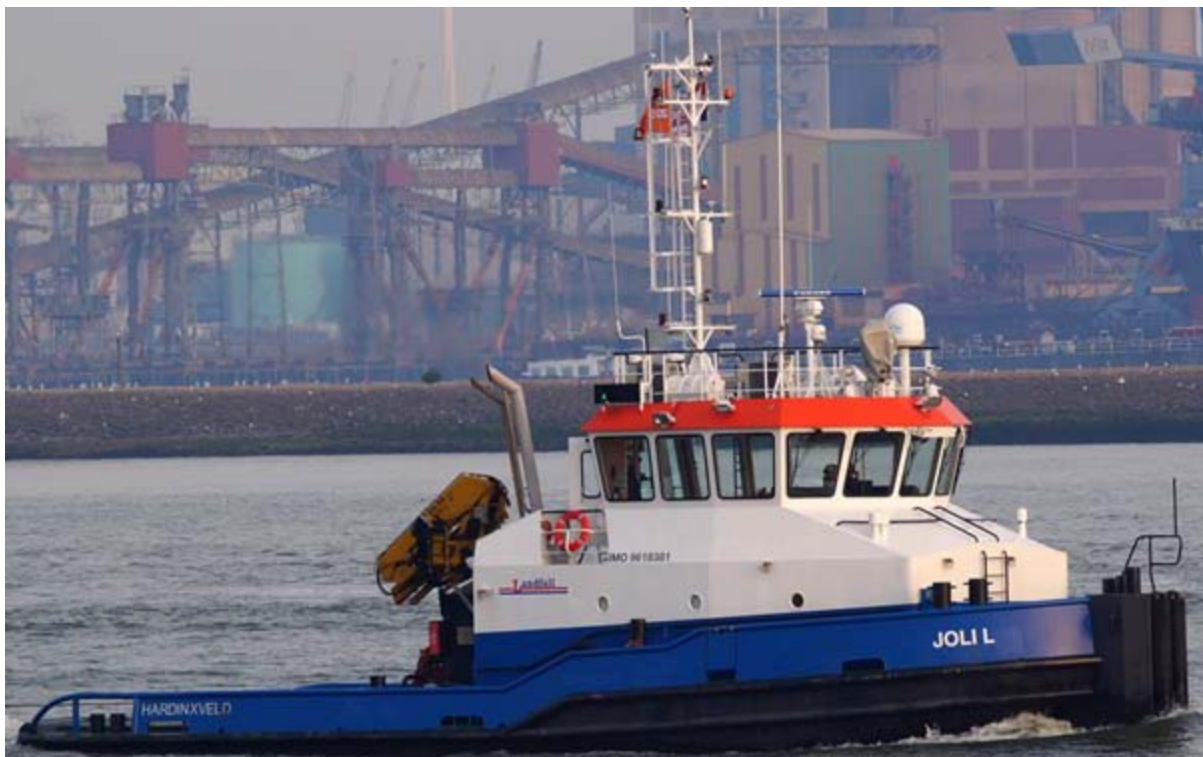




Number 172 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 21-06-2013**

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

The advertisement features a large blue and red offshore supply vessel, the Dockwise Vanguard, floating on the water. The text "DOCKWISE VANGUARD" is prominently displayed in large blue letters. Below it, "117,000 dwt offshore dry-docking capacity" is written in white. At the bottom, the slogan "REALIZING THE INCONCEIVABLE" is in white, followed by the website "www.dockwise.com" and the Dockwise logo, which consists of an orange circle with a white stylized 'D' inside. The word "DOCKWISE" is written in blue below the logo.



Landfall's JOLI L outbound from Rotterdam – Photo : Kees Torn (c)

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Research vessel "**DISCOVERY**" in the harbour of Vigo, Spain. In the background the **JR Shipping** owned **ELITE**.

Photo : Geerhard Janse (c)

Huisman introduces new series of large offshore cranes

Huisman, the worldwide specialist in lifting, drilling and subsea solutions, recently introduced a new series of large offshore cranes. The new series include cranes with lifting capacities ranging up to 900mt and have been developed to meet the increasing demands of the offshore construction and subsea market. Multiple unique features have been incorporated in the design, which makes these sophisticated cranes suitable for operations in ultra-deep water but also in harsh marine environments. Two orders for the new cranes have been received already.

The new offshore crane series have been based on the successful 200/400mt Offshore Mast Crane of which 15 pieces have been sold so far. The series include the following new cranes; a 300mt/600mt AHC Subsea Crane and a 450mt/900mt AHC Subsea Crane.



The main hoist of the new cranes will be outfitted with either a 300mt or 450mt traction winch. A storage winch will be placed in the hold of the vessel to keep the center of gravity as low as possible. This winch can either store 200mt, 400mt or 600mt of wire rope. The wire rope can be reeved into two falls to achieve the maximum capacity. "Our intensive research and the operational feedback from our clients have convinced us not to use single fall for these cranes. Besides the

obvious handling problems with very large diameter wire ropes, the short life span results in tremendous operational expenditures for the operator" says Sales Manager Gerben Roks. For this reason, Huisman has developed a patented anti-twist device to mitigate the risk of the twisting of lower block and wire rope ('cabling') during subsea lifts in double fall configuration.

Heave compensation on the main hoist is achieved by using a combined active and passive system. The passive part allows for a significant increase in the weather window since it reduces the dynamic loading on the crane during splash zone lifts up to 50%. Further, it includes built-in redundancy since the passive system is fail-safe. The active part allows for an excellent active heave compensation performance at a low power consumption. This type of AHC system also largely mitigates the wear and tear on the wire rope compared to traditional AHC systems since there is no drum crushing or wire rope cut-ins on the winch and the number of sheaves is minimized. Further all sheaves have a diameter ratio of 25 compared to the wire rope.

The first order was received from the VARD (former STX OSV) shipyard in Norway. The 900 metric ton AHC subsea crane will be installed on a 161m offshore subsea construction vessel (OSCV) for the Norwegian Owner DOF Subsea. The second crane, a 600 metric ton AHC subsea crane, will be installed on a new 160m DP3 Heavy Construction and Flexible Pipelay Vessel for Subsea 7. The vessel will be built by the Korean shipyard [Hyundai Heavy Industries Co. Ltd.](#) (HHI).

Mitsui to send tugs to salvage MOL COMFORT

Two days after the accident of the 8,450 teu container vessel [MOL COMFORT](#), the vessel owner and operator, Mitsui O.S.K. Lines (MOL), has provided some updates on the situation. The Japanese carrier confirmed that the vessel has entirely broken in half and that the fore and aft hull parts are drifting separately in the Arabian Sea. MOL added that, contrary to some speculative press reports, there was so far no evidence for a major oil spill nor for a fire onboard the [MOL COMFORT](#). MOL has arranged a patrol boat which has already departed from Jebel Ali, U.A.E. to monitor the state of the vessel and the cargo for the preparation of tow operations. The boat is expected to arrive at the ocean site on Saturday. In parallel, MOL is arranging tug boats to take the two halves of the ship in tow. The carrier stated that the two pieces of the ship appear relatively 'intact' and continue to float in a 'stable' manner despite the adverse weather conditions. Thus chances are good that, if towing operations are successful, most of the cargo that the [MOL COMFORT](#) carried will be salvaged at one point. MOL however did not yet comment on details of the planned salvage operation - presumably since the operation as such is presently at planning stage only. In addition, MOL has started

investigating the cause of the incident jointly with the vessel's shipbuilder. The carrier also confirmed earlier reports that all crew members of the **MOL COMFORT** were safely rescued. Source : Linervision



Risk Intelligence launches Advisory Board



Risk Intelligence is joined by six experienced leaders in the maritime industry, who will serve as the company's board of advisors. The board is led by the former fleet commander of the Royal Navy, Admiral Sir James Burnell-Nugent. The board held its first meeting in London on 11 June 2013.

"The six members bring a staggering amount of experience into the board, from navies, shipping companies, offshore, oil and gas, and classification societies. We are very grateful that they have accepted to join us", says Hans Tino Hansen, CEO of Risk Intelligence.

Risk Intelligence has set up the advisory board to strengthen the strategic outlook and develop the company.

"This is a great opportunity to strengthen the strategic development of Risk Intelligence. This advisory board brings together fresh input and senior cross-sector experience. We are all very pleased with the contribution of the board that has been assembled", says Sir James Burnell-Nugent.

The board consists of the following members:

- **Admiral Sir James Burnell-Nugent**, former Commander-in-Chief Fleet, Royal Navy - Chairman
- **Vice Admiral Kevin Cosgriff**, (Rtd), US Navy, former Commander NAVCENT
- **Rear Admiral Torben Orting Jorgensen**, (Rtd), Royal Danish Navy, General Manager, Maersk Broker
- **Rear Admiral Pieter Kok**, (Rtd), former commander Dutch Surface Fleet, Royal Netherlands Navy
- **Captain (N) Thomas Weik**, (Rtd), US Navy, former Senior Surveyor, Det Norske Veritas (DNV)
- **Captain David Cotterell**, Managing Director, OCIMF

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The **SOLL TENGIZ** moored in Klaipėda – Photo : Marcel Coster ©

Ship owners lower newbuilding appetite last week, but still appetite is strong

It's been a slightly more subdued week in the newbuilding market during the past few days, with lower levels of activity than the one seen over the past few weeks, according to shipbroker Clarkson Hellas. In its latest report it said that still, reported orders have very much been focused on the same sectors that have seen notable levels of ordering so far this year, namely the Ultramax sector in dry and MR product tankers in wet. "As we move closer towards the second half of 2013 it will be particularly interesting to see whether demand for newbuildings continues to maintain the pace set over the past six months.

In the container market, it is understood that Asiatic Lloyd Shipping have taken over and declared the third and fourth optional vessels in a series of 8,800 TEU container carriers at Hyundai Samho, the original vessels having been ordered by Clients of International Maritime Enterprises. Delivery of both declared options is due for 2015.

In other sectors, JMU have taken an order for two firm 12,000 DWT general cargo steel carriers from China Steel Express Corp., with both vessels for delivery in 2015 and believed to be priced at USD 13.65 Mill each. Finally, Jahre Marine have placed an order for one firm plus one option 6,200 CBM LNG bunkering vessels at AVIC Dingheng. Pricing per vessels is in the region USD 35 Mill with delivery in 2015", Clarkson Hellas said.

In a separate report, Piraeus-based shipbroker Golden Destiny stated that in the newbuilding market, investors' appetite eased but remains high with strong business for bulk carriers. "Ordering activity in the tanker and container segments recorded declines from previous week, 33% and 82% respectively, in contrast with 33% and 50% weekly increase in the volume of new orders for bulk carriers and special projects. In the bulk carrier segment, 16 new orders reported, 2 for capesizes, 4 for kamsarmaxes, 10 for ultramaxs and 2 small handysize steel carriers. Chinese yards won 10 of 16 new orders and Japanese 4 new orders. South Korean yards made strong their presence this week in the construction of more specialized vessels by winning a LNG floating storage regasification unit, 2 post panamax boxships, a drillship and FPSO vessel", Golden Destiny said.

According to the report, "overall, the week closed with 33 fresh orders reported worldwide at a total deadweight of 1,834,400 tons, posting 55% week-on-week decline from previous week, with bulk carriers holding 49% share of the total volume of new orders, tankers 12%, containers 12% and special projects 18%. This week's total newbuilding business is down 5.7% from similar week's closing in 2012, when 35 fresh orders had been reported, 3 bulkers, 5 containers, 5 liners, 4 passenger/cruises and 18 special projects. In terms of invested capital, the total amount of money invested is estimated in region of more than \$4,4 bn with 18 newbuilding contracts reported at an undisclosed contract price. A hefty amount of money is invested in the offshore segment with an invested capital of more than

\$3,55bn for 6 new orders due to the construction of a high valued FPSO for about \$3bn. Gas tankers follow with an invested capital of about \$335mil for 2 new orders with the construction of a LNG floating storage regasification unit for about \$300mil", the shipbroker said.

It added that "in the bulk carrier segment, Taiwan's China Steel Express its subsidiary CSE Transport placed orders for two 209,000dwt capesizes and two 12,000dwt steel carriers at Japan Marine United. The newbuilding cost will be \$55,5mil for each capesize and \$13,65mil for each steel carrier with delivery from the second half of 2015. In the kamsarmax segment, Global Marine Investment of Greece ordered two 82,000dwt vessels at Jiangsu New Yangzijiang Shipyard of China for about \$27mil each with delivery in 2015, including an option for two more. In addition, Wisdom Marine Lines of Taiwan ordered two 81,600dwt bulkers at Tsuneishi Zhoushan for about \$27,75mil each with delivery in 2015. In the ultramax segment, Chinese Baoyuan International ordered two eco-friendly 64,000dwt bulkers at CSSC Chengxi Shipyard with delivery in 2015-2016. Furthermore, Chinese Wah Kwong Maritime Transport ordered four eco-friendly 64,000dwt bulkers at the same yard with delivery in 2015. In last, Italian shipowner Coeclerici and d'Amico Società di Navigazione have formed a joint venture, DACC Maritime, registered in Dublin, which has ordered two 60,000dwt vessels from Japanese shipbuilder Oshima with delivery in the second half of 2015. The order includes two options declarable by next September and delivery scheduled for 2016. In the tanker segment, Alterna Capital Partners of USA ordered four 50,000dwt vessels at Hyundai Mipo Dockyard of South Korea for an undisclosed contract price", it concluded. **Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide**



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Due to large bush fires in Indonesia there is at present Thick Haze in Singapore (PSI Level - 160 : unhealthy) Visibility in the area is approx. 0.9NM above seen the entrance of Benoi Basin towards the POSH-Semco Base.

Photo : Capt. Capt S.Hardy - Master of MV Salvern (c)

Robbery at sea of cargo ship being investigated, unsure if pirates involved, say police

The police have classified the robbing of several crew members on board a cargo ship offshore near Miri on Monday as a case of robbery at sea. Miri police chief Asst Comm Mun Kock Keong said whether or not the incident was the work of pirates or just local robbers is being investigated by the maritime authorities. "The crew have lodged an official police report on the incident. We have referred the case to the maritime enforcement agency since it is a case of robbery that happened at sea.

"Whether or not pirates are involved are being investigated," he said when asked about the incident where three crew members were said to be injured during a scuffle with a group of masked men who boarded the ship while it was on its way from the Kuala Baram port to Bintulu.

It was said that the masked men boarded the ship in the dark of the night and robbed the crew members of cash and personal items like handphones. It was suspected that the robberies were the work of locals and not pirates from other places as there are no nearby islands where pirates can hide out. The nearest island from Miri is Labuan, which is well-patrolled by security forces.

ACP Mun said there were no fatalities in the Monday incident and victims had already given statements to the police.

Source : The Star



The Malta flagged **FEDERAL MATTAWA** , heads into Halifax Harbour

Photo : René Serrao Portuguese Cove, NS (c)

18 Vietnamese crew held as ship hits Philippine reef



Eighteen Vietnamese crew members of a cargo ship have been detained after it ploughed into a coral reef in the central Philippines, the coastguard said Tuesday. The **UNICORN LOGGER**, a Panama-flagged freighter, ran aground at a protected marine sanctuary off the tiny island of Sambawan on Friday, coastguard spokesman Armand Balilo said.

"The crew are detained aboard their

vessel as the damage to the reef is assessed," he told AFP. The ship was carrying logs from Malaysia to Japan when it hit the reef, Balilo added. A central Philippines coastguard spokesman, Ensign Jamaal Acheron, told AFP the ship will be towed for repairs to a shipyard in the central port of Cebu once the extent of the damage on the vessel is determined. It was the latest in a series of maritime incidents at protected Philippine reefs this year. A US Navy minesweeper ran aground at Tubbataha Reef, a World Heritage-listed marine sanctuary in the southern Philippines in January, leading to fines for reef damage and the dismantling of the ship. A Chinese fishing vessel also ran aground at Tubbataha in April, causing even more damage. The crew were arrested and charged for damaging the reef as well as for carrying endangered mammals. **Source : New Strait Times**

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Wood chips carrier **GLORIOUS SAKURA** inbound Rotterdam - **Photo : Monique Davis-Mulder. (c)**

Boskalis and VolkerWessels combine forces in cable installation field

Royal Boskalis Westminster N.V. (Boskalis) and **Royal Volker Wessels Stevin N.V. (VolkerWessels)** have signed a Letter of Intent to set up a joint venture combining their forces in the field of cable installation. Boskalis and VolkerWessels will each hold a 50% stake in Visser & Smit Marine Contracting Holding B.V. (currently a 100% subsidiary of VolkerWessels), which will continue its activities under the name VSMC, said in the company's press release.

The two companies see opportunities for strengthening their proposition in the market for offshore cable installation works, with the joint venture primarily focusing on the installation of offshore power cables, for example for wind farms (both infield and export cables). Boskalis and VSMC already work together on a project basis. Given the well-filled order book and the possibilities for pooling knowledge and equipment, the two companies are enthusiastic about the collaboration.



The **STEMAT SPIRIT** outbound from Rotterdam – Photo : Kees van der Kraan (c)

Through this cooperation VSMC will have access to two cable-laying vessels, the **Stemat Spirit** and the **Ndurance**. The **Ndurance** will be delivered in the course of this year. These vessels are fitted with DP class 2 equipment with a cable turntable capacity of around 5,000 tonnes and are wholly owned by the two parent companies. Boskalis and VSMC have already recently worked together on developing the Trenchformer, a multi-purpose cable trencher capable of dealing with many different types of soil and cables. The trencher is able to bury cables in water depths of up to 400 meters. As well as working alongside a cable-laying vessel the Trenchformer can also be deployed as an independent spread. An extensive testing program is currently underway in the Maasvlakte industrial area and the Moerdijk, after which the Trenchformer will be deployed on projects from the summer.

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Liebherr delivers heavy lift offshore crane for new installation vessel “Vidar”



In June, components weighing up to 420 tonnes each for Liebherr's new heavy lift offshore crane CAL 45000-1200 Litronic® were loaded from Liebherr MCCtec Rostock GmbH onto two ships in the port of Rostock. These components were subsequently transported to the Crist shipyard in the Polish town of Gdynia. There, the crane is currently being assembled on the VIDAR, an installation vessel belonging to Hochtief Solutions. After completion of assembly works later this year the crane will be used for the installation of offshore wind power stations.



The CAL 45000-1200 Litronic® achieves a maximum lifting capacity of 1,200 t at a maximum working radius of 27.5 m. The boom length is 108 m and the dead weight of the crane is 1,500 t. Another fascinating feature is the lifting height of over 120 m above deck. The slewing ring of the heavy lift crane has an outer diameter of 13 m.

Designed as “crane around the leg”

A specification of the CAL 45000-1200 Litronic® is its design as “crane around the leg” (CAL). It is able to rotate 360° around one of the four jack-up legs of the vessel. The new crane is Liebherr's second heavy lift offshore crane that has been built according to this design after last year's delivery of a CAL 64000-1500 Litronic® to the vessel “Innovation”, belonging to HGO.

The assembly of the crane is closely coordinated with the completion of the jack-up vessel as the crane must be positioned before the vessel leg. Thanks to its special design it can be positioned in a space saving way, despite its enormous size. It thus requires a relatively small obstruction area of only 12 m.

The special twin-boom design means that two booms run parallel to each other at a distance of 14 m, thus allowing the boom to be parked over one of the vessel's front legs. This solution prevents the crane from obstructing free space on deck which can then be used for loading the vessel.

Ease of operation

The combination of slewing bearing, slewing gear, winches and the Litronic® control system, all manufactured by Liebherr, enables exact positioning and safe moving of the loads while reducing fuel consumption. Together with the powerful 4,000 kW electro-hydraulic drive this provides optimum control in all operating conditions. Moreover, in the crane's development stage special attention was paid to ease of maintenance.

Thanks to the CAL 45000-1200 Litronic®, Hochtief Solutions expects to reduce set-up and maintenance times for offshore wind power stations of the newest generation. It will thus contribute to increased productivity.

Range of maritime offshore cranes

With the **CAL 45000-1200 Litronic® crane**, **Liebherr** once again meets the increasing demand for high performing heavy lift offshore cranes and underpins its position as world market leader in this segment. Liebherr's current heavy lift offshore crane series consists of machine types with lifting capacities from 300 t to 3,000 t.



The **"VALENCIA BRIDGE"** passing the Panama Canal on her way to Colón at the Gamboa rain forest area.

Photo : Cees (C.j.w) De Vries ©

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Tug boat catches fire in Norfolk shipyard's dry dock

A tug boat in dry dock caught fire early Tuesday morning at **Colonna's Shipyard** in Norfolk. Firefighters say the fire was aggressive and their job was complicated by the fact that the ship was in dry dock, forcing them to run about 1,000 feet of hose to the nearest fire hydrant to find water. Fire officials say the blaze started in the ship's galley after contractors were doing work with a cutting torch. Crewmembers aboard the Moorehead City-based ocean-going tug tried to put out the fire, but were forced back by heavy smoke. The fire was brought under control at 2am. No one was hurt, and there is no work on the amount of damage yet. **Source : WTKR**

NAVY NEWS



FGS HAMBURG leaves Grand Harbour, Malta – Photo: Malta Maritime Pilot Anthony Chetcuti ©

Submarine close to surfacing again

In less than three weeks the refurbished hull of a Second World War era submarine will be revealed for all to see.

Piece by piece the scaffolding surrounding **HMS Alliance** at the Royal Navy Submarine Museum, in Gosport, is being taken down. The final section is due to be removed early next month. It will be a major milestone in a project that has already seen many. Sitting atop her home on a concrete cofferdam, she will, for the first time in decades, be looking her best. A gleaming black finish – itself painted on top of anti-corrosive paint and a holding coat – will mask the major work embarked upon in October 2011 to restore her. Alliance had suffered such corrosion that huge parts of her were damaged so badly they had to be replaced, rather than repaired.

Bob Mealings is the curator at the museum and calls sections of the submarine, which is not yet finished, 'a real work of art.' But he added if this project had not been started, the 'irreplaceable' submarine would have been lost to the public. 'Eventually I think she would have been in such a poor state you couldn't have opened her to the public,' he says.

'She would have become a health and safety hazard to people surrounding the submarine because bits were dropping off. 'And also she would have been an environmental hazard because the rust and the paint coatings, all of which are not supposed to be in the water, gradually dropping off and contaminating the sea around us. 'And she is the only surviving Second World War submarine – she's irreplaceable. 'It would have been a major loss for UK maritime heritage, for naval heritage and indeed for Gosport, as the town that is essentially the historical home of the British submarine service.'

She is also a memorial to the 5,300 British submariners who have lost their lives in service. At the end of £6.7m project in March 2014, Alliance will have been bought another 60 years. To get to that stage, the restoration so far has been nothing if not extensive. Around 40 tonnes of new steel has been put into the boat to replace parts that were beyond repair. Bob adds: 'The restoration itself has included absolutely everything.

'Down at the bow, by the bow's keel, we've had to restore from the bottom of the keel all the way up and all the way down.' All of that has been blasted back and repainted and a lot of welding repair work carried out.

'The bow is a very good example of the challenge of producing a really good restoration in terms of the quality of workmanship. 'To actually roll steel plate and weld it in that [compound curve] shape is a real work of art, it's real craftsmanship.' The work has been guided by the 1945 original build drawings, supplied to the museum by BAE Systems at Barrow-in-Furness. But that has not made it plain sailing for Portsmouth-based firm ML UK which has carried out the work. Getting access to certain parts has been difficult. That included the ballast tanks, which could only be accessed by cutting through the hull. 'There are dozens of ballast tanks aboard Alliance,' says Bob. 'Every one of them has had to be opened up, blasted and repainted in order to preserve the interior. 'The shot blasters have had to go in there and blast all the rust away, the painters have had to go in there and paint.



'Some of the work in the confined spaces has been challenging. 'It's in the nature of the way submarines are constructed, they're not the easiest thing to work on and maintain. 'There's so much machinery crammed into confined spaces. 'Simply obtaining access to various parts of the submarine has been one of the challenges of the project.'

A major consideration during the restoration work has been safeguarding against any future corrosion. And that has meant protecting the boat, which is on the

historic ship's register, against birds. The A-Class's casing has more than 100 distinctive free-flood holes. But each one of them is now covered with mesh to stop it becoming an aviary.

Bob said: 'A lot of the superstructure of a submarine is free-flood, so when it dives, water floods into these spaces, which is obviously meant to happen. 'The problem with a preserved historic submarines is that birds like to go in there and nest. 'Every one of these free-flood holes, and they're all over the hull of the submarine, has to be meshed over.

'It's a shame because it's a very distinctive feature of a Second World War submarine to have all these holes but a bit fatal when you're trying to protect it.' 'Birds contaminate the boat with their guano but they also make it unhygienic to work on. 'At the height of the problem there were probably 200 birds nesting or associated with the boat.

'Now we're down to a handful of stragglers.' Instead, regular groups of visitors can be found aboard, being shown Found by one of the museum's many volunteers.

When the programme of work is completed, visitors can see what it was like for 65 crew and six officers that used to be on board. A state-of-the-art sound and lighting system will bring the boat to life. She is open for visitors now and museum staff are keen to share their enthusiasm for her with others.

JUST as museum staff want the submarine to be open to the public, so is the restoration work itself. An army – or crew – of volunteers has been taken on to help with the work. Roy Furse, a former member of the Fleet Air Arm, is a conservation volunteer. The 67-year-old, from Seaford Road, in Portsmouth, will be working on bringing some of the electronic equipment back to life. He was busy in a workshop at the museum when he spoke to The News.

He said: 'I've been working on the submarine.

'I'll be working on the electronics, which is quite exciting, trying to get some of it working again for lights and visual effects. 'I worked at IBM for 28 years in project management and needed something really different and this is it.

'It's keeping the past alive, and people not involved with the sea can come and see what it was all about years and years ago.' Mr Furse has been volunteering on the project for three months. Volunteers are given initial training but are given space to fit into the project. Curator Bob Mealings added that the museum hopes the volunteers involved will stay for the long term to help with the upkeep of the fully-restored vessel.

He said: 'We'd like people around to help us maintain the submarine in the long term. 'There are all sorts of projects on board the boat, which we won't get a chance to sort out before March next year when we relaunch.'

To volunteer on the project, call (023) 9251 0354, extension 231.

Fundraising events

EVEN after getting £3.4m from the Heritage Lottery Fund, refurbishing a submarine is a costly business. Bosses need around a further £200,000 to hit the project's target. Those behind the £6.7m project run fundraising events to bring in more cash to pay for the work. And this week a travelling speaker, with the stage name of Eric, will be talking at the museum to help bring in the cash. Fresh from a world tour, which included Australia, London and Leicester, the former submariner will talk about the secret world of submarines. Tickets cost £10 for the show on Thursday at the museum.

Then on Thursday, July 18 from 7pm to 9pm, the museum's own archivist will give a talk. George Malcolmson will give his talk, Donald's Navy 1900 - 1945, about the seaside artist Donald McGill. And on Thursday, September 12 a dinner aboard HMS Victory will raise cash for the ongoing restoration. Diners are invited to enjoy fine dining and fine wines on

Admiral Lord Nelson's Lower Gun Deck in aid of the restoration appeal. The night will be in full naval tradition style and will end with a prize auction. All tickets can be bought online at supportusalliance.co.uk or by calling (023) 9254 5036.

To support the cause further, become a friend of the museum on www.rnsubmusfriends.org.uk Source : The News



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More arms deal allegations surface

Tony Yengeni, former chairman of Parliament's Joint Standing Committee on Defence, apparently signed a R6 million kickback deal with a German company involved in a sale of frigates as part of the Arms Deal according to the Mail & Guardian.

This is yet another allegation to surface in the weeks running up to public hearings by Judge Willie Seriti's Arms Procurement Commission at the beginning of August. According to the weekly, German detectives found a copy of the agreement when they raided ThyssenKrupp offices. ThyssenKrupp, according to the paper, led the consortium that sold four corvettes, later re-classed as frigates, to South Africa.

Yengeni refused to confirm or deny the allegation. He told the paper "I've got nothing to say on all you're saying".

"The latest allegation significantly adds to evidence that the main contracts in the controversial arms deal were tainted by corruption, contradicting a 2001 finding by the multi-agency joint investigation team that sub-contracts, at most, were affected.

"Bribery is grounds for cancelling the multibillion-rand contracts for trainer and fighter jets, corvettes, submarines and helicopters government entered into at the turn of the century," the weekly reported.

The government, perhaps fearful of the international repercussions, has resisted such a conclusion. But Judge Willie Seriti's arms procurement commission, which starts public hearings in August, will face a barrage of new evidence to that effect according to the Mail & Guardian.

German investigators raided ThyssenKrupp's Düsseldorf headquarters in 2006 after tax authorities became suspicious of payments made in the course of the South African arms deal. AmaBhungane, the paper's investigative unit, said it has seen correspondence in which detectives involved in the investigation discuss some of the evidence found.

Among the gems in the haul was an agreement allegedly signed by Yengeni and Christoph Hoenings, an executive of Thyssen Rheinstahl Technik, a ThyssenKrupp predecessor company.

Hoenings was a key protagonist in the Thyssen-led German Frigate Consortium's campaign to sell the corvettes to South Africa. Allegedly concluded when Hoenings visited South Africa in September 1995, the agreement promised Yengeni 2,5 million deutschmark (R6million then) on conclusion of the campaign to sell the corvettes to South Africa.

Hoenings, who has since left Thyssen, refused to comment, saying from Düsseldorf: "I do not speak to the press, please understand this, thank you."

The Seriti commission had originally planned to start its first round of public hearings into allegations of bribery, corruption and other improprieties during the course of South Africa acquiring fighter jets, led-in fighter trainers, light utility helicopters, maritime helicopters, diesel-electric submarines and stealth frigates in March. This was postponed because of what Commission spokesman William Baloyi called "the increasing amount of documentation that has to be analysed by Commission evidence leaders". Source : DefenceWeb

SHIPYARD NEWS



FIRST STEEL CUT FOR ROLLDOCK STORM



On 17th June 2013 the steel cutting of the second Rolldock new building **m/v ROLLDOCK STORM** at **FSG Shipyard** in Flensburg (FSG 759) has started. **ROLLDOCK STORM** is a sister vessel of the **ROLLDOCK STAR** (FSG 758) and both vessels are semi-submersible heavy lift ro-ro vessels. Delivery of the vessel is expected in march 2014.

BAE Systems delivers final block of new U.K. carrier HMS Queen Elizabeth

The final section of **HMS Queen Elizabeth**, the first of two new aircraft carriers being built for the U.K. Royal Navy, has left BAE Systems' shipyard at Scotstoun, Glasgow to embark on a 600 mile journey to Rosyth, Scotland, where assembly is taking place, the BAE System's news release said.

The Aft Island, also known as Upper Block 14, is the air traffic control tower of the ship and the centre of all flight operations. Travelling around the north coast of Scotland, the block is scheduled to arrive into Rosyth on Thursday 20 June. Once the island has arrived all sections of the first of class **HMS Queen Elizabeth** will have been delivered.

Weighing 750 tonnes, the Aft Island was carried onto a sea-going barge on 11 June. Preparations were then made over five days to secure the structure to the barge ahead of her departure from Scotstoun for the delivery voyage. On

arrival in Rosyth the island will be lifted onto the flight deck of HMS Queen Elizabeth by the giant **Goliath Crane**. The aircraft carriers, **HMS Queen Elizabeth** and **HMS Prince of Wales**, are being delivered by the Aircraft Carrier Alliance, a partnering relationship between BAE Systems, Thales U.K., Babcock and the U.K. Ministry of Defense.



Outbound on the Clyde last weekend was the tug **KEVERNE** towing the barge **VT WOOLSTON** with a deck cargo for the **QE2** carrier being built at Rosyth. The Svitzer tug **ANGLEGARTH** assisted the transport down the channel to the open sea. **Photo : Tommy Bryceland, SCOTLAND (c)**

The carrier is being built from nine blocks built in six U.K shipyards; BAE Systems Surface Ships in Glasgow, Babcock at Appledore, Babcock at Rosyth, A&P Tyne in Hebburn, BAE at Portsmouth and Cammell Laird (flight decks) at Birkenhead. **Source : PortNews**

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Port of Rotterdam positive about recommendations of Dutch Safety Board

The Port of Rotterdam Authority and Deltalinqs are positive about the recommendations which the Dutch Safety Board has made following the incidents at Odfjell Terminals Rotterdam. Rightly so, the Board states that companies are primarily responsible for their own safety, it emphasises the supply chain responsibility of the chemical industries and argues in favour of a system of integrated regional permit issuing, supervision and enforcement with the possibility of the state secretary intervening, if necessary, said in the company's press release. Deltalinqs and the Port Authority believe it is a good thing that the Dutch Safety Board carried out a thorough investigation into the safety of Odfjell Terminals Rotterdam over the past few years. Both organisations subscribe to the report's conclusions and recommendations. Firstly, Deltalinqs and the Port Authority agree that companies themselves are responsible for the safety conditions on their business premises. The second recommendation concerns the theme of supply chain

responsibility. Both parties endorse the importance of this and believe that the business community and the trade associations in particular need to flesh this out in more detail. Parties must provide greater transparency regarding responsibilities in the supply chain.

The recommendations on transparency and BRZO (Major Accidents Risks Decree) supervision and enforcement tie in with the principle that the public has a right to clear information on the safety of businesses in their vicinity and that businesses have a right to clear supervision and enforcement. The latter can best be achieved with a BRZO-RUD (Regional Implementation Service), in which not only the environmental department, but also the safety region or fire service and the Social Affairs and Employment Inspectorate have a place and work together proactively. By combining this with the possibility of intervention by the state secretary for Infrastructure and the Environment, we will get the best of both worlds.

Hans Smits, Chief Executive of the Port of Rotterdam Authority: "The inspection services must know exactly what the companies are up to. They should be established in the region, so that they are really up to date on what's going on. They must be able to carry out unannounced, joint inspections in the region and have the authority to take all relevant decisions. By at the same time giving the state secretary the authority to issue a designation order, he or she can intervene at any moment. This authority can easily be embodied in a covenant."

Steven Lak, President of Deltalinqs: "Rotterdam's business community wants to lead the way when it comes to safety. At 'Deltalinqs University', companies share knowledge and experience. This means that we can learn from each other how to improve and companies which perform less well or do not work with others on the safety culture in our port area will come under pressure. This pressure is a good thing. It also helps, if we regularly share the experience and findings of the inspections with each other."



The **CMA CGM JULES VERNE** moored in Rotterdam during her Maiden call

Photo : Frans Sanderse (c)

Greece Mulls Speeding Up Main Port Sale

Greece is considering speeding up the sale of the country's principal port as well as other assets as it scrambles to plug a giant hole in its sputtering privatization program, the head of the country's privatization agency said.

In an interview with The Wall Street Journal, Stelios Stavridis said the sale of the government's 74% stake in the Port of Piraeus SA, tentatively planned for 2014, could be brought forward to this year, and could also include a 30- to 40-year management concession.

Such a deal could potentially help cover a large part of the estimated 1 billion euros (\$1.34 billion) shortfall in revenue meant to be raised this year by sales of state assets under the terms of Greece's international bailout. Combined with the possible sale of Greece's national railroad, it also could potentially draw strong interest from Chinese investors, who have already invested in the container-terminal operations at the port, known as OLP. The port "is a mature option, the Chinese investors already have presence there and recently Prime Minister Antonis Samaras made a visit in China," said Mr. Stavridis, chairman of the Hellenic Republic Asset Development Fund. "We have several different

options; by the end of next month we will have completed our decision." He didn't name any specific potential investors from China. In 2009, the Chinese port operator Cosco signed a 35-year 500 million EUR500 concession to manage the container terminal at the port. According to Greek officials it has signaled an interest in expanding its operations there. Greece's ambitious but long-delayed privatization program stumbled badly last week, when the country failed to attract a single bid for the sale of its natural-gas company DEPA.

The Russian giant OAO Gazprom withdrew a preliminary offer, setting back the country's efforts to raise billions of euros to help pay down a mountain of debt.

Greek officials blamed the European Commission, one of the three agencies overseeing the country's progress in meeting its bailout terms, for derailing the deal amid concerns about Moscow's already tight grip on the European gas market. The commission has denied any involvement. Since its first bailout loan in May 2010, Greece has consistently failed to meet its privatization targets, initially set at EUR50 billion by the end of the decade. It is now aiming to raise ?11.1 billion by the end of 2016, EUR25 billion by 2020 and EUR50 billion over an unspecified period.

This year, Greece hopes to raise some EUR2.6 billion, about half of which would have come from the sale of Depa and its sister company, the gas-grid operator Desfa. To date, the government has raised roughly EUR900 million, thanks largely to the pending sale of the gambling monopoly OPAP SA for EUR650 million. But that deal has yet to close because of disputes between the private consortium that won the bidding and the company's management.

Under the terms of the bailout, any failure to meet the targets means that Greece would have to enact additional austerity measures to cover some of the shortfall, something the government says it is unwilling to do. It also could force management changes at the privatization agency.

The government has said it would relaunch Depa's sale but this may not be completed in time for the country to meet this year's revenue target. Mr. Stavridis said it could take a year and a half before the fresh tender is completed.

Other privatizations that could be moved forward, according to Mr. Stavridis, include the main port in northern Greece, in Thessaloniki; a remaining 6% stake the state owns in Hellenic Telecommunications Organization SA; and its roughly one third stake in the country's biggest oil refiner, Hellenic Petroleum.

Depa "will be relaunched as soon as we know how to do it and we are certain there is market interest," he said. "It wasn't a failure, it was because of market conditions and that is not our fault. "But there are alternatives we can speed up, other things that we can go much faster on," he added. "With the port of Piraeus we can go much faster, with the port of Thessaloniki we can go faster, with the railroad system, we can go faster."

Amid the challenges, there is one silver lining. A bid for Desfa of around ?400 million by Azerbaijan's state-run oil company Socar is on track, although there were still talks about the final terms. "Desfa is looking good," he said. "By the end of the week, or even earlier, we will have results." "If we complete DESFA, which we are optimistic about, the whole dynamic of DEPA will change," Mr. Stavridis said. **Source: Dow Jones**



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Maritime Hotspot Rio de Janeiro / Santos 'springlevend'

Aandacht voor de maritieme ontwikkelingen in Brazilië is eigenlijk niet meer weg te denken. De netwerkborrel van de 'Maritime by Holland Maritime Hotspots Commissie Rio de Janeiro / Santos' op 13 juni bij Boskalis illustreerde de grote interesse. 90 aanwezigen wisselden kennis en ervaringen uit over maritiem zaken doen in Brazilië. De offshore sector springt het meest in het oog, maar ook scheepsbouw, jachtbouw en havenlogistiek spelen een duidelijke rol.

Presentaties over de kansen en uitdagingen

Tijdens de netwerkborrel gaf commissievoorzitter Gust Biesbroeck (ABN AMRO) de aftrap van een tweetal presentaties. Kees Willemse van SBM Offshore gaf zijn blik op de manier om succesvol te zijn in Brazilië. Recentelijk boekte SBM Offshore een groot succes met een order van rond US\$ 3.5 miljard bij Petrobras. En er zit waarschijnlijk nog meer in de pijplijn! Vervolgens liet Peter Klip namens Boskalis zien dat het ook voor hen, ondanks enkele moeilijkheden, wel degelijk mogelijk is gebleken om in Brazilië voet aan de grond te krijgen. Beide heren zien echter wel uitdagingen in het omgaan met de complexe Braziliaanse regelgeving.

Maritime Hotspots Commissie

In 2012 is een start gemaakt met het Maritime Hotspots Programma van Nederland Maritiem Land (NML). Het doel is om de samenwerking tussen de Nederlands maritieme sector en kansrijk geïdentificeerde regio's te versterken. Er is een drietal 'hotspots' geselecteerd waarvoor een commissie in het leven is geroepen: St. Petersburg, Istanbul en Rio de Janeiro.

In de commissie van Rio de Janeiro hebben reders, werven, toeleveranciers, brancheverenigingen en de overheid zitting. In totaal zijn er op het moment 30 deelnemers aan de commissie; zij willen het voortouw nemen in het gezamenlijk versterken van de Nederlandse maritieme handelspositie in Brazilië. De commissie kwam op 13 juni voor de 3e keer bij elkaar voorafgaand aan de netwerkborrel.

Vooruitblik

De komende periode zal de Maritime Hotspots Commissie een inventarisatie maken van de uitdagingen in het zaken doen met Brazilië om vervolgens te kijken naar gerichte oplossingen bij de veel voorkomende belemmeringen. Daarnaast zal de commissie een ideaal platform blijven om ervaringen uit te wisselen. Verder zal de aandacht komen te liggen bij het betrekken van de Braziliaanse partijen bij het actieve netwerk, dit via activiteiten zoals de handelsmissie met Minister Ploumen in het najaar van 2013 en beurs Europort.



The **WISTERIA** (Ex Prinses Beatrix) in Algeciras (Spain) – Photo : Rene Grootenboer ©

New ferry boat line to link Russia, Latvia and Germany

A new ferry boat line will link Russia, Latvia and Germany, a member of the board of Terrabalt company, Aris Ozolins, told Latvia's Rietumu Radio on Tuesday.

Latvia's LSEZ Terrabalt SIA that services ferry boat lines in the port of Liepaja will launch this ferry boat line together with Alfaster ferry boat operator. The ferry boats will run between Russia's Ust-Luga, Latvia's Liepaja, Russia's Baltiysk and Germany's Sassnitz. "Now we take efforts to open a new ferry boat line in cooperation with Alfaster company," he said. "The ferry boat can place approximately 100 cargo trailers and 110 passengers."

The exact date for launching a new ferry line will be known within the upcoming days, Ozolins said. The talks on a new ferry boat line linking Russia and Germany has lasted for almost twelve years. Moreover, they considered Latvia's port of Ventspils and Lithuania's Klaipeda instead of Liepaja. In autumn the company plans to launch a second ferry boat line along this route.

At present, ferry boats owned by one of the world's largest ferry operators Stena Line run between Latvia's port of Liepaja and Germany's Travemunde. **Source : Indrus – Ferries of Northern Europe**



Several supply vessels moored in Aberdeen – **Photo : John Awater ©**



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ROTTERDAMSE LOODSEN IN BEELD GEBRACHT

'De titel van dit fotoboek is '**24/7. Rotterdamse Loodsen**'. Maar het had evengoed '**24/7. De Rotterdamse haven**' kunnen heten. Loodsen doen hun werk in de haven niet alleen maar in samenwerking met alle partijen die in dit boek beschreven staan. Samen werken zij aan een altijd veilige en toegankelijke haven voor de zeescheepvaart.'

Met die woorden presenteerde **Herman Broers**, voorzitter van de Rotterdamse loodsen, het fotoboek dat verscheen ter gelegenheid van de 25-jarige verzelfstandiging van het Loodswezen. In die 25 jaar is er niets veranderd aan de rol

van de registerloods als onafhankelijk adviseur van de kapitein. Veiligheid staat voorop, kwaliteit van dienstverlening en kennis van zaken zijn voor de Rotterdamse registerloodsen het uitgangspunt. Tegenwoordig varen ruim 220 loodsen bijna 60.000 keer per jaar een schip veilig en vlot de haven van Rotterdam in en uit.

De uitoefening van het vak is wel veranderd. Technologie, automatisering en schaalvergroting vragen om een

voortdurende ontwikkeling van de dienstverlening. Fotograaf **Sander Morel** en schrijfster **Karen Auer** zijn in de wereld van de registerloodsen gedoken. Het resultaat is een fotoboek dat alle aspecten van het loodsenberoep en de ondersteunende diensten vastlegt. De intensieve samenwerking met alle partijen in de haven in de dagelijkse operatie vormt de rode draad in dit boek. Dat samenspel werd zichtbaar tijdens de presentatie. Broers overhandigde een



exemplaar van '24/7. Rotterdamse Loodsen' aan Havenwethouder **Jeannette Baljeu**, Havenmeester **René de Vries** en Havenman **Ard Jan Kooren**. Daarbij droeg hij het boek op aan 'alle mensen die er nu en in de toekomst voor zorgen dat onze haven altijd, 24/7, bereikbaar is voor zeeschepen. Daarmee leveren ze een grote bijdrage aan het succes van deze haven, de motor van onze economie.'



The **OTTAWA EXPRESS** at the Westerschelde – Photo : **Walter de Groot** ©

BMT Acquires Verweij & Hoebee

To further strengthen **BMT's** market position in blue water surveys, **BMT Group Ltd**, the leading international maritime design, engineering and risk management consultancy, is pleased to announce the acquisition of marine survey and consulting engineers, Verweij & Hoebee.

A co-founder of the Association of Marine Surveyors and Consulting Engineers, Verweij & Hoebee was established in 1913 in the Netherlands and has built a strong reputation as a leading provider of both blue water (coastal) and brown water (inland) Hull & Machinery (H&M) surveys in Europe.

Bruce Verweij, Managing Director, comments: "This acquisition actually gives us the best of both worlds. As a part of the BMT group we can fall back on the many facilities within the group, share our knowledge with them (both



technical knowledge and that of the markets) and make use of BMT's international network to reach new customers. Whilst at the same time, we can remain a smaller specialist company serving a niche market in Europe.

The long-term relationship we enjoy with many of our customers is based on trust and personal contact. We can now offer these customers a wider service, whilst retaining the identity and personal service for which the company is renowned. As no family successor is available, the invitation to join

the BMT group has allowed the continuity of our "family company" (which will become 100 years old in July 2013) within a larger family."

With a team of 14, Verweij & Hoebee has offices in both Amsterdam and Rotterdam and has been in the ownership of the same family since its formation.

Peter French, Chief Executive of BMT Group explains: "We're very pleased to be able to welcome Bruce and his team to BMT. This acquisition complements the wealth of experience and technical expertise that our surveying companies have in marine casualty investigation, H&M surveys, audits and specialist independent consultancy. Having Verweij & Hoebee as part of the BMT group will allow us to offer a much wider and in depth service to the Northern Europe market and will support the continued growth of our worldwide network of H&M surveyors."

.... PHOTO OF THE DAY



The **MERMAID LEEUWIN** under construction at the **ASL shipyard** in Singapore –

Photo : Capt. Richard Leistra ©

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