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The ARCTIC PRINCESS enroute Amsterdam – Photo : Simon Wolf ©

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EVENTS, INCIDENTS & OPERATIONS



MYTILINI (ex Madison Maersk) in need of a coat of paint - outbound from Cape Town for New York

Photo : Ian Shiffman ©

Azerbaijan's State Caspian Shipping Company announces plans to buy new ships

Till the end of July the **Azerbaijan State Caspian Shipping Company (SCSC)** plans to get two main sections of the floating dock, the construction of which is carried out in the Russian city of Nizhny Novgorod, the head of the company Aydin Bashirov told journalists on Saturday. According to him, the length of the dock will be 160 meters, and it will consist of six blocks. Construction of the dock will be completed before the end of the year. Bashirov noted that the new towing vessel, which was built in Turkey on demand of the company, will be sent to Baku from the Turkish port of Samsun within a week. "The new vessel will work to meet the needs of SCSC, as well as in case of an agreement, it will provide services to BP and other companies," the head of the company said. Referring to the plans for the purchase of new vessels, Bashirov said that the SCSC will consider buying new dry-cargo ships and tankers in the next year. "During the period of its activity the shipping company achieved great results, and in recent years ten

new ships have been purchased. The purchase of ferries, the number of which currently stands at 13 units was also carried out," Bashirov said. According to him, these ferries will contribute to cargo transportation process, which will be carried by Baku-Tbilisi-Kars railway. **Source : Trend**



The **TILLY RUSS** approaching Singapore Pasir Panjang container terminal

Photo : Paul Firet ©

Capt Wei's last hurrah, attends gala opening of new Piraeus terminal

THE Greek Port of Piraeus recently held an opening ceremony of its new facility Pier 3, run by Chinese shipping conglomerate Cosco, Xinhua reports. Officiating was Cosco Group's CEO Wei Jiafu's last ceremonial acts, before he stepped down a few days ago from the post. Phase one of Pier 3, occupying 120,000 square metres, has a quay length of 450 metres and is equipped with five double-container overhead cranes and six rail-mounted gantries. It is able to handle 700,000 TEU a year and can accommodate 18,000-TEU ships, the biggest afloat today.

According to the concession agreement, the new pier was constructed by PCT-Piraeus Container Terminal, an operating arm of Cosco Pacific and is the terminal with the deepest draft with the most modern facilities in the Mediterranean. Greek Prime Minister Antonio Samaras delivered a speech to more than 120 participants including the Chinese Ambassador Du Qiwen, Greek ministers, representatives of key accounts and others. Capt Wei said that when Cosco took over the terminal, the annual throughput was 166,000 TEU and it has since risen to 2.1 million TEU last year with this year's target being 2.5 million TEU. Since the take-over, Cosco has directly created 1,000 jobs for local economies. Capt Wei also said he believed that the opening of Pier 3 will advance Cosco's business development and create more jobs. Prime Minister Samaras said the new terminal expansion will provide 700 more jobs to Greece, believing the forthcoming collaboration is not only mutually beneficial to China and Greece, but for the entire EU.

Source : Schednet

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OCEANIC RENAMED IN OSMAN KHAN



The **OCEANIC** was sold to the Turkish company **Karadeniz Holding** in the summer of 2013. New name for the now operated under the Liberian flag vessel is **OSMAN KHAN**. on the further use of the ship, there are different information. So the ship may continue to be used as a tug or be converted into a yacht in the future

Photo : Pieter van der Valk ©

Australian navy rescues troubled boat as Indonesia, Australia talk refugees

An Australian navy vessel came to the aid of a suspected asylum seeker boat in distress south of Indonesia on Friday, as leaders of the two countries met to discuss refugees, one of the key issues in Australia's upcoming general election. The boat, around 42 nautical miles south of Java, had requested assistance and been spotted by a customs surveillance aircraft, Australian Customs and Border Protection said. A navy patrol ship had arrived at the scene and started to assess the situation, a spokeswoman for the **Australian Maritime Safety Authority (AMSA)** said by telephone.

"It's still upright. The people seem all OK," she said. Eighty people were on board. The boat called the AMSA earlier and reported it was taking on water, she said. Australian Prime Minister Kevin Rudd is visiting Indonesia on his first overseas trip since being reinstalled to address sensitive bilateral issues, including asylum seekers, with Indonesia President Susilo Bambang Yudhoyono. "It is not fair if (this issue) is only charged to Indonesia and Australia," Yudhoyono told a joint press conference in the Indonesian city of Bogor, south of Jakarta. "Boat people come from Afghanistan, Iran and Myanmar, while the transit countries can be in Thailand, Malaysia or Indonesia."

Refugees seeking asylum in Australia often set sail from Indonesia or Sri Lanka, heading for Australia's Indian Ocean territory of Christmas Island in dangerous and overcrowded boats, with the help of people smugglers.

Since 2001, almost 1,000 people have died at sea while attempting to reach Australia. Rudd is seeking to defuse voter unease ahead of elections scheduled for September and is expected to take a tougher line on refugees than his predecessor, Julia Gillard. Rudd replaced Gillard as prime minister in a Labor party vote last month after successive polls predicting a Labor government washout at the election **Source : Reuters**



The 2011 built **ATLANTIC PROGRESS** in bound for Coatzacoalcas, Mexico - Photo : Alf Gullaksen ©



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06-07-2013 : The **AIDAaura** anchored off Port Sochi busy with transferring passengers to Sochi for a day on shore. The **AIDA Aura** is this summer a regular visitor to Sochi Port. Photo : Dik van Uiterl ©

MOL Comfort reflections: Ships are getting cheaper in more ways than one

VOCIFEROUS, but seemingly informed opinion, on the state of shipbuilding came after the **MOL Comfort** disaster off Yemen from an "expert" writing to **Vancouver's Ship & Bunker**. "Sections are prefabricated using plate steel cut and welded by robots and assembled like a huge Lego set. In the quest for faster, more fuel efficient vessels, plate

steel gets thinner and thinner, and the joints and frames get less and less substantial," he said, referring to the 8,000-TEU MOL Comfort that split in two on June 27 in heavy monsoon seas. "It is tempting to imagine that the cause lies with the simple need for lots of very large boxships as cheaply as possible. The old analogy of the holes in the Swiss cheese lining up springs to mind," said Ship & Bunker's "anonymous maritime expert".

"We have been able to point the finger, maybe unfairly, at the bargain-basement yards where they were built with limited quality control in terms of building, but also in materials," he said. "I think the most surprising thing was that the MOL Comfort was built in Japan by **Mitsubishi HI**, which I am sure is a yard, and a country, that certainly does not show shoddy workmanship and poor quality control," he said. "We have also pointed the finger, more fairly in my view, at the classification societies for certifying these below-standard ships in the first place and again, every time she had an inspection," he said.

"That she was classed by NKK, one of the most stringent and experienced societies when it comes to these issues, merely makes the event all the more puzzling. "In poor weather with heavy swells, someone with time on a boxship bridge will tell you the fear of parametric rolling is often more in the front of the mind than midships cracking forces. The mantra is to keep the seas on the bow, and where possible, not to take them on the beam." he said. "Are we seeing the point where such methods become insufficient as box ships get bigger and bigger? Might the Russian officers [thus far identified as Ukrainian] be guilty of 'getthereitis'? Were they pushing her too hard into big swells with a cargo stowed in such a way as to amplify the loading forces around the midships moment?" the expert said. **Source : Schednet**



The **FAIRPLAY 33** arrived July 5th in Walvis Bay with **NAMDOCK III**

Photo's : Werner Salpeter - KLD Ships Agency ©



Tug Fleet Expansion for Panama Canal

The Panama Canal has increased its tugboat fleet with the arrival of the first two of 14 tugboats that will improve the waterway's resources to offer a safer and more efficient service to the global shipping industry. These tugboats will strengthen the Canal's capacity for the operation of the Third Set of Locks. The additional capacity will allow assisting Post-Panamax vessels that will be transiting the expanded Canal, which will not require the use of locomotives used in

the existing locks. The update to the Panama Canal tugboat fleet began in 2001, when the waterway had 20 tugs. Currently, the Panama Canal has 39. According to the Panama Canal Administrator, towards the end of next year and after retiring those tugs reaching the end of their lifespan, the Panama Canal will have a fleet of 44 tugboats to face the operational demands of the current and expanded Canal. **Source: Safety4Sea**



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This is the general cargo ship **VECTIS ISLE** (7227gt, 2012) at the Cirncross fitting-out wharf at Brisbane 6 July.

Photo : John Wilson ©

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Several ships are flagged home to Norway

Klaveness shipping company flags home two of its cargo ships and has moved ownership of the fleet back to Norway. More and more ships are now registered in Norway. The company has chosen to flag home two bulk cargoships and has shifted ownership of two container ships back to Norway. We will contribute to a good community for shipping in Norway, and the more ships sailing with Norwegian flag, the greater will be the Norwegian Maritime Directorate's influence internationally, says managing director Lasse Kristoffersen in **Torvald Klaveness shipping** company. **Source : Norway Today**



The **JS ALULAR** at the Westerschelde - Photo : Henk Nagelhout ©

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Cargo Ships Locked Together After Colliding in Aegean Sea



Efforts are underway in Greece to separate two cargo ships that collided in the Aegean Sea on July 4th. The Hellenic Coast Guard reported that the Maltese flag **M/V KATHERINE** and the Panama-flagged **MV BARU SATU** collided early Thursday about seven nautical miles southwest of Andros in the Aegean Sea. Photos show that the **BARU SATU** struck the port side of the **KATHERINE**, causing damage to both ships. The Hellenic Coast Guard said that the **KATHERINE** was taking on water, but the ingress was brought under control. The **BARU SATU** sustained damage to her bow.

No injuries were reported from either vessel. The **KATHERINE** was on its way from Novorossiysk, Russia to Italy with a load of

iron and the **BARU SATU** was sailing from Piraeus to Bulgaria with a load of sugar, according to the Hellenic Coast Guard. Reports indicate that the vessels remain locked together over fears that the **KATHERINE** will sink. Source : **gCaptain** See also the video [here](#)

Fire on fore section of MOL Comfort out of control

A fire that broke out on Saturday on the fore section of the stricken **MOL COMFORT** is still blazing out of control. The **MOL COMFORT** split in two on June 17 200 nautical miles off Yemen with the stern section sinking 10 days later. A salvage company, **Smit**, was employed to tow the fore section of the ship to the coastline, believed to be bound for Oman, but the operation has proved very difficult in tough weather conditions the tow line snapped and had to be reattached three days ago and now the fire is ravaging the remnants of the five-year old 7,000 teu containership. "The fire is not under control due to adverse weather yet," the ship's owner **Mitsui OSK Lines** said in a release Sunday. The salvage company has requested fire fighting assistance from the Indian Coast Guard, and its patrol boat **Samudra Prahari**, which is equipped with powerful external fire fighting system, is now proceeding to the scene. Source : **GulfShip News**



NAVY NEWS

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The Thai **LST 713 PANGAN** moored in the port of Thong Sala at the Thai island of Koh Phangan, The LST is built at **Chicago Br. & Iron, Ind.** and launched 16-3-45 and commissioned 07-04-1945 as the **LST 1134 USS STARK COUNTY** decommissioned, 16 May 1966 from the US navy and transferred to Thailand and commissioned into the Royal Thai Navy as **HTMS Pangan (LST-13)** was transferred to Thailand in 1966 renumbered by the Thai Navy into **LST-713** between 1995 and 1997, Decommissioned by the Thai Navy, (date unknown) , to be used as a museum and tourist attraction at Koh Phangan, Thailand Photo : **Annemarie van der Klooster** ©

Italy, Russia to Modernize Diesel Submarine Project

Russia and Italy have decided to optimize their joint next-generation diesel submarine project, a Russian naval design bureau said Friday. The S-1000, a 1,000-ton diesel submarine, is a joint project begun in 2004 by Russian submarine builder Rubin and **Italy's Fincantieri**. Russia and Italy presented a mockup model of the S-1000 at an international arms show in France in October 2006.



Andrei Baranov, deputy head of the Rubin Central Design Bureau, said that in its proposed configuration, the S-1000 is of "little interest" for potential clients, adding that a decision had been made to improve the project and target specific countries that need a submarine fleet. The submarine was originally designed for anti-submarine and anti-ship warfare, reconnaissance missions, and transportation of up to 12

troops. It is 56.2 meters long, has a top speed of 14 knots and is equipped with a new fuel cell-powered Air Independent Propulsion (AIP) system developed by the Italian firm. Although its exterior will stay as designed, there will be considerable changes to "what's inside" the submarine, Baranov said, adding that the target regions for selling submarine would remain the Middle East and Southeast Asia. He cited several reasons for the upgrading the sub, including to market it to the Russian and Italian navies. He said the S-1000 design was drawn up almost a decade ago and much has changed since then. And, he noted, such small submarines are currently in great demand in the world, and there is intense competition on the market. "Countries that are actively looking for new submarines are setting some totally unexpected demands for those ships," he said. **Source : RIANovosti**

SHIPYARD NEWS



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China Rongsheng, symbol of shipping downturn, seeks govt help

- * Appeals for financial help from government, big shareholders
- * Govt says wants closure of firms plagued by overcapacity
- * Does not mention specific industries or companies
- * China Rongsheng shares drop 16 percent to record low

* Company says expects H1 net loss, delays payments to suppliers (Adds analysis, quotes)

China Rongsheng Heavy Industries Group, China's largest private shipbuilder, appealed for financial help from the Chinese government and big shareholders on Friday after cutting its workforce and delaying payments to suppliers. Analysts said the company could be the biggest casualty of a local shipbuilding industry suffering from overcapacity and shrinking orders amid a global shipping downturn. New ship orders for Chinese builders fell by about half last year.

Hours after China Rongsheng made its appeal in a filing to the Hong Kong stock exchange, where the company is listed, Beijing vowed to bring about the orderly closure of some factories in industries plagued by overcapacity.

The statement by the State Council, or cabinet, laid out broad plans to ensure banks support the kind of economic rebalancing Beijing wants as it looks to focus more on high-end manufacturing. It did not mention any specific industries or companies and there was no suggestion it was referring to Rongsheng.

China Rongsheng said it was expecting a net loss for the six months that ended June 30 from a year earlier, according to the filing. It gave no figures.

The company reported a net loss of 572.6 million yuan (\$93.47 million) in 2012, its worst-ever, despite getting government subsidies of 1.27 billion yuan in that year, its latest annual report shows.

Rongsheng shares plunged 16 percent to a record low in heavy turnover on Friday, leaving its market capitalisation at just under \$1 billion. The Hang Seng Index climbed 1.9 percent. China Rongsheng is down 28.2 percent on the year.

"Obviously it's bad with the fact that you have a profit warning and there is a request to ease financial pressure through the government," said Nathan Snyder, a transport analyst at CLSA.



The LNG tanker **PAPUA** under construction at Hudong-Zhonghua (China)

Photo : Chris Mackey - Southern Cross Maritime Services ©

In its filing, China Rongsheng said some workers had been made redundant, although it gave no numbers or timeframe for the losses. The company did not immediately respond to requests for more information.

The Wall Street Journal said this week there had been 8,000 job cuts in recent months, representing about 40 percent of China Rongsheng's workforce.

TOO RELIANT ON BULK CARRIERS

Analysts said the company was suffering partly because of its reliance on building bulk carriers that ship iron ore from producer nations such as Brazil to China. The bulk market accounted for about 58 percent of its orderbook.

That segment was under pressure due to a slowdown in global steel production, relatively high iron ore port inventory levels and a wave of new ships hitting the market in 2011-12, Citigroup said.

China Rongsheng has said it won only two shipbuilding orders worth \$55.6 million last year when its target was \$1.8 billion worth of contracts. This year, it received orders to build two drilling rigs used in oil exploration, worth \$360 million. By contrast, another Chinese shipbuilder, Singapore-listed Yangzijiang Shipbuilding (Holdings) Ltd, has secured total orders of \$1 billion in the first half, Barclays said. "Shipyards are a lot like banks, confidence matters ... Any yard anybody is worried about is going to find it very difficult to get new orders," said Jon Windham, Barclays head of Asia

industrials equity research. While the Chinese shipbuilding industry faced "unprecedented challenges", China Rongsheng's board was confident management could ease pressure on working capital in the near future and maintain normal operations, the company said in the filing.

It was coping with tightened cash flow by delaying payments to suppliers and workers, the filing added. The company denied claims suppliers had towed away machinery from its Nantong production base in eastern Jiangsu province, near Shanghai. The company said it was in talks with banks and other financial institutions to renew existing credit lines.

According to its December 2012 annual report, issued on March 26, China Rongsheng's cash and cash equivalents fell to 2.1 billion yuan from 6.3 billion yuan a year ago. It had borrowings of 16.26 billion yuan that were due in less than a year, said the report, the latest financial statistics available on the company's website. Total borrowings were 25.1 billion yuan as of the end of 2012. "The group is ... actively seeking financial support from the government and the substantial shareholders of the company, and increasing its efforts in negotiations with its customers to maximise the collection of receivables," China Rongsheng said in the filing. One shareholder, founder and former chairman Zhang Zhirong, gave an interest-free 200 million yuan loan on Wednesday, the company said.

NOT ALL SHIPYARDS IN SAME BOAT

A note from Macquarie Equities research said the statement highlighted the "severity" of China Rongsheng's liquidity problems, adding this was not necessarily representative of the wider sector.

It said other listed Chinese shipyards were not as leveraged as China Rongsheng. The loan from Zhang was a surprise, it said, showing how badly the company needed cash. Barclays' Windham added: "The inference that a lot of investors, including myself, will take from that is that they couldn't get the bank borrowing to do it."

Receivables pending for more than six months rose to 83 percent from 21 percent a year ago, the annual report said. The industry slowdown was also taking its toll on sales, with inventory turnover at 136 days, up from 73 days.

"Rongsheng will need to address the problems immediately to reassure the market," said Martin Rowe, managing director of Clarkson Asia Limited, a global shipping services provider.

The Chinese government has been trying to support the domestic shipping industry since the 2008 financial crisis, and local media reports said this week Beijing was considering policies to revive the shipbuilding business.

The holding orders of Chinese shipyards dropped 23 percent in the first five months of this year compared with a year earlier, according to the China Association of the National Shipbuilding Industry. New orders dropped to a seven-year low in 2012. (\$1=6.1258 yuan) **Source : Reuters**



CMA CGM CORAL in the dry-dock at **PALUMBO Shipyard**, Valletta, Malta

Photo : Maksym Anishchenko 2nd Engineer o/b Disney Magic ©

Zaliv shipyard executes repair of drilling rig

Shipyard Zaliv has accepted for repair of cantilever jack-up floating drilling rig "**AMAZON**" (length 50 m, width 37 m, depth 5,8 m, shipowner JSC "Gazflot", Russia), the shipyard says.



According to achieved agreements, the works on preparation after towing and preparing of platforms for drilling will be done on the unit. Particularly, among the others corresponding repair-preparative works, the testing of crane equipment and safety means will be done as well as reinforcement for helicopter platform.

Left : The **AMAZONE** operating off Benin during 2001 before shifting to Russia
Photo : Piet Sinke ©

It is planned that the whole scope of works will take approximately two weeks. It worth special notice that in execution of this order the main production workshops of the yard will be involved without engaging subcontractors. At completion of repair the drilling rig will be used for exploration of Azov sea shelf. **OJSC Zaliv shipyard** specializes in repair and

construction of different types of vessels. 37.94% of Zaliv shares is held by Private Limited Company Forth Asset (Great Britain).



The former Dutch Fisheries instruction/ trainings ship **KONINGIN JULIANA** moored at the **Mutzelfeld ship yard** in Cuxhaven where the vessel (now homeported Kingstown) is preparing for her next assignment

Photo : Capt. Henk J. Wortel – Master Seahorse ©

JonRie commissions 1st set of winches for Hyak Maritime Twin Line Haul ASDs

The lead vessel **HAWAII** was delivered from **J.T. Marine, Inc., Vancouver, WA USA**. The new Tug is a Jensen designed 37 Meter 80 Ton Bollard Pull Line Haul ASD complete with a **JonRie Series 200** Bow winch with a capacity of 150M of 60 mm line, a line pull of 5 Tons, a line speed of 20 M/m and a brake with capacity of 200 Tons with an independent capstan. The winch features JonRies Joystick feather speed control, Auto Render Block, fail safe brakes and Auto Abort System.



On her stern is complete with a **JonRie Series 500** Double Drum Towing Winch with a capacity of 750M of 60 mm line, a line pull of 70 tons, a line speed of 25M/m with a brake capacity of 285 Tons. The Auxiliary Drum has a capacity to spool 550M of 50mm Hawser, a line pull of 50 Tons, a line speed of 30 M/m with a brake capacity of 285 Tons. The winch features JonRie's independent level wind Auto Abort System and gypsy

head that can all be operated from the Pilot House. Both Drums comes with **JonRie's** Controlled Free Wheel system to feather line out at a rapid pace and feather back so the line will not jump out of the water. The vessel is a state-of-the-art design for good line of sight so after a tow is made up there is never a need to be on the back deck until disconnect. The sister tug **WASHINGTON** will be delivered later this Fall.

Spanish shipyard struggles amid state aid probe

Giant cranes stand idle in the shipyard in the bay of the Spanish city of Vigo due to a loss of orders blamed on the threat that the European Union may force shipbuilders to pay back billions of euros in disputed state subsidies.

"There is no boat coming out of the shipyard, it is completely paralysed," said Manuel Simon, spokesman for the metalworking section of the Vigo branch of the CIG union. The Metalships shipyard is working at half of its capacity, thanks to an order from a US client to build a ship for an oil rig -- making it a lucky "exception" according to the company's boss Alberto Iglesias. "Four or five years ago, if we wanted to sign five contracts at the same time, we could," he added. Spanish shipbuilders are struggling since the European Union in 2011 ordered the end of state subsidies for the sector, he said. The threat that Brussels may demand that the bulk of the three billion euros (\$4.0 billion) which the sector received in aid between 2005 and 2011 be paid back is adding to the sector's woes and frightening off business. The sector has lost contracts for 50 ships due to concerns over the commission's enquiries into the state aid, according to the PYMAR association which represents Spain's shipbuilders. Six Spanish shipyards have already closed in recent years, leaving just 19 standing which employ 87,000 people directly or indirectly. Brussels will rule by July 17 if the state aid needs to be repaid. The decision is anxiously awaited in Vigo, where the shipyard is a major employer along with a Citroen plant and Pescanova, a major Spanish fish company which in April filed for insolvency. The city of around 300,000 people on Spain's northwestern coast of Galicia already has an unemployment rate of 27 percent. "Three years ago 12,000 people worked in the shipyards, today barely 900," said Ramon Sarniento, the head of the naval sector of the CCOO union who works at the **Barreras shipyard** in Vigo, just like his father and grandfather did.

The **Barreras shipyard** has not signed a new contract in two years. During boom times it worked on up to six ships at the same time. The company had up to 2,500 employees at one time. Now it has only 80 who work for a few hours each day. The situation is just as bleak at the neighbouring **Armon shipyard**. "We have not had a contract, or almost

nothing, in three years," said Carlos Lopez, 56, who has worked at the shipyard for nearly four decades. Hundreds of shipyard workers, most in their blue overalls and holding their helmets in their hands, marched Thursday from the shipyard in Vigo to the centre of the city in defence of the sector. "Listen Europe the naval sector is struggling," they chanted. "We can start building boats again, that is the only thing that we know how to do and we do it well," said Sarnieto. Unions have called for a day of protest and strikes on July 11 when European Union's commissioner for competition, Joaquin Almunia, will meet with representatives of Spanish shipbuilders in Brussels. Almunia, himself a Spaniard, has argued that those who should be made to pay are the investors who funded projects which also received state aid and the shipping companies that bought the resulting vessels. But shipbuilders fear they in turn will face legal action from those penalised to compensate them. Being forced to pay back the state aid "would be a serious attack to legal security in Spain and it will cause Spanish shipyards to lose their clients," the president of the Spanish Shipping Association, Adolfo Utor, told reporters in Madrid on Thursday. **Source : France 24**

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The **CREST ODYSSEY I** in Singapore waters – **Photo : Paul Firet ©**

Boracay as luxury destination? More cruise ships to arrive in 2013

Following arrivals of high-profile cruise ships earlier this year, the Aklan provincial government is gearing up for another set of luxury liners in Boracay. "We are lobbying to have another cruise ship arrival at the end of the year hoping for the tourists to witness the annual fireworks display in Boracay," Aklan Caticlan jetty port administrator Nieven Maquirang said. Maquirang said that a recent increase in cruise activities and the successful visit of two cruise ships that brought 2,500 people encouraged Boracay to prepare for the surge in visitors. "We want this endeavor to continue as this is now the trend in tourism worldwide. Cruise ship tourism," he said. Maquirang added that Boracay authorities are expecting eight more cruise liners until 2015 and 2,000 more foreign and local tourists to visit the popular island resort this year. German company Hapag-Lloyd Cruises' world famous Ms **EUROPA**, dubbed the "best cruise ship in the world," with 500 tourists docked last March at Boracay's Cagban jetty port. Its visitors were welcomed with Ati-atihan Festival performances and music. The MS **COLUMBUS 2**, meanwhile, with 700 passengers dropped anchor last January. The island also hosted two Royal Caribbean cruise ships in 2012. Earlier this month, New York based Travel and Leisure magazine hailed Boracay as the second best island destinations in the world, with Palawan claiming the top spot. Department of Tourism Boracay officer Tim Ticar said that the island-resort will see three more cruise ships arriving in 2014, while one has so far announced its arrival by 2015. **Source : philstar.com**

COSCO Container Lines announces Rate Restoration from Far East to Indian Sub-continent trade

COSCO Container Lines announces Rate Restoration for all shipments from Far East to Indian Sub-continent Trade and effective from July 22, 2013, said in the company's press release. The RR will be 100 USD per TEU. Far East include: China Mainland, China Hong Kong, China Taiwan, China Macao, Philippines, Vietnam, Thailand, Malaysia, Singapore, Indonesia, Korea, Brunei, Cambodia, Myanmar and Bangladesh. Indian Sub-continent include: India and Pakistan. **Source : PortNews**



The "**MPI DISCOVERY**" passing Drogden Copenhagen on her way to a windfarm projekt in Karehamn Sweden.

Photo : Lasse Uddebrant

Evergreen adds one Australia service through slots

Evergreen increases stakes in the Asia - Australia lane

Effective beginning of August, Evergreen Marine will take slots on the Coscon and ANL-operated 'SAS' (#179), a weekly fixed-day container liner service between China and Australia. The 'SAS' was upgraded at the end of May, with the deployment of larger tonnage and the addition of a sixth vessel to the 42 day rotation. Before that, the loop had deployed a fleet of only five ships, with one in six departures skipped. Evergreen's new slot allocation will increase the Taiwanese carrier's Australian portfolio to four services. In addition to the 'SAS', these are: the 'NEAX' (#180), operated by Evergreen, K-Line, NYK, MOL and OOCL: This service is presently undergoing some changes. slots on Maersk Line's 'Boomerang' (#469), branded 'AAE' by Evergreen. the recently-opened 'CAT' (#2797), which the carrier operates in partnership with Yang Ming, Sinotrans and PIL.



The **KOTA GAYA** arriving at Singapore Pasir Panjang Terminal - Photo : Paul Firet ©



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The **MSC CAROUGE** enroute Antwerp – Photo : Walter de Groot ©

P&O among bidders for USA<>Canada ferry restart

The Nova Scotia government announced this morning it has received business proposals from three well-respected companies who want to sail a ferry into Yarmouth. The extended deadline for proposals was Thursday. The companies now being considered are **Balearia Caribbean Ltd.**; **P&O Ferries**, and a joint proposal from **Quest Navigation, Inc.** and ST Marine, Ltd. Graham Steele, minister of Economic and Rural Development and Tourism, said Friday he has personally not seen the proposals because they were all received late Thursday afternoon. "But we're very reassured

that we have some experienced, credible international operators who know how to run ferry services, who put business plans in," he told reporters Friday morning at Province House. "These are the kind of companies that can make it work, so we believe that it's not only desirable but possible for a 2014 start, but we really can't say for sure." Plans will be assessed, based on criteria including a company's financial stability and a history of operating successful ferry services. A team including members of the International Ferry Partnership and the provincial government will evaluate the plans as quickly as possible, meeting over the summer, said Keith Condon of the ferry partnership. Steele estimated that the initial evaluation phase will take at least three weeks. "We're going to do that as soon as we can because we understand the desirability of having a ferry in service for the 2014 season, and if that's going to happen then the earlier the decisions are made the better," he said. Condon said the submissions are encouraging and it is the partnership's plan to have a ship sailing into Yarmouth from the United States as soon as possible. But there are concerns that a potential election call, possibly in the fall, could delay the process further. "We're at that stage in the election cycle where an election can interfere with everything that the government is doing longer term," Steele said. "But my job is to just do the work that needs to be done. I don't know when the election is, I need to assume that I'm going to be there for a while yet, and if not then the next minister, whomever that may be, can pick up the file and run with it. Source : thechronicleherald.ca / ferries outside Europe



The 2010 built **MSC IRENE** enroute Antwerp – Photo : Henk Nagelhout ©





The **VALENCIA BRIDGE** passing the Panama canal enroute Balboa

Photo : Cees (C.j.w) De Vries ©

China Navigation orders MacGregor electric cranes and hatch covers for four new vessels

China Navigation Company's (CNCo) four new '**Chief Class**' 22,000dwt multi-purpose vessels ordered from **Zhejiang Ouhua Shipbuilding Co Ltd (Ouhua)**, on Zhoushan Island in China, will each feature three 60-tonne variable frequency drive (VFD) MacGregor cranes and hydraulically-operated **MacGregor** hatch covers. The order was booked in the second quarter 2013 order intake, said in the company's press release. The vessels are scheduled for delivery in late 2014 and first quarter 2015 and the contract includes options for an additional 2+2 vessels. CNCo is the deep-sea ship-owning and operating arm of the **Swire group** of companies and is wholly-owned by the group's parent company, **John Swire & Sons**. The new vessels will operate for **Swire Shipping's** liner division, trading between Australia and Papua New Guinea; they have been specifically designed to meet the particular demands of this trading route. CNCo says the ships' design focuses on cargo handling speed and fuel efficiency; they will offer maximum versatility, with the capability to carry a wide range of cargo including breakbulk, over-dimensional and heavy-lift project cargoes up to 120 tonnes, in addition to meeting the route's general cargo requirements. "The cranes' enhanced efficiency is mainly attributable to faster and more accurate load positioning which reduces the time spent in port, along with a 30 to 35 percent reduction in power consumption compared to electro-hydraulic cranes," says Svante Lundberg, Sales Manager for MacGregor cargo cranes. MacGregor hatches, cellguides and fixed fittings solution combines cargo areas with hydraulic folding hatch covers both on weatherdeck and tween deck with areas of lift-away hatch covers on weatherdeck and cellguides in hold. This arrangement creates unique cargo handling solution by offering versatile cargo stowage options for these ships. "We have enjoyed a successful working relationship with CNCo over a number of years," says Mr Lundberg. "CNCo pioneered the use of our electric cranes and this new order builds on several new ship series to feature our efficient cargo handling equipment." CNCo also has a series of twelve 39,500 dwt bulk carriers under construction at Chengxi, in China. These vessels will be equipped with 48 electrically-driven bulk versions of MacGregor VFD cranes. In 2011, Cargotec received orders from CNCo for electric cranes, hatch covers, cellguides and fixed fittings for eight multi-purpose (S31 Class) 31,000 dwt vessels currently being built at Zhejiang Ouhua Shipbuilding, scheduled for delivery by August 2013. **Source : PortNews**



03-07-2013 : The **XIN ZHAN JIANG** 2006/41482gt inbound to Melbourne, off Queenscliff

Photo : Andrew Mackinnon – www.aquamanships.com ©

BOEKBESPREKING

Door : Frank NEYTS

“Numerical Weather Prediction”.

The **Nautical Institute** published a most interesting book entitled ‘**Numerical Weather Prediction. A practical guide for mariners**’. It has been written by Huw Davies. Numerical Weather Prediction (NWP) has significantly improved the accuracy of weather forecasts and enabled the development of services specifically for mariners, including routing advice and forecasts as ECDIS overlays. But do mariners know enough about NWP and its limitations to rely on it for safe operations? Can they get the most out of it if they don't understand how it works?

This practical guide answers those questions by opening up the technology that now forms the basis of all modern weather forecasts so that mariners can recognise when they are being presented with NWP, establish its source and the characteristics and performance of the particular NWP model and make informed judgements on suitability and use. Based on that understanding the guide demonstrates how mariners can evaluate the added value of the many digital weather products and services on offer and also create their own forecasts using freely available NWP sources and free viewers. “**Numerical Weather Prediction**” (ISBN 978-1-906915-40-7)is available from The **Nautical Institute**, 202 Lambeth Road, London SE1 7LQ, UK, price £30.

.... PHOTO OF THE DAY



The **SMIT ANGOLA** operating at the **Gwynt Y Mor Wind turbine park** in the Irish Sea
Photo : Kees Pronk, o/b Bremen Fighter ©

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