



Number 184 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 03-07-2013**

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**The VENTURA arriving in Zeebrugge –
Photo : Capt Julian Jager – Master m.v. Norstream ©**

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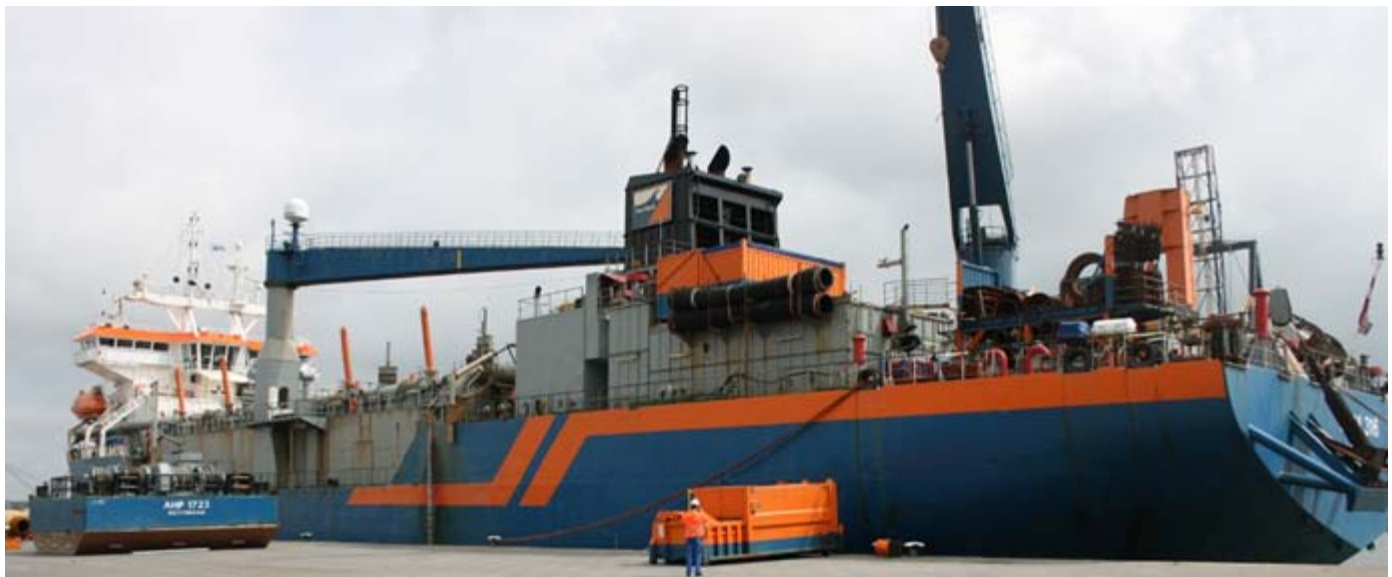
TM 410' WORK HORSES FOR SALE



As reported last week the **ex SMIT LONDON** was beached in Alang in India to be scrapped, last Monday the scrapyard



was sending e-mails around to sell the 2 **Stork Werkspoor TM 410 's** (E.No.: 3255 / 3256) of the proud tug , after many years of services and towing all kind of objects over the globe it hurts to see the "horses" in an engine room in this kind of state , special for the engineers who sailed on the tug for more then 30 years, this is a sad view , as I sailed on her in 1975 , I remember an engine room so clean that you could eat food from the floor !!



The THSD **HAM 316** moored at CCT in Moerdijk - Photo : Klaas Toubert ©

14 Indian sailors on stranded Liberian-flagged ship in Gulf of Suez

Twenty-one seafarers remain stuck on board a Liberian-flagged vessel in the Gulf of Suez for nearly six months due to a technical problem. They have sent a message to a sailors' helpline in Chennai, saying they have run out of fuel and food and have not been paid for months. The ore-oil carrier, **A. Whale**, is owned by TMT group, a global shipping major based in Taiwan, which has several vessels capable of moving cargo, from oil to vehicles.

Last Thursday, the group filed for bankruptcy protection in a court in Houston, the U.S., as it was unable to pay its debts.

A. Whale has 14 Indian sailors on the vessel. The crew members' SOS, sent on June 21 to sailors' helpline in Chennai, said no help was forthcoming from any quarter. "We have run out of bunker (fuel) and our food is rotting. We have not been paid for the last six months. We are not getting repatriated. In-fighting has started among the crew. We are still at anchorage in the Suez," said a crew member in a mail sent to the helpline.

When contacted by Manoj Joy, National Coordinator of Sailors Helpline, Mumbai-based recruitment agent Capt. Subodh Tiwari said he did not recruit the Indian sailors directly as he did not hold a 'Recruitment and placement of seafarers' licence'. He routed the sailors through some other company.

Mr. Joy said the Director-General of Shipping should initiate action against the recruitment agent. Talking to The Hindu, a Shipping Ministry official said the immediate task was to bring back the stranded crew members and find ways to settle the wage dues to them. "We believe that these sailors have been recruited through a Recruitment and Placement Services Agent. We will find out why these people have not been paid for so long, what prevented the replacement of the exhausted crew and why the management failed to set right the technical problem," he said.

Source : The Hindu



The newbuilding hull of the **BOA BISON** spotted in the Baltic – Photo : Johan Bazen ©



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The Dutch pilot cutter **MENKAR** awaiting the lifting of the bridge in Dordrecht – Photo : Marius van den Ouden ©

Krey Schiffahrt of Germany behind orders for 12,550 dwt heavy-lifter quartet

As it now turns out, the undisclosed German shipowner who signed orders for four 12,550 dwt heavy-lift vessels at China's **Jiangsu Hongqiang Marine Heavy Industry** is **Krey Schiffahrt**. The shipyard said in a statement that the ships were designed by SDARI, in cooperation with both **Krey** and **Briese Schiffahrt**. The statement suggests that **Briese** will be the operator of the vessels, though this has not been confirmed.

According to Jiangsu Hongqiang, the 12,550 dwt newbuildings will have a length overall of 144.70m, a beam of 22.80m and a design draft of 7.50m. The ship can operate at a speed of 15.1 knots and they are to be classed by **Germanischer Lloyd**. Two deck cranes with a lifting capacity of 250 tons will be fitted. The ships will be powered by a modern low speed main engine with below-average bunker consumption. Construction of the first vessel will start in the second half of this year and deliveries are scheduled in the first half of 2015. The price for each vessel is USD 18.5 million. Source : Linervision



The **BOMAR SEDNA** enroute Rotterdam – Photo : Ria Maat ©

Heroes of the sea row historic lifeboat around Norfolk Broads to boost RNLI

With her 10 oars and 104-year vintage, the rowing lifeboat **William Riley** was always going to turn heads as she made her maiden voyage on the Norfolk Broads. The Whitby-based vessel was taken out of service in 1931 – replaced by motorised lifeboats – but was restored after an enthusiast found her on auction website eBay in 2005.



And with the support of four Norfolk lifeboat stations, she snaked her way along the rivers Bure and Yare at the weekend to raise funds for the RNLI.

A crew of six Whitby oarsmen were joined by crews from Cromer, Sheringham, Great Yarmouth and Gorleston and Wells, with each local crew of four taking half a day each at the oars. A coxswain, boatswain and bowsman made up the 13-strong crew for the 43-mile journey. The Cromer crew were first up on Saturday morning, from Landamores Boatyard in Wroxham to the Acle Bridge Inn.

Ady Woods, deputy coxswain, said while it was hard work, they felt

privileged to sit aboard the historic vessel. "It was a real experience," he said. "I know we're on the Broads, not on the sea, but it's phenomenal they used to work with these boats."

The **William Riley** was built in 1909, and it was not easy going. When hospital ship the Rohilla crashed off the coast of Whitby in 1914, the lifeboat could not launch from the harbour in fierce conditions. She was carried across an 8ft seawall and rocks to the beach nearest the ship to launch, but ultimately 85 lives were lost. Ady Barker, second coxswain of Cromer, said: "They must have gone to hell and back. "There seemed very little space on the boat with 13, and they sometimes had to get 20 people on board as well as the rowers."

Photo: Steve Adams ©

The Cromer crew said it must have been tough compared with working aboard their £3m Tamar-class lifeboat with the latest technology. The **William Riley** weighs 3.25 tonnes including her 10 oars, and is one of just four rowing lifeboats still on the water in the UK. Cromer crew member Chris Key said: "It's all on the shoulders, arms and elbows... It was a privilege to have a go." And crewman Danny Cherry added: "It was a real chance of a lifetime."



Since being restored, the **William Riley** has featured in episodes of TV documentary Coast, film studios have "sniffed around" her and she took part in the Diamond Jubilee Thames river pageant. The Cromer crew switched for the Sheringham crew at Acle Bridge Inn, who took the lifeboat on to Yarmouth Yacht Station. And on Sunday morning the

Great Yarmouth and Gorleston crew rowed her to the Reedham Ferry pub, before the Wells crew took over for the final stretch to Brundall Bay Marina.

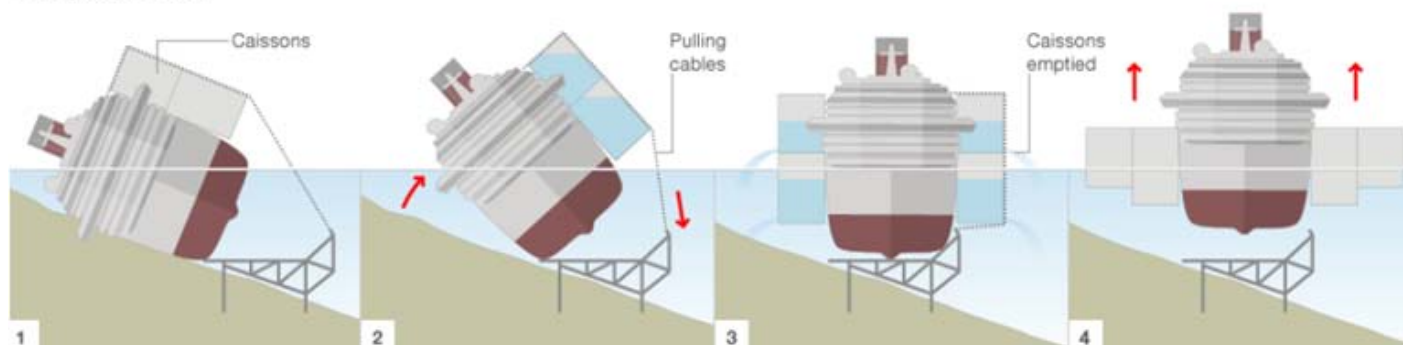
Dave Charlton, treasurer of **Whitby Historic Lifeboat Trust**, completed his degree at the University of East Anglia and had suggested the Broads trip. "We wanted somewhere with quite a few lifeboat stations and somewhere with lots of people, so we said 'how about the Norfolk Broads?'," he said. He added crowds were "generous", with more than £100 put in RNLI collection buckets when they stopped off at the Swan Inn in Horning. Crews hope to have topped £5,000 this weekend once all the sponsorship money is counted. To donate, call RNLI regional fundraising manager Ellie Walker on 07557 191872 or email ellie_walker@rnli.org.uk. All funds will be ring-fenced for stations in this region. **Source : EDP24**



Costa Concordia delayed, now won't move until the Spring of 2014

The raising and towing to a port of the **Costa Concordia** is something inhabitants of the island of Giglio in the Tuscan Bay want to see done as soon as possible. However, it's islanders who have put another delay on when the job will be completed by. That's because they would like to have their summer tourist season unaffected, the Telegraph in the U.K. reports. It's expected that raising the Costa Concordia is going to cause dirty water and debris to pour from the ship for a lengthy period of time, an unpleasant and even smelly undertaking. The ship is only 300 metres off the shore and officials and citizens on Giglio feel this phase of the work could harm tourism. So while work underwater continues, they don't want the ship raised until September when the tourist seasons is over, which leaves them behind. "The forecast is to see it rolled upright at the end of this summer and to remove it in the Spring of 2014," the government of Tuscany, of which Giglio is a part, said in a statement on Tuesday.

Salvage operation



Titan Salvage and Micoperi: raising Costa Concordia

Initially the 114,500 ton ship, of which 65 percent is underwater, was to be raised and towed away by January of 2013, one year after the Jan. 13, 2012 tragedy. The date was moved to the Spring of 2013 when it was realized the work was too difficult to complete so quickly, especially with weather setbacks. Then even that date was revised to this coming September. If it does take until the Spring of 2014 the **Costa Concordia** will have sat there for close to

2-and-a-half years. The ship is being raised by the U.S. company, **Titan Salvage**, and **Micoperi** of Italy. Once up and ready to be removed, it will be towed to the port of Piombino for scrapping. There were over 4,200 passengers and crew onboard that night when Captain Francesco Schettino, who awaits a trial on multiple charges, took the ship too close to shore and hit a reef. Thirty-two died, with two of the bodies yet to be recovered. **Source : Digital Journal**



The **FAIRPLAY 31** towing the newbuild **SIEM BARRACUDA** from Tulcea to Brattvag. Passing through the Bosphorus on 9th June, Southbound. They were escorted through the Bosphorus by the Turkish escort tug **Kurtarma 7**.

Photo : Chris Brooks - www.ShipFoto.co.uk ©

Egypt's Political Situation (Update)

Further to our recent developments, kindly be informed that inspite of Sunday's nationwide protests that had concluded with minimal trouble, strict reinforcement measures aimed to protect the citizens and properties surrounding the active protest sites will still continue to be exercised. The country will be heading into a second day protest and precautions will persist to stand in an event of any unforeseen circumstances that may occur. Although rumors have been spread that protestors are calling for a huge widespread labor strike to continue tomorrow, Tuesday 2nd July, nonetheless & gladly, no Governmental or Private work holidays will be granted.

All bank related transactions (i.e. bank drafts) or other formalities with different authorities will still be executed as usual. Likewise, all canal transits and port/terminal calls will be running normally as per schedule. The SCA is determined and will do what is possible to prevent any type of civil unrest from intervening with the canal activities.

Reverting with any further developments... **Source : Dominion Shipping Agencies (Egypt)**

China could provide boost for VLCCs in the longer term

In its latest weekly analysis, **Poten & Partners** examined the impact that China's oil demand growth, together with its massive new refinery additions, could have towards demand for VLCCs. According to Poten, "over the last decade, China's consumption of oil has grown more rapidly than any other nation. Its lead has single handedly supported incremental demand for VLCCs as it has risen to the second largest consumer of oil in the world. As a result, Chinese oil companies control about 35% of the VLCC market between spot and term charters. While this market share is up significantly over the past decade, it has held steady for the past few years, reflecting what is now perhaps the slowing growth of China's oil markets and its economy as a whole.

The controlled, slowing pace of China's economy may suggest that it is past the days of double-digit growth for the foreseeable future. GDP growth was 10.4% in 2010, it is down to 7.7% in 1Q13. Part of the reason for this decline is China's waning population growth and gradual transformation to a consumer economy. As a result, Chinese oil demand growth has dropped to a more controlled rate of 3.7% a year, according to the International Energy Agency", the analyst said. It added that "despite this curtailment in demand growth, China has plans to add another 4.2 mbd of

crude refining capacity by 2018. The outlook for refinery capacity suggests that the appetite for VLCCs in China could grow. The best-case tonnage demand scenario could result in 31.3% growth over the next 5 years. Actual refining capacity greatly outpaced 2009 estimates, providing much needed support for VLCC trades. However, given the current prognosis for Chinese demand, it is questionable whether today's planned refining capacity will actually be built.

The trade routes from West Africa and the Arabian Gulf to China are the busiest routes by a wide margin, accounting for 94% of all seaborne crude imports to the country, using the reported spot market as a proxy. Based on our calculations for VLCC demand, an additional 96 VLCCs could be required to service these trade routes in order to meet planned increases in refinery capacity. If these plans come to fruition, this would obviously provide a significant boost to VLCC demand by essentially doubling transportation requirements.

Although it is hard to identify a trade more suited to large ship tanker demand, China's growth in share of VLCC demand appears to be all but guaranteed at this stage. VLCC owners should be cautioned to weigh against the potential versus the likely", Poten concluded.

Meanwhile, in the tanker market this week, **Golden Destiny** reported that "oversupply outweighs on demand and trends in spot rates are still negative. In AG-USG route, rates fell by 2 points from last week to WS23 at time charter equivalent earnings below zero levels, from WS29 at the end of June 2012. In AG-SPORE and AG-JPN routes, rates fell by 1.5 points to WS41 at time charter equivalent earnings of about \$21,000/day, standing at the same levels of June 2012. In WAFR-USG route, rates are flat at WS40 for three consecutive weeks at time charter equivalent earnings of about \$19,000/day, from WS45 at the end of June 2012. In WAFR-China route, rates posted also no change from previous week by standing at WS40-\$19,200/day, from WS43 at end of June 2012. In the suezmax segment, the West African activity remained on a modest negative trend with decline in fresh fixture activity and rates in WAFR-USAC route shed by 1.25 points to conclude at WS50-\$8,200/day, from WS65 at end June 2012" the Piraeus-based shipbroker noted.

It added that "in the aframax segment, Caribbean market kept soft from previous week with further weakness in rates. In CBS-USG route, rates moved down by 2.5 points to conclude at WS82.5-\$7,300/day, from WS95 at end June 2012. In contrast rates in N.SEA-UKC route gained 2 points and moved up to WS87.5-\$13,000/day, from WS95 at end June 2012. In the panamax segment, Caribbean market showed also weakness as for aframax vessels. Rates in CBS-USG route, eased 12.5 points to conclude at WS97.5-\$4,000/day, which is the lowest level reached since the beginning of the year, compared with WS120 at end June 2012. In the product segment, rates in AG-JPN route for 75,000dwt vessels gained 1.25 points and moved up to WS74.75-\$10,100/day, but still floating at record low levels from the beginning of the year compared with WS95-\$17,700/day in June 2012. For 55,000dwt vessels, rates in AG-JPN route declined by 5.25 points to WS92.5-\$7,400/day, from WS120-\$17,200/day at end June 2012", the shipbroker's report concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



01-07-2013 The **FAIRMOUNT ALPINE** entering Valletta harbour **Photo : Mario Schembri ©**



The maritime industry does not need speak with one voice so much as to deliver one message

To achieve this all sectors of the shipping industry have to improve cooperation between themselves and work together. Shipping is an over-regulated industry and much of the blame for this lies with the industry, which has allowed the regulators to have pretty much a free hand and the time has come to declare, "enough is enough". "We are the biggest industry in the world and it is time it was realised that without shipping half the world starve and the other half freeze," said Spyros M Polemis, when as chairman he launched The Liberty Congress, June 20.

Since its arrival in Piraeus, in 2009, the restored HELLAS LIBERTY has helped foster all which is good in shipping, playing host to events and visitors with an affinity to maritime industry and its traditions. One of the last three surviving Liberty ships which played such an important part in re-laying the foundation of Greek shipping after the Second World War, the HELLAS LIBERTY was therefore the perfect location for a powerful group of shipping leaders to discuss with the Greek shipping community ways of enhancing cooperation and sharing responsibility amongst all stakeholders so as to improve the quality of service and the image of the shipping industry.

Led by Mr Polemis, former chairman of ICS and president of ISF, more than 220 delegates registered for the 1st Liberty Congress, which mixed presentations with four lively hour-long Q & A sessions. Nearly 12 hours of discussion took place during the day.

After opening remarks by Mr Polemis and a keynote address by Efthimios E Mitropoulos, Imo secretary general Emeritus, presentations were made by the chairmen of IMIF, The Baltic Exchange, Bimco, Intertanko, Intercargo, IACS and the chief executive officers of banks, shipping companies, shipbrokers, law firms and senior classification personnel. Under the general theme 'enhancing cooperation and sharing responsibility', Mr Polemis said "we have done much to improve quality" but "claims, disputes, and bad publicity" still abound.

"It's time we say enough is enough. Governments have to do their part by deeds not just words," said Mr Polemis.

Mr Mitropoulos noted "the nature of the business forces competition between those in it". He emphasised the key to the industry's strength is coordination and cooperation and this can be achieved through the Imo. He warned however, "a group attitude could hurt Imo". Mr Mitropoulos also pointed out much has been done to improve the image of shipping, but said, "my word is my bond is in danger".

IMIF chairman, Jim Davis said, "shipping people are still entrenched in their own ideas. He said shipping must ensure its rightful place in the world, but warned cargo owners "are looking closely at the cost of transportation" hence the entry into ownership of charterers. He said there is a way out of the present shipping crisis, "but it will be painful". "We can not longer push the problem back. We must fully realise the position is in a mess and we have to get out of it," Davis told the forum.

Alexandros Tourkolias, ceo National Bank of Greece, also delivered a message of "the need for cooperation in a time when changes and adjustments have to be made". He expressed doubts about the ability of some shipbuilders and their drive to win orders. "Banks and bankers do not pay too much attention to the shipbuilder, and I believe in the years to come we may regret building these ships because of their quality," said Mr Tourkolias. Shipowner, George Gourdomichalis, chairman, G Bros Maritime, was one to noting an absence of charterers among delegates, claiming, "they just want a cheap ship" and are "not prepared to share any risk". "They even want to put their own guards on board," he said while calling for more transparency on the part of charterers, who are now seeking to become shipowners. David Beard, senior director SSY, said owners have allowed charterers to put conditions in charter parties

when allow them to "build a ring of steel to protect themselves". He agreed charterers have been able to do this, because of the state of the market.

With speaker after speaker pointing out charterers seemingly turned down an invitation to the forum, and shipyards also took a similar line, Baltic Exchange chairman, Quentin Soanes, suggested owner bodies like Intercargo and Intertanko should "set up a vetting scheme for charterers". Manolis Vordonis, former executive director of Thenamaris Ships Management noted the forum "was a very different gathering to the usual industry event". While charterers were coming in for considerable criticism, Mr Vordonis said the ship's master, the crew and the managers should cooperate with the charterers, so that all aspects of the voyage are executed as efficiently as possible.

As the forum proceeded, it became evident delegates felt the need for shipping to speak with "one voice" was not as important as "to deliver the same message". The fragmented nature of the industry "does not work in our favour," said Graham Westgarth, Intertanko chairman. "We need to adopt common positions on key issues, not amalgamate. When issues arise we should develop a task force and call on expert advice to work as one." Bimco president, John Denholm, said politicians are "not against shipping", they "just lack experience". "The industry should supply the knowledge and engage with politicians early and with energy if we are to stop this flow of well-intentioned regulation," said Mr Denholm.

John Platsidakis, chairman of Intercargo, saw different views as being "vital", but said "we need to work together, not in conflict". ICS secretary general, Peter Hinchliffe, said regulators expect the industry to speak with one voice, because "ultimately when the industry is united better results are achieved for the common good". Dirk Fry, president Columbia Shipmanagement, outlined the philosophy of the Prompt Payment Code, which he said "is about encouraging and prompting best practice between organisations and their counterparties". Mr Fry explained the PPC was established in 2009 and that now there are more than 1,500 companies signed up to it. Indeed, before the forum closed, Mr Fry was seen in discussion with interested Greek service companies wanting to know more about PPC.

Philippe Donche-Gay, head of Marine & Offshore Division, BV, said it was up to ship owners and class to work together with Imo regarding the application of rules and regulations, with the goal of "ensuring a level playing field within the shipping industry". He said through Imo the industry could work to ensure agreement on sensible rules and assist in developing programmes for preventing PSC detentions for quality shipping. Kirsi Tikka, president, ABS, Europe said an industry which embraces cooperation and sharing of responsibility, would result in a raising of standards "by raising awareness among industry stake holders" and this would "ultimately have an impact on the quality of the ship and the quality of the service".

Though, like charterers, shipyard representatives were thin on the ground, Stavros Hatzigrigoris, md Maran Tankers Management, called for cooperation at the ship design stage between owners, shipyards and classification societies. He said this was especially necessary at this time "in order to produce more efficient vessels best suited for the particular trade". Ioannis Kourmatzis, coo, Division Europe and North Africa, DNV, took a similar line saying how important it is for all parties to liaise in the development of optimum vessels for the future. Kourmatzis pointed out shipyards need to plan ahead to be cost effective in providing a quality product. He also stressed that from an environmental point of view it is necessary for all parties to start with a clean sheet of paper, "beginning with a design of new hull lines, so the ships of the future are as efficient as today's technology can produce".

IACS chairman, Tom Boardley, said regulations through consultation, will lead to a strong foundation for the future. He said, governments need to liaise much more closely with shipowners, class societies and shipyards, before regulations are decide, or "even before regulators proposals are finalised". Mr Boardley welcomed good regulation, but insisted for that to happen "the consultation has to start before positions become entrenched". Yasushi Nakamura, executive VP, ClassNK, spoke of the "need for a connecting bridge between shipowners and class" and proposed a joint approach to r&d with yards and shipowners. Mr Nakamura said when it comes to new green technology, there is a need to prioritise the various elements that have to be adopted and there influence ship designs, and what the cost benefit analysis would reveal.

He outlined some ClassNK research projects and suggested all stakeholders to share the cost, something that interested Captain Panayiotis Tsakos and Mr Mitropoulos, founder and chairman respectively, of the Maria Tsakos Foundation which has established a Scientific Council with the aim of filling any vacuum in the broad field of maritime research. Among panelists to make comments were Panayiotis Tsakos, founder Tsakos Group; Harry Vafias, ceo StealthGas; Leonidas Polemis, ceo Remi Maritime; and Chris Turner, technical manager, Cockett Marine Oil.

The Liberty Congress was sponsored by : ABS, ClassNK, Bureau Veritas, Setel Hellas, Furuno, Cisco, Aspida Maritime Security, Safe Ship Investment Fund, Lloyd's Register, Navios Maritime Holdings, Korean Register, DNV, Wartsila and Golden Star Ferries. Proceeds from the event went to the non-profit organisation, Friends of the Liberty and support the maintenance of the Liberty Museum, as well as the charities: ARGO (In support of children of seafarers with special needs); The Mission to Seafarers; RNLI (Royal National Lifeboat Institution; Sailors Society; MDA (Muscular Dystrophy Association); and CHARA (Centre for People with Special Needs)

In parallel, with the forum, the 'Liberty Challenge', yacht race took place. This event, was a combination of two yachting events which have common goals to inspire people to learn from past experiences and work together for a better future. It recognized that the Liberty Enterprise and the Yacht Club of Andros have a strong historical past with a vision to keep the memories alive through educating people about the benefits of seamanship, camaraderie, professionalism and teamwork for a common goal. The 'Liberty Challenge' sailing regatta, centered on the 46th Andros Yacht Club race, an event of 72 mile from Vouliagmeni Bay which starting June 21 and travelling through the night to Xora Bay, Andros and provided another unique opportunity for people to bond under the challenging environment of competitive sailing whilst also sampling the spirit of the Aegean Sea and Cyclades coastline.

Source: The Liberty Congress, Liberty Enterprises

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The Russian **Vishnya Class** Intelligence Vessel **SSV-201 Priazov'ye** passing Southbound through the Bosphorus on the 9th June. **Photo : Chris Brooks - www.ShipFoto.co.uk ©**

Iran Navy must boost combat readiness to match threats: Cmdr.

Iran's Navy Commander Rear Admiral Habibollah Sayyari says the combat capability of the country's naval forces should increase in accordance with the threats facing the country. Armed forces must be trained and organized, and

hold drills and possess equipment "in proportion to threats," Sayyari said on Sunday. He said the Navy acts in line with the objectives of the national 20-Year Outlook Plan under which the country is to achieve certain goals by 2025.



In recent years, Iran has made great achievements in its defense sector and attained self-sufficiency in producing essential military equipment and systems.

Rear Admiral Abbas Zamini, in charge of the Navy's technical affairs, said on Saturday that Iran is manufacturing military vessels and missile launching boats to upgrade its capability. Over the past few years, Iran has held several military drills to enhance the defense capabilities of its armed forces and to test modern military tactics and equipment. Iran's Navy held a minesweeping drill in waters off the coast of Jask and the Strait of Hormuz in May to test its latest minesweeping achievement. In December 2012, the Navy launched a specialized naval drill, dubbed Velayat 91, to display the country's capabilities in a vast area covering the Strait of Hormuz, the Sea of Oman, north of the Indian Ocean, the Gulf of Aden and Bab-el-Mandeb Strait. The country has repeatedly clarified that its military might is merely based on the nation's defense doctrine of deterrence and poses no threat to other countries. **Source** : PressTV see also : http://www.youtube.com/watch?feature=player_embedded&v=tB8H83goNGQ#at=27



Former RAN landing Platform Amphibious ships **HMAS KANIMBLA** (ex USS SAGINAW) and **MANOORA** (ex USS FAIRFAX COUNTY) were towed from Sydney 1st July destined for the breakers yard in Texas.




The two former tank landing ships were purchased by the RAN in 1994 and converted to their new roles at Newcastle NSW. Svitzer tug **WOONA** towed the ships separately out of harbour limits to meet up with the Taiwanese deep sea tug " **SALVAGE ACE**" The tow across the Pacific will take approximately 60 days to Panama where US flag tugs will take over the tow for the final leg to Texas. Images show **WOONA** with **Manoora**, the **Kanimbla** departed with **Woona** prior to sunrise. **Photo's** : IAN EDWARDS - www.shipphoto.com.au ©

Two Israel Navy officers sacked over fatal accident

Israel's Navy chief Maj. Gen. Ram Rutberg Monday sacked the commander of a warship and his deputy after a crew member, Hanan Maman, fell to his death from a moving train Thursday, June 27. Maman was hanging on to the rear of the train and taking mobile photos of his escapade when he fell. Investigators discovered the tragedy occurred after seaman attended a party at which alcohol was consumed in breach of standing orders. **Source : Debkafile**

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Oro Negro orders two more jack-ups at PPL Shipyard

Sembcorp Marine's PPL Shipyard, Singapore, has secured additional orders for two turnkey contracts, worth a combined US\$417 million, from Mexico's Integradora de Servicios Petroleros Oro Negro, S.A.P.I. de C.V. Oro Negro.



They call for the construction of two jack-up rigs for delivery at end July 2015 and end of third quarter 2015. They will be built based on PPL Shipyard's proprietary **Pacific Class 400 design**.

Including an earlier contracts of two identical jack-up rigs placed in November 2012 and another two similar rig units in March 2013 respectively, the total number of Pacific Class 400 jack-up rigs ordered by Oro Negro now stands at six.

The new rigs will be capable of operating in deeper waters of 400 feet and drilling high pressure and high temperature wells to depths of 30,000 feet. They will be equipped with increased accommodations with full catering facilities and amenities for a complement of 150 people on board in one-man and two-men cabins.

Mr. Gonzalo Gil, CEO of Oro Negro, said "We are very pleased to repeat our orders for an additional two jack-up rigs of similar design with our partner yard, PPL Shipyard. All four-jack-up rigs currently under construction in the shipyard are progressing well. With these two additional orders, we look forward to taking delivery of the first unit in the fourth quarter of this year, two units in 2014 and three units in 2015. Once fully operational, these high-specification jack-up rigs will position Oro Negro as a leading player in Mexico's growing offshore market."

Mr. Wong Teck Cheong, Managing Director of PPL Shipyard said "We are indeed heartened that Oro Negro has chosen our yard for an additional order of two more jack-up rigs of similar design within a short span of three months. This repeat order is a reflection of the optimism the owner has in the jack-up market. It also signifies the trust and

confidence that the owner, Oro Negro, has in PPL Shipyard's design capabilities, its efficient project execution and track record for quality and timely deliveries." **Source : MarineLog**



Vroon's **BISON EXPRESS** is a tight fit in the Lyttelton dry-dock and possibly the longest vessel to have used it since it was completed in 1883. While in the dock the ship is undergoing repairs to her rudder and controlable pitch propellor.

Photo : Alan Calvert ©

Indofin Group acquires majority stake in IHC Merwede

Indofin Group, the investment company, owned by the De Bruin family, has acquired a majority shareholding of 62% in **IHC Merwede**. Rabo Capital (10%) and **IHC Merwede** management and staff (28%) are the other principal shareholders. Indofin has obtained this significant stake in IHC Merwede by partially taking out each of its coshareholders. Indofin's Chairman, Cees de Bruin, says: "We have already been a shareholder of this great company for eight years and we are in full support of the current direction that continues to pay off. We only choose to invest in

companies with potential for long-term growth and are convinced of the healthy future that lies ahead for IHC Merwede – where I was once employed myself.”

Rabo Capital has also taken this opportunity to announce that it has reached its strategic goal with IHC Merwede. “In 2005, after the split from IHC Caland, we continued to support **IHC Merwede**,” explains Sipko Schat, a member of the Management Board of Rabobank Nederland. “IHC Merwede is excelling in a highly competitive marketplace, and to our great satisfaction, is achieving healthy results. However, it is time for us to hand over the baton. At the same time, we will stay involved in the company as a shareholder and lender.” IHC Merwede’s President Govert Hamers welcomes the transfer of shares. “Indofin is a strategic investor that has a clear long-term vision. With this new shareholder structure, IHC Merwede has more clout to strengthen its position in both the historic dredging and offshore markets, as well as in the relatively new renewable energy and wet mining markets.” IHC Merwede’s Workers Council has given a positive advice to the reorganisation of the share capital. **Source : IHC Merwede**



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Russian Shipyard Completes Stern for First Mistral Warship



The stern of the Russian Navy's first **Mistral-class** helicopter carrier was floated out last week Wednesday, a Russian shipyard said. The **VLADIVOSTOK** is to enter service with the Russian Navy next year, **Baltiisky shipyard** chief Alexander Voznesensky said. The stern will begin to be towed to France on July 8 and is expected to arrive there on July 25, said Yves Destefanis, a representative of the French contractor, DCNS. The ship will be completed at a French

shipyard and floated out on schedule, on October 15, he said. Earlier this month, Deputy Defense Minister Yury Borisov said the stern might not be completed within deadline, but Dmitry Rogozin, a deputy prime minister in charge of the defense industry, days later refuted that remark, saying: “The ship will be ready on time.” Russia and France signed a contract for two French-designed **Mistral-class** helicopter carriers in June 2011. The deal came under fire in January from senior Russian officials including Rogozin, following the dismissal of former Defense Minister Anatoly Serdyukov, who had actively lobbied for their purchase. **Source : RIA Novosti**

Shipbuilding industry moves forward after merger collapse

In its midterm management plan released late last week, **Mitsui Engineering & Shipbuilding Co.** charted a new course toward mergers and acquisitions focused on the growth field of ocean development, despite the collapse of merger talks with **Kawasaki Heavy Industries, Ltd.** The industry has undergone significant streamlining since the early 2000s, but it is deemed difficult for Japanese shipbuilders to recover ground lost against competitors in other Asian countries, likely leaving them with the task of pursuing industrial reorganization.

"Looking at the business environment over the next 10 to 20 years, we thought the combined operational resources of [Kawasaki and MES] would produce a synergistic effect," said MES President Takao Tanaka in a briefing session Friday, the day the midterm management plan for up to fiscal 2016 was released.

While announcing the plan to strengthen the firm's ocean development division, Tanaka also indicated MES's forward-looking stance on mergers and acquisitions. "Our company cannot carry out large projects alone," he said. MES holds a 50.1 percent stake in MODEC Inc., a world leader in engineering and offshore plants for extracting oil and other resources from the seabed. The global ocean development industry is expected to be worth about 11 trillion yen in 2020, nearly triple the about 4 trillion yen market for 2010. MES has expressed a desire to team up with companies around the world to expand its current ocean development sectors and enter new ones.

"To survive, we must have a balanced business structure," Tanaka said. MES is aiming to expand non-shipbuilding sales--such as ocean development, chemicals and power plant construction--by about 70 percent from fiscal 2012 levels by fiscal 2016. Faced with strong competition from Chinese and South Korean firms, it is difficult to anticipate growth for domestic shipbuilders. In fact, sales are expected to drop by about 10 percent by fiscal 2016 from fiscal 2012 levels.

Heavy machinery giant IHI Corp. and steelmaker JFE Holdings Inc. merged their shipbuilding businesses into Japan Marine United Corp. in January. According to a Japan Marine United executive, "The door is open to further restructuring," indicating the firm is considering expanding both its scale and scope. Reorganization and integration within the industry are seen as essential to the survival of the domestic shipbuilding. "Cutting costs such as by integrating and closing shipyards will have a combined effect" and is the only way to compete with Chinese and South Korean makers, said an analyst at a foreign securities firm. Kawasaki Heavy is also seeking to boost its ocean development sector, but according to company Managing Director Akio Murakami, "We have a shortage of designers and other staff in our shipbuilding department." However, since Kawasaki Heavy does not even hold a 10 percent share of the shipbuilding market, the firm would appear to have few options other than mergers and acquisitions if it hopes to grow its shipbuilding business. Despite the breakdown in talks with MES, the shipbuilder appears to be seeking other means of cooperation and consolidation. **Source : The Japan News**

Mitsubishi Heavy Industries, Ltd. : MHI Begins Construction of New Generation AIDA Cruise Ships with Leading-edge Environmental Technologies

Mitsubishi Heavy Industries, Ltd. (MHI) began construction June 30 at its **Nagasaki Shipyard & Machinery Works** of the first of two new generation cruise ships for **AIDA Cruises**, the German cruise company part of **Costa Group**, Europe's largest cruise company member of **Carnival Corporation & plc**. The two new ships, which will incorporate an array of the world's leading-edge environmental technologies, are scheduled for delivery in the spring of March 2015 and 2016 respectively. The keel laying ceremony to mark the occasion was held at the shipyard today attended by the owner's representatives including Pier Luigi Foschi, Chairman of **Costa Group**, Michael Thamm, CEO of the Costa Group, Michael Ungerer, President of **AIDA Cruises**; and from MHI, Chairman

Hideaki Omiya, Mrs. Omiya who accepted the honor of Coin Mother to place the symbolic coin in a block of the ship, and Hisashi Hara, Head of the Shipbuilding & Ocean Development Headquarters. The ship now under construction is the first of two vessels ordered by **Costa Group**; each has around 3,300 passengers capacity with 124,500 gross

tonnage - the largest ever constructed for AIDA Cruises. The second ship is scheduled for delivery in March 2016. The two new AIDA ships marks the order to follow the two highly successful 116,000 gross tonnage ships for Carnival's Princess Cruises - [Diamond Princess](#) and [Sapphire Princess](#) - delivered in 2004 at [MHI Nagasaki Shipyard](#).

The new cruise ships on order will not only be equipped with many advanced environmental technologies, but also incorporate various features to enable provision of AIDA's unique style of cruising experience. Among the features already selected for installation is the "Mitsubishi Air Lubrication System" (MALS), MHI's proprietary technology that reduces fuel consumption and carbon dioxide (CO2) emissions through use of a layer of air bubbles blown from the vessel's bottom. MALS is expected to reduce fuel consumption by approximately 7%. Other advanced technologies are also slated to be added to the ships' installations, with details to be announced later.

In constructing the two new generation cruise ships for [AIDA](#), MHI will bring together its full complement of shipbuilding technologies accumulated to date. Leveraging this latest order, the company will continue its aggressive marketing initiatives to attract orders for large-size ships equipped with leading-edge technologies to reduce fuel consumption and ease environmental impact.

[Carnival Corporation](#) is the largest cruise vacation group in the world, with a portfolio of 10 cruise brands. In total the group now operates 102 ships, and 7 new vessels are scheduled to join the fleet by 2016. Costa Crociere S.p.A. comprises the brands Costa Cruises, AIDA Cruises and Iberocruceros. Its fleet, the largest in Europe, has a total of 27 ships in service and 3 new ships to be delivered by 2016. Costa [Source :4-traders](#)

DSME delivers APL BOSTON (8,500 teu), third ship of APL's 'American cities' series



The 8,500 teu [APL BOSTON](#), number three in the twelve ship series / [Photo : Vladimir Tonic](#)

At the end of the past week, Singapore-based APL has taken delivery of the 8,500 teu vessel [APL BOSTON](#). The ship was built by DSME of South Korea as the third ship in a series of twelve identical sisters. It follows the [APL NEW YORK](#), delivered in May.

Originally ordered in July 2010 as part of a ten-ship series of 17-row-wide standard 8,500 teu ships, [APL](#) later opted to change the type's design. In June 2011, the Singaporean carrier and the Korean shipyard agreed to build the ships as compact 18-row-wide units with a bulkier hull and more compact exterior dimensions. Simultaneously, APL added orders for two more sister ships to bring the series to twelve units instead of ten. The series' ships are 328.20m long and 45.20m wide. The stated container capacity of 8,500 teu is a conservative estimate, since APL did not yet disclose the actual teu intake. The new [APL BOSTON](#) has joined the carrier's Southeast Asia and Far East to California Service

'SAX' (#231). This service is operated by a fleet of seven APL vessels and it turns in 49 days. APL's New World Alliance friends [Mitsui O.S.K. Lines \(MOL\)](#) and [Hyundai Merchant Marine](#) have slot allocations on the loop. APL's 'American cities' series will continue with the [APL PHOENIX](#), [APL CHARLESTON](#), [APL SAVANNAH](#) and six further vessels yet to be named.

Daewoo Shipbuilding wins US\$411m order for two LNG carriers

[Daewoo Shipbuilding & Marine Engineering Co Ltd](#) said on Monday it had won a 469.6 billion Korean won (\$\$522 million) order to build two liquefied natural gas (LNG) carriers from [Angelicoussis Shipping Group Ltd](#). The South Korean shipbuilder said in a statement the vessels are slated to be completed by the second half of 2016, and operated by Maran Gas Maritime Inc, a gas shipping unit of [Angelicoussis Group](#). Source : Reuters



VTB issues letter of credit limit (RUB 6.2 bln) for Vyborg Shipyard

VTB has issued a letter of credit limit to the total amount of RUB 6.2 bln for [Vyborg Shipyard](#) to finance the Shipyard's current activities, the shipbuilding company says. Under the letter of credit limit VTB fully repays the Shipyard's debt under credits to the total amount of RUB 3.3 bln earlier obtained from other banks. The obligations of Vyborg Shipyard are to be fulfilled within 10 years.

All transactions will be secured by the surety of [United Shipbuilding Corporation OJSC](#).

[Vyborg Shipyard OJSC](#) is one of the largest shipbuilding companies of the North-Western Region of Russia with over 60-years' experience in shipbuilding. Vyborg Shipyard is a member of the [United Shipbuilding Corporation](#). Since the Shipyard was founded (1948) there have been built more than 200 different vessels with deadweight of up to 12,000 tonnes and total displacement exceeding 1,300,000 tonnes. Today the Shipyard specializes in building drilling rigs for offshore deposits development, vessels of small and medium tonnage as well as ship repair.

Neva-Leader 4 being built by Nevsky Shipyard set off on sea trials

On June 29th, 2013 the vessel «[NEVA-LEADER 4](#)» dwt 7150 t set off on builder's sea trials. The self-propelled dry-cargo vessel «[NEVA-LEADER 4](#)», the fourth in a series of 10 vessels, is being built at [Nevsky Shipyard](#) for North - Western Shipping Company, JSC. The project RSD49 is developed by Marine Engineering Bureau-Design-SPb, JSC.

The first three dry-cargo vessels have been already delivered to the Customer and now they are successfully operated.

In the period from November, 2012 to May, 2013 the first two RSD49 project vessels - "[NEVA-LEADER 1](#)" and "[NEVA-LEADER 2](#)" - transported more than 100 000 tons of cargoes. [Nevsky Shipyard LLC](#) - one of the oldest enterprises of water transport in the northwest of Russia, is situated 40 km away from Saint Petersburg, in

Shliesselburg. It started shipbuilding in 1952. **Nevsky Shipyard** builds sea-going and river vessels of various types and purposes and provides all kinds of ship repair. The Shipyard's slipway allows launching and lifting for repair of 140-m-long vessels with dock weight of up to 2,500 tonnes. **Source : PortNews**

New PSV 'World Diamond' delivered to World Wide Supply

Damen Shipyards Galati has delivered the 'World Diamond', the first of six Platform Supply Vessels for Norwegian offshore owner **World Wide Supply**, built to an entirely new Damen design. The **World Diamond** was christened by godmother Her Royal Highness Crown Princess Margarita of Romania on June 28th, in a yard ceremony attended by 150 guests. "Delivery of this first PSV 3300 represents a new era in Damen's continuing offshore supply vessel story," said Arnout Damen. "This has been a truly collaborative project, with Damen drawing on expertise from within the group and the client and also from partners among leading research institutes and subcontractors to deliver a first in class vessel designed, built and equipped to European standards for a world class customer."



Steinar Kulen, representing owner WWS, said: "The cooperation on World Diamond's design has ensured the delivery of a mid-size PSV capable of worldwide operations to meet the market to come. We have also been very happy with the cooperation with Damen on the build and with the quality and construction undertaken by the yard in Galati."

Delivery of the new design involved extensive CAD/CAM modelling by **Damen Shipyards** Gorinchem in the Netherlands and rigorous model testing at MARIN (Maritime Research Institute Netherlands). The PSV 3300 is one type within the new range of Damen PSV's.

The 80.1m length PSV 3300 has a deck load of 1,500 tonnes will undertake crew and materials transport to and from offshore platforms but also offers fire-fighting and oil pollution recovery capability. Equipped with azimuth thrusters and dynamic positioning (DP2), the design is distinguished by slender hull lines to meet challenging conditions and minimise fuel consumption, as well as enhanced crew comfort.

First contracts

Mr Kulen said four of the six PSV 3300s due delivery from **Damen Shipyards Galati** had secured long term contracts supporting Petrobras, offshore Brazil. The remaining two are expected to be offered to the North Sea spot charter market. Earlier in the day, **World Opal**, the fifth vessel in the series due delivery to WWS from the Romanian yard was launched into the water.

VIDEO : A short video is available at youtube.com click on: <http://www.youtube.com/watch?v=X6Fz7zB9jml>

ROUTE, PORTS & SERVICES

Vripack designs gracious classic motor yacht



The Design Studio of **Vripack** thoroughly enjoyed itself whilst designing the new 45.5m classic motor yacht **B52**. A yacht which features the gracious characteristics of those of the late 1920's till end 1940's. As the **B52** is to become a real family yacht suitable for exploring coastal areas, Vripack produced a tailor-made layout following the wishes of the young client resulting in a functional and spacious design. Besides exploring the outskirts of the world, she will be used as a stand-by mother ship during classical sailing boat regattas, hence the B in her name.

On the very comfortable main deck a master suite, two twin cabins for the owner's children, a small cabin in between for the children's nanny, an office and a pantry are situated. "To create maximum privacy for the owner and guests, we paid special attention to the routing of this yacht, making it possible for the crew to be able to do their jobs properly whilst needing to encounter the guest's deck or internal spaces as little as possible," says Vripack designer Bart Bouwhuis. The complete lower deck, situated above the waterline, is specially designed for the crew, including a galley, laundry facilities, crew mess, crew quarters and their own relaxation area on the

foredeck. The aft part of the main deck has a large tender deck platform for two 7,5 meter tenders, both just tucked away under the sky lounge deck and behind the bulwark to prevent any loss of aesthetics. When the tenders are to be launched by overhead cranes, the bulwark is folded down to provide easy access. Also there is a large extendable swim platform integrated in the classic stern, including a dive store and all of today's needs for a full entertainment beach area.

The sky lounge fore deck has a large inside explorers lounge and bar with very special view and fully sun covered by the canopy which is one of the style elements that really gives you the 'travel back in time' feeling. Aft, the main salon including a dining space is linked to the outside deck. The wheelhouse is located on the sundeck including a seating area in front and an additional seating with Jacuzzi aft. Vripack has created a bridge with an open layout. You can walk fully around making it one of the most interesting eye catchers of this yacht. On top of the bridge and at the same time the highest point of the vessel,



the exploration deck provides the best views when cruising. Following their unique Holistic design approach **Vripack** gave special attention to her large technical space to guarantee the possibility for good maintenance of the whole yacht and her tenders, while at the same time also focused on a super efficient and comfortable hull by using CFD analysis resulting in a maintenance-free green system functioning well and being reliable in all weather conditions.

LOA : 45.50m - BOA : 9.40m - Draft : 2.60m



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Caterpillar to Acquire Berg Propulsion, Significantly Expanding Customer Options for Advanced Marine Power Solutions

Caterpillar Inc. has signed a definitive agreement to acquire **Johan Walter Berg AB**, including its core brand of Berg Propulsion, a leading manufacturer of mechanically and electrically driven propulsion systems and marine controls for ships. With the acquisition, Caterpillar will transition from selling only engines and generators to providing complete marine propulsion package systems. Headquartered in Öckerö Islands, Sweden, Berg has designed and manufactured heavy-duty marine thrusters and controllable pitch propellers since 1929. Its proprietary systems are employed in maritime applications throughout the world that require precise maneuvering and positioning. Berg is one of the most highly regarded brands in the marine industry,” said Tom Frake, Caterpillar vice president with responsibility for the Marine and Petroleum Power Division. “Our team will now be able to provide worldwide Caterpillar support to marine operators for a complete, optimized propulsion package, including bow thrusters, gear boxes and shaft alternators. In addition, Berg’s expertise, focus on maximizing customers’ uptime and minimizing operation cost aligns well with Caterpillar’s value proposition.” Berg will become part of the **Caterpillar Marine** and Petroleum Power Division, which supplies diesel and natural gas engines for the generation, control and supply of mechanical and electric power for the marine and petroleum industries. “This marks the beginning of an exciting new chapter in our company’s history and is a chance to become part of the strongest brands – both Caterpillar and MaK – in our industry,” said Håkan Svensson, Berg’s Chief Executive Officer. “Berg has proudly served the marine industry for 101 years, always striving to provide the best economical and environmentally sound customer solutions. We look forward to developing and providing an even greater portfolio of products and services for ship owners around the world.” Berg’s thrusters, propellers and control systems will be rebranded as **Caterpillar** soon after the close of the deal, which is expected in the third quarter 2013, pending final regulatory approvals.

MPA's Revision to The Pre-Arrival Notification of Security (PANS)

The Maritime and Port Authority of Singapore would like to inform the shipping community that the Pre-arrival Notification of Security (PANS) has been revised and will be renamed as Pre-arrival Notification (PAN), and will come into effect on 1 July 2013. Pursuant to Section 44(2) of the Maritime and Port Authority of Singapore Act (Cap. 170A), and Regulations 3 and 63A of the Maritime and Port Authority of Singapore (Port) Regulations, the Port Master hereby directs that owners, agents or masters of the following vessels are to declare the required information using the PAN form in this circular:

- a) Passenger ships including high-speed passenger craft;
- b) Cargo ships, including high-speed craft, of 500 GT and above; and
- c) Mobile offshore units, including mobile offshore drilling units

The changes made to the format of the PAN form has been attached as Annex A. With effect from 1 July 2013, owners, agents and masters of vessels mentioned in paragraph 2 above shall complete the revised PAN form as

attached in this circular and send it to the Port Security Department at fax no. (65) 6221 3036 or email to isps@mpa.gov.sg at least 24 hours¹ before the ship's arrival in Singapore. The ship's agent based in Singapore may submit the PAN through MPA's Marinet. For more details for the Shipping Circular 5-2013, please follow the link below. http://www.mpa.gov.sg/sites/circulars_and_notices/pdfs/port_marine_circulars/pc13-05.pdf

Source: MPA.

China Shipyard Delivers 4,800 TEU Emirates Containership

Emirates Shipping Line (ESL) has received the first of two 4,770-TEU vessels ordered by Hamburg's Hammonia Shipping & constructed by Jiangsu New Yangzijiang shipyard. The **Hammonia Istria** will be chartered to Emirates Shipping Line and renamed **Emirates Pearl** for deployment on its CIS China-India service to replace the 4,250-TEU **Jpo Vela**. ESL runs the service in partnership with OOCL and APL, which markets the loop as CIX. Emirates Shipping Line provides one of the six vessels on this service. The new containership is 255.10 m in length with a breadth of 37.3 m and has reefer plugs for 600 containers. Source : MarineLink

Ten years of TrustLube

2013 is a special year for **TrustLube**, and November a special month. It will then be 10 years since **TrustLube** first began. What began as



“lubrication pioneer” has grown into cutting-edge centre of knowledge for heavy duty lubrication problems. The time has flown, but luckily our innovations have not! Dozens of

organizations in the maritime, dredging, offshore and (petro)chemical industry make daily use of our “proven technology” or draw on our expertise in developing more efficient and innovative lubrication solutions. We look back on a happy first ten years, but prefer to look forwards. To the newest developments of **TrustLube** which are to come. We cordially invite you to raise a glass to the future at **Europort 2013**. One of today's most ground-breaking maritime trade fairs, **Europort 2013** takes place from 5th to 8th November 2013 in the worldly port of Rotterdam. Innovation starts [here](#).

NSI Safety Notice of Non Original GMDSS Batteries

The Netherlands Shipping Inspectorate (Marine and Fishery) has recently issued the following safety notice:

"NSI has become aware of non-original GMDSS batteries being promoted, sold and installed on board SOLAS convention vessels for use in GMDSS equipment required by SOLAS. In particular these counterfeit batteries are being promoted, sold and installed for use in Jotron products type **Tron 40S**, **Tron SART**, **Tron SART 20** and **Tron TR-20 GMDSS**.

The non-original batteries are apparently being manufactured in China, labeled with Chinese text and bearing CCS approval No. CQ07T00007. It should be realized that the use of non-original (replacement) batteries in legally required GMDSS equipment on Dutch flag vessels is not allowed, as this is considered an infringement of the MED type approval. Original manufacturer batteries, i.e. those indicated on the MED module B certificate of the GMDSS equipment (e.g. EPIRB or SART), shall always be used.

Furthermore, non-original (replacement) batteries have been shown to be of inferior quality and the use of them may result in safety risk and/or the failure of the GMDSS equipment to function properly in a distress situation.

Cospas-Sarsat, who are responsible for approving EPIRB's to operate within the Cospas-Sarsat satellite-system have also confirmed that the use of non-original manufacturer batteries for **Tron 40S** do not comply to Certificate/TAC.no 95 and therefore cannot be considered as a Cospas-Sarsat approved EPIRB."

What should owners and operators do now?

Owners and operators of new and existing ships should bring this information to the attention of their members, crews, surveyors and other relevant employees and parties, and take any necessary corrective action.

Source: Lloyd's Register.

Rizhao port adding ten berths this yea

Rizhao port in Shandong province is investing RMB3.92bn in total to develop ten more terminals including a crude oil terminal, a coal terminal and a 300,000dwt iron ore terminal in 2013. Rizhao port completed cargo throughput of 284m tons and ranked 10th in Chinese ports in 2012. It aims to increase the cargo throughput to 310m tons this year.

Source: Sino Ship News

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Beihai Port cancels RMB1.7bn financing

Beihai Port announced a new asset evaluation report as well as a new restructuring plan yesterday. Beihai Port planned to acquire full equity of Fangchenggang Port, Qinzhou Port and 57.57% equity of Beibu Gulf Towing Company with RMB5.18bn in total and it also planned to raised RMB1.7bn funds from around 10 investors. In the new restructuring plan, the acquisition plans stay the same, however, the RMB1.7bn financing has been cancelled. Beihai Port had to change to a new accounting firm in the middle of the restructuring as the old one, Zhonglei CPA's business license had been revoked by the China Securities Regulatory Commission due to operational irregularities.

Source: Sino Ship News

PSC's Tokyo MOU New Inspection Regime

The Tokyo MOU on Port State Control (PSC) has announced that it will be introducing a New Inspection Regime (NIR) from the 1 January 2014, replacing the existing ship target factor system. The move will further harmonise the PSC regimes of the Tokyo and Paris MOUs, the latter having introduced a NIR on 1 January 2011.

The new Tokyo MOU NIR will closely mirror the system already in place in the Paris MOU region with vessels assigned a ship risk profile from one of three categories; Low Risk Ship, (LRS), Standard Risk Ship (SRS) and High Risk Ship (HRS). The profile will be determined automatically by the Tokyo MOU computer database by considering a number of factors covering the preceding 36 months:

- Performance of the ship's flag state; whether it appears on the Tokyo MOU Black, Grey or White list of flag states, and the status of the flag's adherence to the IMO Member State Audit Scheme which, although voluntary at present, is due to become mandatory in 2015
- Type of ship
- Age of ship
- Performance of the ship's Recognised Organisation (RO)
- Performance of the company responsible for the vessel's safety management in accordance with the ISM Code
- Number of deficiencies
- Number of detentions

The PSC inspection interval will depend on the ship risk profile assigned to a vessel. Low risk vessels will have a less frequent inspection burden, whereas those vessels deemed high risk will be subjected to more regular inspections.

Vessels considered low risk will be inspected 9 to 18 months after a previous inspection, standard risk vessels will be inspected after 5 to 8 months and a high risk vessel will be inspected every 2 to 4 months. Although the Tokyo MOU NIR is aligned closely to the Paris MOU NIR, the Tokyo MOU NIR inspection interval is more frequent.

If a vessel calls at a Tokyo MOU port within the inspection time window it will be considered Priority II and may be inspected. If the inspection time window has passed it will be considered Priority I and will be inspected.

If a vessel has any “overriding factors”, which may include situations where Class has been suspended or withdrawn or if the vessel has very recently been involved in a casualty, such a collision, then it is likely the vessel will be inspected by PSC regardless of when the last inspection took place.

Further guidance on the Tokyo MOU NIR on PSC can be found on the Tokyo MOU New Inspection Regime (NIR) webpage http://www.tokyo-mou.org/inspections_detentions/NIR.php

Additional information on the operation of the Paris MOU NIR on which the Tokyo MOU NIR is based can be found in the Club's news article: Port State Control – Paris MOU New Inspection Regime

<http://www.westpandi.com/Publications/News/Archive/Port-State-Control---Paris-MOU-New-Inspection-Regime/>

Source: WoE.

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.... PHOTO OF THE DAY



Heavy rain and tunderstorms at the panama canal last Friday when a Maersk ship is on the way to the Miraflores Locks. **Photo : Cees (C.j.w) De Vries ©**

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