of the two vessel types' specifications have been disclosed yet, it very much looks like these options have been discarded and UASC is believed to have followed down the conventional road alongside its industry peers. **Source : Linervision**



Jan de Nul's **GERARDUS MERCATOR** arriving in Zelzate (Belgium)  
**Photo : Capt. Marchel Segaar – Master Gerardus Mercator ©**



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The **CONTI ANPING** outbound from Melbourne Photo : Dale E.Crisp ©

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## 2 killed, 58 rescued as ship sinks off Masbate

Two passengers were killed, while 58 others were rescued after a roll-on and roll-off vessel capsized off Masbate early Friday, according to the Philippine Coast Guard (PCG).

**M/V Lady of Mt. Carmel** of the Cebu-based Medallion Shipping Lines sank past 5 a.m. Friday along Burias Pass between Pio Duran, Albay and Aroroy, Masbate, said Commodore Manuel Natalio Abinunan, commanding officer of Naval Forces of Southern Luzon (Navforsol).



The National Disaster Risk Reduction Management Council (NDRRMC) identified the fatalities as Carlota Senga, 58, of Santolan, Pasay City; and Erlinda Julbitado, 59, of Pasig City.

NDRRMC reported that there were 64 people who were aboard the vessel of which more or less 35 are manifested passengers, 23 are crew members, with two buses and a six-wheeler truck. Search and rescue operations facilitated by the PCG, Office of the Civil Defense, navy vessels and helicopters are still ongoing in search for the missing passengers in the waters of Masbate. Still missing are Abegail Barredo, 19; Noan Manocan, 25; Fe Rapsing; and Leticia Andaya, 78.

The Pioduran Municipal Police Office said Friday that the vessel's engine reportedly stopped about one nautical mile off the lighthouse in Barangay Penafrancia, Burias Island, adding due to big waves, the ropes that tied the buses and the truck loosened, causing the vehicles to go to one side. The weight of three vehicles caused the vessel to tilt on its side and sink. The vessel's captain, Laurio Mateo, immediately made a distress call that reached the PCG in Masbate and the Navforsol. Abinunan immediately instructed the command's unit in Pasacao, Camarines Sur, to send a rescue Navy boat to the area. **Source : Sun Star**

## **OSV Sinks in Gulf of Mexico After Striking Oil Platform**



A 112-foot supply vessel sank on Friday after striking an oil platform in the U.S. Gulf of Mexico, WDSU News in New Orleans reports.

The U.S. Coast Guard told WDSU that the **M/V Celeste Ann** struck a platform located 15 miles west of Southwest Pass at about 9:18 a.m. on 14 June. All 20 people onboard, including 4 crew, were rescued before the boat sank.

A Coast Guard aircraft flew over the scene and reported a half-mile by 150 foot sheen of oil on the ocean surface.

The **Celeste Ann** is one of three supply vessels owned by B&J Martin of Galliano, La.

**Source : gCaptain**

## **NAVY NEWS**



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## Marines land Osprey aircraft on Japanese ship



A U.S. Marine Corps **MV-22 Osprey** aircraft made an unprecedented landing Friday on a Japanese naval vessel off the California coast. The tilt-rotor aircraft flew from San Diego's Marine Corps Miramar Air Station to the Japanese ship **Hyuga** as part of an 18-day drill aimed at improving Japan's amphibious capabilities. The Osprey has sparked protests

in Japan over concerns about its safety record, which includes two crashes last year in Florida and Morocco.

The Japanese government approved the deployment of 12 Ospreys in 2012 to Okinawa after receiving additional assurances from the Pentagon.

Military officials say the Osprey is critical for regional security efforts. The hybrid aircraft can take off and land like a helicopter. Marines demonstrated its versatility and speed Friday in an exercise that required coordination between the Navy, Marine Corps and Japan's military members.

"The very first landing of an **MV-22 Osprey** on a Japanese ship is a historic moment," said Marine Brig. Gen. John



Broadmeadow, adding that the exercise provided the U.S. military "an opportunity to enhance our longstanding relationship with the Japanese and to highlight the capabilities of the MV-22 Osprey, which allows the Marine Corps to quickly respond to a crisis when launched from sea or land."

U.S. military officials say strengthening Japan's amphibious capabilities is vital as the U.S. focuses more attention on developing an Asia-Pacific strategy amid ongoing Defense Department budget cuts. The region has been roiled by tensions due to North Korean long-range rocket and nuclear tests and maritime territorial disputes between China and its neighbors.



Japan's navy is among the world's best-equipped and best-trained, but its skills storming beaches and other amphibious capabilities have been weak since its national defense force formed in the 1950s.

Military officials say the training also will help Japan to better respond to natural disasters, like the 2011 earthquake and tsunami in which Marines were called in to rescue people from devastated coastal areas.

Largely in response to China's growing military might \_ including the acquisition of its first aircraft carrier last year \_ Japan has been buying amphibious landing craft and strengthening training for potential conflicts in or around small islands. Japan is also repositioning its troops to better monitor and defend its southern borders and sea lanes. **Source :journal Star**



A rather sad sight of all four of the Type 22 Frigates lashed together awaiting scrapping. From left to right, front to back, **HMS Chatham, Cornwall, Campbeltown & Cumberland** and below the Type 42 Destroyer **HMS Liverpool**  
**Photo's : Peter Hollands ©**



## Indonesia to develop submarine industry

The Defense Ministry says it will cooperate with the South Korean government to develop a submarine-construction industry here as a follow up to earlier knowledge transfers between the two countries. "We are now preparing the human resources and facilities," Head of the defense facilities agency at the Defense Ministry Rear. Adm. Rachmad Lubis said as quoted by tempo.co.id on Saturday.

He said the Ministry of Research and Technology was currently recruiting Indonesian participants who would participate in a technology-transfer program at Daewoo Shipbuilding and Marine Engineering in South Korea.

"In terms of preparations for the facility, the State-Owned Enterprises Ministry is currently drawing up a design of the construction of shipyard facilities," he added.

Analysts have called for enhanced defense cooperation between South Korea and Indonesia beyond military procurement to closer industrial cooperation. **Source : Jakarta Post**

## **SHIPYARD NEWS**



June 15th, first vessels being docked at the reopened synchrolift in Walvisbay.

**Photo : Ton Mulder ©**

## **Samsung Heavy wins \$3.0 bln order from Nigeria**

South Korean shipbuilder **Samsung Heavy Industries** said on Thursday it had won a \$3.0 billion order to build a giant offshore oil storage platform in Nigeria. Under the deal with an unnamed client, the shipbuilder will construct the floating platform used to store and process oil, which will begin operations in 2017, Samsung said in a statement.

The Floating Production Storage and Offloading (FPSO) platform is 330 metres (1,082 feet) long, 61 metres wide and capable of storing up to 2.3 million barrels of oil, it said. The latest deal is the most expensive globally for this type of structure, Samsung said, adding many parts of the platform will be built in Nigeria.



Samsung -- one of the world's top three shipbuilders -- has won orders worth \$7.8 billion so far this year including the latest deal, after setting an annual target of \$13 billion. **Source: AFP**

## Waigaoqiao bags first PSV order

**CSSC Group** announced that its affiliated shipyard Shanghai Waigaoqiao Shipbuilding (SWS) has received an order for 2+2 PSVs from an unnamed Singaporean owner and the order is its first ever PSV order. The vessels will be built according to the Ulstein PX121 H design which has a load capacity of 4200dwt. **CSSC Group** has been busy developing SWS Offshore to tap into the growing offshore market. **Source: Sino Ship News**

## CMA CGM mulls jumbo order at Samsung

The French Line CMA CGM will join this week's container ship order wave and commit to buying up to six further 16,000 teu container vessels.



Photo : Jan Oosterboer ©

At the occasions of the recent christenings of **CMA CGM ALEXANDER VON HUMBOLDT** at Hamburg and **CMA CGM JULES VERNE** at Marseilles, the group's founder and chief executive Jacques Saade already hinted at an imminent order and the French carrier now appears to go ahead with it.

CMA CGM will place firm orders for three 16,000 teu ships at South Korea's Samsung Heavy Industries. In addition, CMA CGM is looking at a further three ships of similar size, also to be built at Samsung. The initial trio is slated for delivery in the first half of 2015 and the additional ships would come on stream later that year.

The choice of the yard is believed to be linked to an earlier order that Hamburg's non-operating owner Claus Petter Offen placed on behalf of CMA CGM as far back as 2007.

In the second half of that year, Offen and CMA CGM jointly ordered a series of five 12,562 teu neo-panamax ships at Samsung. Offen would manage and own the first two ships of the series, financed through the then still active German KG-market, and charter them to CMA CGM on a long term basis. The remaining three ships of the series on the other hand were to be owned and managed by CMA CGM itself. While details of the arrangement have never been disclosed, it is believed that Offen would have been responsible for the planning and supervision of the entire quintet and hand units three, four and five over to CMA CGM in ready-to-sail condition.

That arrangement collapsed in the wake of the economic crisis and the subsequent slump in global trade. CMA CGM later wanted to defer the last three ships of the series for several years and at the same time upgrade the orders from 12,562 teu to 16,000 teu. Apparently though, Offen and the French Line could not reach an agreement on how to resolve the contractual construction under which the Germans were to supervise the vessels during construction.

While the charter units one and two were eventually delivered in 2011 as **CMA CGM ALASKA** and **CMA CGM NEVADA**, the remaining three ships, to be named **CMA CGM CALIFORNIA**, **CMA CGM COLORADO** and **CMA CGM MONTANA**, were never built. The three ships were never officially cancelled though and they lingered in the

CMA CGM's vessel pipeline with an uncertain status. The French Line's order at Samsung now suggests that the dispute with Offen has been settled and that CMA CGM will finally bring the three orders back from the realms of the undead. As of 2015, the ships will add to CMA CGM's Daewoo-built trio of 16,020 teu vessels. **Source : Linervision**

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Bad Economic Situation: Seen in Haifa all container gantry-cranes are off duty pointing to the sky. I have seen nothing like this except on Yom-Kipur. Maybe they cry to heaven?

**Photo : Peter Szamosi © [www.israelbed.net](http://www.israelbed.net) (includes link to Ships lastly photographed)**

## **Minister for Ports and Shipping visits Karachi Port**

Senator Kamran Michael, Federal Minister for Ports and Shipping, visited Karachi Port Trust on Friday. Accompanied by Chairman, KPT and other high functionaries of the port the Federal Minister was given a detailed tour of the maritime installations of KPT along with all the ongoing development projects KPT is undertaking. The Minister was taken round all operational berths of KPT including all the three oil piers. During the course of his inspection lasting three hours he also viewed the newly laid out breakwaters that will streamline the channels of Karachi Port. He witnessed the deepened length of the approach channel and positively commented upon the desirability of deeper access for berthing large post-panamax carriers.

He inspected the under construction Pakistan Deep Water Container Port and instructed KPT to adhere to the time frame given for its completion. He emphasised the importance of PDWCP for the benefit of maritime trade of Pakistan and declared that this project will be very fruitful for Pakistan. The advantages of PDWCP will result in increasing the trade handling capacity of sea trade of Pakistan and will bring in additional revenue. He also said that PDWCP will bring in much needed employment opportunities for the young workforce of Pakistan.

During the appraisal accorded to him of current state of operations of Karachi Port the Minister raised very pertinent queries and inquired in depth about various facets of the operational practices. Although he expressed satisfaction about the efforts KPT was engaged in but he instructed the officers and functionaries to maximise their efforts in order to expeditiously complete the development projects. He mentioned that he was not very satisfied by certain areas of port operations particularly the slow handling of goods and lack of clean working environment at the port and



impressed upon the employees to pay more attention to such matters. He said that he will keep a close eye on port matters and will effectively deal with lapses that he will observe in future. He listened to the issues raised by port workforce and issued on the spot orders for solving them. He also promised to look into the long term problems of the work force and assured their representatives that he will try utmost to find solution to them. He said that he will regularly visit Karachi Port and personally monitor all its activities. He further instructed the management to closely apprise him of all port activities so that he regularly issues appropriate instructions. **Source : The Nation**



The stern trawler **SCH 302** getting ready in the port of Scheveningen to depart to fish for the herring - **Photo : Bert Knorr (c)**

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## **BOEKBESPREKING**

**Door : Frank NEYTS**

### **Slavernij**

Onlangs verscheen bij Walburg Pers '**Slavernij. Een geschiedenis**'. Dirk J. Tang tekende als auteur. Hoe kan het dat de Republiek der Zeven Verenigde Nederlanden, die zo hartstochtelijk vecht tegen de Spaanse overheersing en voor de vrijheid, mee gaat doen aan de internationale slavenhandel? Hoe sussen kooplieden, huisvrouwen en dominees hun geweten tijdens de kerkdienst op zondag? Was Nederland de grootste en wreedste slavenhandelaar van het westelijk halfmond? Hebben wij onze prachtige Gouden Eeuw te danken aan de gekromde ruggen van miljoenen Afrikaanse slaven? Het zijn vragen die in talloze variaties worden gesteld wanneer het Nederlandse slavernijverleden ter sprake komt. De auteur beschrijft de lange wordingsgeschiedenis van slavernij en slavenhandel. Wat het betekent voor mensen die tot slaaf worden gemaakt en alles van waarde verliezen. Hoe en wanneer inwoners van de Republiek deel gaan uitmaken van een handelssysteem dat op perfide wijze winstmaximalisatie nastreeft. Hoe het alledaagse leven er in Nederlands grootste slavenkolonie, Suriname, uit ziet. Waarom trotse Afrikanen in opstand komen tegen uitbuiting en vernedering. Dat sommige mensen rijk worden en velen niet. Hoe de slavernij en de slavenhandel uiteindelijk moeizaam en langzaam verdwijnt uit Nederland en de Nederlandse koloniën. De tekst is geschreven voor een breed publiek, fraai geïllustreerd en voorzien van een beredeneerde bibliografie, die uitnodigt tot verdere verdieping.

**"Slavernij"** (ISBN 978-90-5730-905-2) telt 239 pagina's en werd als hardback uitgegeven, en kost 34.50 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD

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## **.... PHOTO OF THE DAY ....**



The **SVITZER HORMUZ** assisting the **INCE ANKARA** upon arrival at the Vale terminal in the port of Sohar (Oman)  
Photo : Rik van Marle ©

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