



Number 019 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 19-01-2013**

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

stevedoring & warehousing		
SHORECRANES UP TO 208 M / TONS		
rhb ROTTERDAM	PROJECT CARGO HEAVY LIFTS UP TO 1500 TONS INDUSTRIAL BREAKBULK ASSISTING OFFSHORE VESSELS	
e-mail office@rhb.nl web www.rhb.nl telephone +31 (0)10 429 94 33 port 2157, Rotterdam		ISPS CERTIFIED



17-01-2013 The GRAND HOLIDAY arriving to Itajai (Brazil) touristic pier
Photo : Rodrigo Patzlaff ©

EVENTS, INCIDENTS & OPERATIONS



www.lekko.org



29-01-2013 The **IOS CAPTAIN** (green) and **IOS GLORY** (red) moored in Kulala Lingi (Malaysia) the **IOS CAPTAIN** built in 1983 as the **SMIT LLOYD 122** At the **Merwede shipyard** in The Netherlands in 1993 sold and renamed in **SALVICEROY**, 1997 sold and renamed in **BOA CAPTAIN** 1998 renamed in **BOURBON CAPTAIN** followed by **IOS CAPTAIN** in 2004 the **IOS GLORY** was built in 1983 as the **SMIT LLOYD 121** at **de Waal shipyard** in Zaltbommel (Netherlands) under yard number 720 and was name **IOS GLORY** in 2005

Photo : Piet Sinke ©

Danish Maritime maintains green focus

Danish Maritime are now replying to those scientists who warn that the green focus can prove to be counterproductive for the marine industries and have a negative impact on business competition.

"The thing that challenges our competitiveness, is lack of the right framework conditions for Danish companies to compete with the rest of the world on equal terms. But if you think that competition becomes better by turning down the development, you can think again - it is, as we know, easier to maintain an edge than it is to obtain a head start that you've lost", says Managing Director of the Danish Maritime Jenny N. Braat.

Danish Maritime supports the government's green focus. The association also lays down that it is extremely important that the government and maritime equipment manufacturers have collaborated very closely when the common plan to use the blue-green edge to generate growth in Denmark. **Source: Danish Maritime**



19-01-2013 The **IOS VICTORY** anchored off Malacca (Malaysia) photo's Piet Sinke ©



The **IOS VICTORY** is built as the **SMIT-LLOYD 120** in 1983 at de **Waal shipyard** in Zaltbommel under yard number 719 for **Smit-Lloyd Ranger BV** in 1998 sold to Seacor and 10-2005 sold to Petra Perdana Bhd (Mal), and renamed in **IOS VICTORY**

Second officer of ship arrested, quizzed

Chinese national Ye Lei, Second Officer of the Panama-flagged cargo vessel Izumo that is suspected to have rammed and sunk a fishing dinghy off Beypore on Wednesday, was brought ashore by the police on Friday evening.

A team of officials, led by Assistant Commissioner of Police, Kozhikode South, K.R. Premachandran, interrogated Mr. Ye and recorded his arrest late evening on Friday. Police sources said the arrest was recorded after confirming that Mr. Ye was in-charge of the ship at the time of the accident.

The ship allegedly rammed 'Al-Ameen' 18 nautical miles off Beypore, forcing all three fishermen on it to jump overboard. The boat broke into two and sank. The Coast Guard intercepted the vessel and escorted it to Kochi.

On Friday, a team of police and Mercantile Marine Department (MMD) officials boarded the ship, detained nearly seven nautical miles off the Kochi port along with witnesses (fishermen in the boat, Sheherban, who saved the victims of collision from the sea) who confirmed the vessel as the one that was involved in the accident.

The Chinese master of the ship Huan Jin Bao was also quizzed by officials in the morning. By Friday noon, the Coast Guard District Headquarters No. 4 in Fort Kochi, which apprehended and mounted a watch on the vessel, procured 'boarding clearance certificate' (indicating everything on the ship is intact) from the master and handed over the ship's personnel, under detention, to the police.

Captain Santosh Kumar Darokar, MMD's nautical surveyor, examined the navigation and GPS logs of the ship besides its bulbous bow for collision marks and scratches. When questioned, the ship's master denied knowledge of involvement in any collision. MMD officials will continue their investigation on Saturday. Decrypting the data card from the 'voyage data recorder' (VDR) will also be done. **source : The Hindu**

Actie om Maassluis' sloopschip te redden

Een groepje Maassluizers zet zich in om het schip Poseidon te redden. Eigenlijk zou het deze week al gesloopt worden in Kampen, maar de sloper geeft de groep een week de tijd om geld bijeen te brengen om de boot te kopen en naar Maassluis te halen. Daarvoor is 12.500 euro nodig.

Het schip is gebouwd in 1957, verkeert volgens de initiatiefnemers in goede staat en is de honderdste boot die van de Maassluise scheepswerf De Haas komt. Er zijn al een Facebook-pagina en een twitteraccount gestart om het authentieke schip te behoeden voor de sloop.

Een van de betrokkenen is Hans Hoffman, voorzitter van zeesleper De Elbe. "Donderdag is alles in een stroomversnelling gekomen", zegt hij. Op de vraag of hij goede hoop heeft, antwoordt hij: "Het hangt uiteindelijk af van de centen. Maar het is een bijzondere boot. Als je er op stapt, is het alsof je 50 jaar terug gaat in de tijd. Dat kun je verloren laten gaan, of je kunt je best doen dat te behouden."

Meer informatie is te vinden op <http://facebook.com/sleepbootposeidonv> en op twitter, op het account @msb_poseidon.

OCEANWIDE SAFETY AT SEA





HARBOUR 1357 // BRIELSELAAN 69 // 3081 AA ROTTERDAM
P.O. BOX 59053 // 3008 PB ROTTERDAM // THE NETHERLANDS
TEL NR: +31 (0)10 – 215 10 53 // FAX NR: +31 (0)10 – 423 01 36
INFO@OCEANWIDESAFETY.NL // WWW.OCEANWIDESAFETY.NL



NORSAFE
Norsafe BV

HYPERBARIC LIFEBOATS // LIFEBOATS // RIBS // INSPECTIONS // MAINTENANCE // LIFEBOAT REPAIRS // COMMISSIONING // LOAD TESTING

Uniwise Offshore books two AHTS vessels

Uniwise Offshore, a joint venture of Miclyn Express Offshore and Unithai Group, has ordered two anchor handler tug supply (AHTS) vessels.

The 90-tonne bollard pull offshore vessels will be built over 18 months at an unnamed shipyard. The AHTS vessels are targeted for long term deployment with customers in Thailand. Miclyn Express Offshore also entered into an agreement to acquire two additional new crew/utility vessels. The company now has seven crew/utility vessels on order.

Source: Seatrade-Asia



looks like a respectful bend to the, over 550 years old church tower off Dordrecht, in reality the [Matador 3](#) is waiting for passing the railwaybridge near Dordrecht. Photo : [Piet van Roon](#) ©

Stranded sailors heading home give thanks for help

Eight sailors who made an unplanned month-long stop in Halifax will leave for their homes in Honduras and El Salvador early Monday morning, thanks to a lot of Nova Scotians who donated Aeroplan miles.

"From the bottom of my heart, I appreciate all the good people from this lovely place, Halifax," Milton Tavora, the captain of the tugboat [Craig Trans](#), said at the Port of Halifax Thursday afternoon.

He and seven other sailors were headed to Montreal when bad weather forced them into the Port of Halifax on Dec. 18. They've been here since because Transport Canada said the cockroach-riddled, Bolivian-flagged vessel was unfit.

The crew wasn't receiving assistance from the ship's owner, the [Vesta Shipping Line](#) from New Jersey, so they were essentially stuck in Halifax.

Tavora, 34, was on his first job aboard the [Craig Trans](#). He said it was his first time in Canada and his first time seeing snow. He's one of four crew members from the Honduran island of Guanaja, the easternmost of the Bay Islands, where English is widely spoken.

This is his longest trip away from home and it could prove harmful to his career, he said. Although he said Transport Canada knows what it is doing, the tugboat's failed trip might reflect badly on him when he seeks other work.

"For me, I think it will be hard," he said.

[Helen Glenn](#), a manager at [Halifax's Mission to Seafarers](#), which offered comfort to the men and co-ordinated efforts to get them home, said the eight were resolute despite their hard luck.

"They have been humble, kind, gracious, thankful and even when you know in their hearts they're sinking and sad, they would not put their burden upon us."

The mission collected donations and provided the men with a place to relax, plus food, clothing, sheets, phone cards, Aeroplan points and haircuts.

"We reached out to the public," she said. "A young man by the name of Guy came in one day and said, 'Hey, I'll give you my Aeroplan miles' and that rather snowballed." On Wednesday night, the sailors learned they had enough points to get them home. "I went around and I hugged all the guys," she said. "It was really exciting." Glenn said they were given a good rate by Aeroplan and were also fast-tracked because of the men's circumstances. "We'd like to thank the community," she said, adding that numerous churches, restaurants, businesses and citizens helped the men out.

"There's too many to list," she said.

Chief mate Pedro Andrade, 49, said he really appreciated the assistance that allowed him to phone his 10-year-old daughter, Gia, almost every day. He'd have been very worried about his ability to provide for his family if not for the help he got, he said. "People in Halifax gave a lot of support for me and my family."

Andrade, who is also from Guanaja, has always worked at sea, but only started this type of work about two years ago. A divemaster with more than 1,200 scuba dives, he also leads fishing charters for tourists.

Andrade said he'll relax for a day or two when he gets home and will then start calling local resorts to see if they need anyone to lead dives or fishing trips.

As for the tugboat, Transport Canada's Steve Bone said the owner is always responsible for its movements.

"Should the Halifax Port Authority wish a vessel removed from port property, it is a matter between the vessel owner and the Halifax Port Authority," he wrote in an email. [source : ChronicleHerald](#)



16-01-2013 - The transport of the Ketelbrug by [Mammoet Maritime](#) - Photo : [Bram Korf](#) ©

Dubai's cruise ship to float as luxury hotel in Asia

Refurbished iconic [Queen Elizabeth 2](#) will include shopping mall, restaurants, onboard maritime museum.

Iconic cruise ship [Queen Elizabeth 2](#) will be upgraded into a luxury floating hotel with 500 rooms and will be moored in an Asian harbour, its Dubai owners said in a statement on Thursday.

The ship "was moved Thursday to [Drydocks World Dubai](#) for undertaking classification checks prior to her renovation as a luxury floating hotel," said the statement by Drydocks World, a maritime holding company belonging to the Dubai government.

QE2 will be converted into "a five-star hotel with 500 rooms managed by a prestigious international hotel as an operator" in partnership with the Oceanic Group, which has operations in China, Hong Kong and Singapore.

The refurbished QE2 will also include a shopping mall, restaurants and an onboard maritime museum, the statement said, without specifying where the ship would be based in Asia.

Dubai World bought the **QE2** for about 50 million pounds (81 million dollars) from US cruise operator Cunard in 2007, when the economy of Dubai and the rest of the United Arab Emirates was growing at a breakneck speed before the global financial crisis. Launched by her British namesake in September 1967, the QE2 was Cunard's longest-serving ship. The 294-metre vessel can carry up to 1,778 passengers and more than 1,000 crew. **Source : middle-east-online**

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

newsclippings@gmail.com

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

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

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



The **TAKLIFT 4** navigating in Guanabara Bay (Brazil) **photo : Capt Jan Plug ©**

DVB bank in talks with Iran firm as seeks to seize ships

Germany's **DVB Bank** is in talks with the Islamic Republic of **Iran Shipping Lines (IRISL)** after one of its ships fled detention in Sri Lankan waters due to debt payment claims, a bank spokeswoman said. Sri Lanka's navy said earlier the **MV Amina** fled late on Wednesday. Last week the navy had fired warning shots to prevent the vessel from leaving.

"The ship Amina has broken the arrest; that is a very unusual move. DVB is in talks with IRISL to find out how to further proceed now," the DVB spokeswoman said.

The spokeswoman added DVB Bank was seeking to seize a further two Iranian ships, after obtaining an order from a Singapore court, for debt claims. **Source: Reuters**



HAL's **ROTTERDAM**, at present on the 90 days Far East cruise from Rotterdam seen moored in La Goulette (Tunisia) **Photo : Fred Claessen** ©

Robert Allan Ltd. and Rotor® tug: the best of both worlds.



Robert Allan Ltd

www.ral.ca



Your Rotor® tug



**ROTOR
TUG**

www.rotortug.com

Hapag-Lloyd And Hamburg Süd Started Merging Negotiations

Currently, **Hapag-Lloyd** has a fleet of about 150 container ships, for a total capacity of 675 thousand teu, while **Hamburg Süd's** fleet consists in over 100 container ships with the total capacity of more than 400 thousand teu.

With the merging, the fleet would become of about 250 ships, for a total capacity of more than a million teu, making the new company the fourth most important shipping Company offering line services, a rank that currently sees Maersk Line in first place, considering its fleet that has a capacity of over 2.5 millions of teu, followed by the Mediterranean Shipping Company (MSC) with 2.2 millions of teu, by CMA CGM with 1.4 millions of teu, by Evergreen Line and COSCON (both with a capacity of over 700 thousand teu), and, in sixth place, Hapag-Lloyd. Hapag-Lloyd is owned for 77.6% by the Albert Ballin consortium, whose members are the administration of the city of Hamburg, Kühne Maritime, Signal Iduna, HSH Nordbank, M.M. Warburg Bank and HanseMerkur, while the remaining 22.04% is owned by the German Group TUI which, however, showed its intention to sell its quota. Hamburg Süd is part of the German group Oetker, property of the Oetker family, that counts 26.000 employers and operates mainly in the food sector, in the bank sector and in the shipping one through Hamburd Süd, the Company that deals with the line

services of the group, the Rudolf A. Oetsker (RAO) which operates tramp services (with over 50 ships), and the Brazilian branch Aliança Navegação e Logística. **Source: Informare**

FRANKLIN OFFSHORE EUROPE
Your provider of integrated mooring and rigging services!


FRANKLIN OFFSHORE
tel. +31(0)78 - 618 78 77
www.franklin.com.sg

VOS Prominence in SNS Pool for one year



On 18 January the platform supply vessel **VOS Prominence** started working from Den Helder, the Netherlands, for the Southern **North Sea (SNS) Pool**, managed by **Peterson SBS**. The **VOS Prominence** (former **Supply Express**), owned by Vroon Offshore Services, has been chartered for a period of one year. It is the fourth VOS platform supply vessel in the fleet of the SNS Pool.

(Source and **photo: Paul Schaap/PAS Publicaties**)

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

India's largest patrol ship to defend oil rigs, coast

India's largest offshore patrol vessel (OPV) will watch the coast and defend offshore oil installations from attacks, a naval spokesperson said today.

The 105 metre **INS Saryu**, built at Goa Shipyard at the port town of Vasco, 35 km from here, will be commissioned and handed over to naval authorities Jan 21. "This state-of-the-art vessel will help meet the increasing requirement of

the Indian Navy for undertaking ocean surveillance and surface warfare operations to prevent infiltration and transgression of maritime sovereignty," the spokesperson said. "The vessel is suitable for monitoring sea lines of communication, defence of offshore oil installations and other critical offshore national assets. Besides, the vessel can be deployed for escorting high-value ships and fleet support operations," he further said. **Source : IANS**



The **CLIPPER TALLENT** moored in La Goulette (Tunisia) as seen from HAL's **ROTTERDAM** –
Photo : Roel Knigge ©

Bibby Ship Management expands into key locations worldwide

Fast-growing **Bibby Ship Management** has relocated its Far Eastern and Indian operations to new, larger premises in key strategic locations, ensuring the company is ideally placed to service the needs of its customers worldwide. Bibby Ship Management's new office in India is situated in Mumbai, the heart of Indian seafaring trade and industry. With over 120 members, the Mumbai team assists customers with sourcing and placing Indian seafarers on their ships, technical management of vessels, marine training and business travel. "This move recognises the importance of India as a key training centre for seafarers, particularly in the offshore sector," says Prakash Agarwal, Managing Director, Bibby Ship Management (India) Ltd. "India has earned a reputation as a supplier of high quality seafarers to many of the vessels managed by Bibby Ship Management. Our new Mumbai office, in addition to our locations in New Delhi, Chennai, Kolkata and Cochin, will ensure that we are best placed to build upon that reputation."

Bibby Ship Management (Singapore) Pvt Limited has a staff of 11 and is headed by Managing Director Martin Kent and Arvind Mohan, Commercial Director for Asia. "Singapore is one of the largest shipping hubs in the world," says Martin Kent. "With over 5,000 maritime related companies registered here and connections to more than 600 ports in over 120 countries; including Indonesia, Malaysia and China, it offers an ideal location for Bibby Ship Management to base its future expansion ambitions." Bibby Line Group recently brought its heritage and expertise to the ship management sector with the launch into the wider market of **Bibby Ship Management**. The company, sitting within the vast **Bibby Group**, is able to draw on its long history within the shipping sector as well as other industries, to provide effective business solutions to meet the needs of modern ship owners.

Source: Bibby Ship Management





The **VOGUE DIGNITY** outbound from Amsterdam – Photo : Marcel Coster ©

India has jurisdiction to try Italian marines for fishermen deaths - court

India has jurisdiction to try two Italian marines charged with killing two fishermen, the country's Supreme Court said in a long-awaited ruling on Friday, setting the stage for a criminal trial that could further sour ties between India and Italy, Reuters reports.

The marines, members of a military security team protecting a cargo ship, **Enrica Lexie**, say they mistook the fishermen for pirates off the southern Indian state of Kerala in February 2012. Italy went to the New Delhi Supreme Court last year to challenge India's right to try the sailors, Massimiliano Latorre and Salvatore Girone, arguing that the shooting had taken place in international waters, outside the jurisdiction of Indian courts.

The Supreme Court ruled that Kerala state courts did not have the authority to adjudicate in the case and ordered that a special federal court be set up to try the marines, lawyers who attended the hearing said afterwards.

"The relief for the marines is that at least they won't be prosecuted by Kerala," Diljeet Titus, one of the lawyers representing the Italian marines, told Reuters.

There were no immediate details of the reasons for the court's decision in a case that has caused a diplomatic rift between Italy and India, which have traditionally had good relations.

In Rome, the government said the decision was "encouraging" and that its main objective was to bring the marines home.

Indian authorities had argued that the shooting took place in a "contiguous zone" where Indian law applies. Italian embassy officials declined to comment to reporters outside the court.

"The government of India should ensure that they are brought to the book otherwise nobody will value Indian lives," said Father John Churchill, a priest and relative of 19-year-old Ajesh Binki, one of the slain fishermen, as he welcomed the court's decision.

The Italians have been confined to the Kerala city of Kochi but spent Christmas in Italy after a court allowed them to join their families for the holiday, on condition that they returned to India by January 10, which they did.

The sailors will now be brought from Kochi to the Indian capital, where they will remain in the custody of the Italian embassy. They will have to report to a local police station once a week and their passports will now be surrendered to the Indian government.

Titus said they would challenge Friday's decision in the federal special court, asking once again for the sailors to be tried on home soil.

"We do plan to agitate the issue of jurisdiction at the special court level," Titus told Reuters. In April, Italy paid \$190,000 compensation to each of the victims' families, who then dropped their cases against the marines.

The two sailors, wearing jeans, long-sleeved shirts and sunglasses, made no comment to journalists as they left the police commissioner's office in Kochi, where they are required to report every day as a condition of their bail.

Italy has sought to pile both public and private pressure on the Indian government to allow the marines to be tried at home. Italy's prime minister and other senior officials have made direct appeals to their counterparts in New Delhi.

In October, Ferrari's Formula One team emblazoned its cars with the Italian navy's flag in the Indian Grand Prix in a show of solidarity with the military officers, reigniting Indian anger over the incident.

Attacks on ships have increased in the eastern side of the Arabian Sea, as better security around the Horn of Africa has pushed Somali pirates to range as far as the Maldives. The waters close to India are generally considered safer

Source : POrtNews



Part of the **PRM** newbuildings in final outfitting at their Jurong facilities in Singapore

Photo : Capt. Jelle de Vries ©

An advertisement for VAN BEEST B.V. The top section shows a large ship at sea on the left and two workers in orange safety gear on a ship's deck on the right. The middle section contains the company logo and name, along with a list of registered trade marks: 'Green Pin' and 'Excel'. Below this, there are images of various wire rope and chain fittings. The bottom section provides contact information: Tel. : +31 184 41 33 00, E-mail: sales@vanbeest.com, and the website www.vanbeest.com.

NAVY NEWS

Most crew leaves US Navy ship stuck in Philippines



Most of the sailors on a US Navy minesweeper that struck a coral reef in the Philippines left the ship Friday for safety reasons after initial efforts to free the vessel failed, the Navy said.

The ship ran aground Thursday while in transit through the Tubbataha National Marine Park, a coral sanctuary in the Sulu Sea, 640 kilometers (400 miles) southwest of Manila. There were no injuries or oil leaks, and Philippine authorities were trying to evaluate damage to the protected coral reef, designated by UNESCO as a World Heritage

Site. The US Navy's 7th Fleet said 72 of the 79 crew of the **USS Guardian** were transferred to a military support vessel by small boat. A small team of personnel will remain aboard and attempt to free the ship with minimal environmental impact, the statement said. The remaining seven sailors, including the commanding and the executive officer, will also be transferred if conditions become unsafe.

Philippine officials said the weather was choppy Friday with strong winds and rough seas.

The World Wide Fund for Nature Philippines said that according to an initial visual inspection, the 68-meter-long, 1,300-ton **Guardian** damaged at least 10 meters (yards) of the reef. Aerial photographs provided by the Philippine military showed the ship's bow sitting atop corals in shallow turquoise waters. The stern was floating in the deep blue waters. The Navy said the cause of the grounding, which took place around 2 a.m. Thursday, was under investigation.

Angelique Songco, head of the government's Protected Area Management Board, said it was unclear how much of the reef was damaged. She said the government imposes a fine of about \$300 per square meter (yard) of damaged coral.

In 2005, the environmental group Greenpeace was fined almost \$7,000 after its flagship struck a reef in the same area.

Songco said that park rangers were not allowed to board the ship for inspection and were told to contact the US Embassy in Manila. Their radio calls to the ship were ignored, she said. The US Navy statement said that "the government of the Philippines was promptly informed of the incident and is being updated regularly."

Philippine military spokesman Maj. Oliver Banaria said the US Navy did not request assistance from the Philippines.

US Navy ships have stepped up visits to Philippine ports for refueling, rest and recreation, plus joint military exercises as a result of a redeployment of US forces in the Asia-Pacific region.

The Philippines, a US defense treaty ally, has been entangled in a territorial dispute with China in the South China Sea.

Source : Jakarta Post

Russia starts second Borey-class sub test

Russian submarine-builder Sevmash has begun moored tests of the third Borey-class (Project 955) ballistic missile submarine **Vladimir Monomakh**, RIA Novosti cites the shipyard as saying on Friday.

"The fourth-generation missile submarine Vladimir Monomakh has been submerged in the water and started moored tests," Sevmash said. Shipyard sea trials will start in the summer of this year, Sevmash said.

Vladimir Monomakh will be the third and last Project 955 boat, armed with 16 Bulava ballistic missiles. The fourth and subsequent boats will be Project 955A vessels with 20 missiles. The fourth boat, **Knyaz Vladimir**, is under construction.



Vladimir Monomakh has also been built with the incorporation of the latest acoustic signature reduction techniques, Sevmash said.

The Russian Navy accepted into service the first boat of the class, Yury Dolgoruky, on January 10. The second in the class, **Alexander Nevsky**, is currently undertaking sea trials and is due to enter service this year. **Source** : PortNews

SHIPYARD NEWS

GEO PLUS
NETHERLANDS

Ben jij enthousiast, leergierig, representatief en in voor een uitdaging?
TOS is voor de gehele vloot van Geo Plus op zoek naar:

Kapiteins • HWTK's • Hydrografisch Surveyors • DP-officieren

Heb je ervaring met en/of kennis van survey werkzaamheden en ben je in staat zelfstandig werkzaamheden te verrichten, doelen te stellen en heb je de drive 'de klus' te klaren?
Ben je langere tijd beschikbaar voor een vaar/verlofschema van 4 weken op, 4 weken af (wereldwijd)?
Vragen: Siebelina Ooms (+31)10 – 243 67 01 | s.ooms@tos.nl

TOS 

www.tos.nl

JSC Moscow Shipbuilding and Ship Repair Yard will build a series of 7 buoy tenders of Project 3052 for basin,

In late 2012, **Moscow Shipyard** won the tender held by the Federal Maritime and River Transport Agency aimed at implementation of the Federal target investment program for 2012 with plan extended for 2013 and 2014. On December 27, 2012, the Agency and the Shipyard signed a state contract for construction of a buoy tender of RRR class. The projector of the vessel of 3052 project is GCDB Rechflot LLC, which earlier designed projects 3050 and 3050.1.

The series of 7 buoy tenders will be built for FBA Baikal-Angara SBA (Irkutsk), FBA Kamvodput (Perm), FBA Volga-Baltic SBAWWN (St. Petersburg) and FBA Volga SBA (Yakutsk).

The keel-laying of the lead ship of the project 3052 is scheduled for early February 2013 with the delivery of the last vessel scheduled for Q1 of 2015. The construction of one vessel is to take 6 months.

It is Moscow Shipyard's third state contract for construction of tending vessels. In 2012 the Shipyard right-on-time delivered 8 buoy tenders of project 3050 built for enterprises servicing inland water ways. All in all 45 buoy tenders will be built under the three state contracts in 2012-2015.

The buoy tenders project 3052 will carry out activities to ensure safe navigation and state regulation of the transport process. The vessel is designed with attention to serviceability and has a high reparability, the statement reads. The vessel is equipped with a crane for handling operations.

Vessel's type - buoy tender (auxiliary vessel); class: RRR *О-пр 2.0 (лед 20), overall length – 35.8 m, width - 6 m, maximum draft – 1.4 m, водоизмещение в грузу - 144 cub m, capacity of 2 , major engines - 225 h.p. each, speed - 13 knots, sea endurance - 5 days. Crew - 6/4 persons. The crew accommodation in 6 single cabins and one quadruple-berthed cabin.

The vessel is designed for implementation of the following tasks: placement, removal and transportation of aids of navigation including river and lake beacons and buoys of up to type 4; on-site maintenance and repair of navigation facilities; control of the state of navigation pass at inland water ways; control of the state of navigation aids along the navigation pass; tugging of non-self-propelled crafts; transportation of cargo on working deck; harbor supply of vessels.

JSC Moscow Shipbuilding and Ship Repair Yard (Moscow Shipyard, part of United Shipbuilding Corp.) is one of Russia's oldest shipyards founded in 1936. Throughout the years the shipyard has built more than 1,800 vessels with a total overall length of more than 52,000 meters. The firm specializes in building of river passenger vessels, fishing boats and 25-m / 50-m-long luxury yachts. **Source : POrtNews**



The **GRANDE AMBURGO** seen at **PALUMBO shipyard**, Malta, in No 4 dock. **Photo : Gaetano Spiteri ©**

Wuhan court closes down local shipyard

Wuhan Jiang'an district court closed down Hubei **Jiangyan Shipbuilding**, a shipyard with almost 50 years history and sealed up its assets and business accounts as the shipyard has been unable to repay its debts and its boss has fled and has been missing for almost a year, **SinoShipNews** reports.

According to one of the shipyard's employees, the shipyard's total liability reached RMB150m. Currently the main assets of the shipyard includes some shipbuilding materials and two 6,250dwt chemical tankers which were abandoned by a Greek owner.

The court will sell and auction these assets to pay the workers' salary and repay the shipyard's creditors including Bank of China, Minsheng Bank and many private financing companies.

Moscow Shipyard to build 7 buoy tenders for basin authorities

ROUTE, PORTS & SERVICES



**Monster aan voor
een Wereldbaan**

Redwise zoekt enthousiaste maritieme professionals voor ship delivery-opdrachten, maritiem uitzendwerk en crew management op uiteenlopende scheepstypen.
Monster aan op crewing@redwise.nl

Follow us!
  


Redwise
GLOBAL SHIP DELIVERY & CREWING



www.redwise.com info@redwise.nl



the latest addition to the fleet of **Dutch Sima Charters** is the former pilot tender **VOYAGER** seen Thursday inbound to the port of Maassluis after a short trial ride
Not yet painted in the company colors the vessel will replace the also ex pilot tender **JAN VAN GENT** which has left the fleet.

With now available in European waters **SC LYNX - SC CHEETAH - BLUE WAHLE - CALLISTO MAASSLUIS Maassluis - SC BUZZARD and VoYAGER** the company can serve it's customers now even better

Photo : Cees Kloppenburg – www.photomaassluis.com ©

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



Thursday 17-01-2013, [Captain Henk Doornhein Sr.](#) Had the opportunity to make a picture of his son, [Captain Henk Doornhein Jr.](#) On board of the HLV [Rambiz](#).
The [Rambiz](#) departed the Wiltonharbour bound for Vlissingen. [Photo Capt. Henk Doornhein Sr](#) ©

CMA CGM cuts Asia-Europe sailings during Chinese New Year slack time

EXPECTING reduced cargo during Chinese New Year from February 10, Marseille-based ocean carrier CMA CGM has announced the cancellation of six sailings on five Asia-Europe services.

On the Far East to North Europe trade, CMA CGM has decided to cancel one sailing on FAL 1, another sailing on FAL 10, as well as one on the FAL 3, and two more on the FAL 7 - all in week 7 except for one sailing that is cancelled on the FAL 2 service on week 8.

To compensate, CMA CGM will implement additional calls during this period. On Singapore-Le Havre FAL 1 on week 8, the new rotation will be Ningbo, Shanghai, Xiamen, Hong Kong, Shenzhen-Chiwan, Shenzhen-Yantian, Singapore, Port Kelang, Tanger, Southampton, Le Havre, Hamburg, Bremerhaven, Rotterdam, Zeebrugge and Le Havre.

On the FAL 3 string in week 6, the new rotation will be Tianjin, Dalian, Busan, Qingdao, Shanghai, Xiamen, Shenzhen-Chiwan, Shenzhen-Yantian, Singapore, Port Kelang, Tanger, Le Havre, Hamburg, Bremerhaven, Rotterdam, Southampton and Zeebrugge.

In the Shenzhen-Yantian/Sines loop on the FAL 6 service in week 6 and 7, the new rotation will be Tianjin, Kwangyang, Busan, Qingdao, Ningbo, Shanghai, Shenzhen-Yantian, Singapore, Port Kelang, Sines, Felixstowe, Zeebrugge, Antwerp and Rotterdam. [Source : Asian Shipper](#)



The **LADY AMALIA** outbound from Rotterdam – Photo : Kees Torn ©

'Greatship's subsidiary takes delivery of a mobile offshore self elevating drilling rig

Greatship Global Energy Services Pte. Ltd., a Singapore incorporated subsidiary of Greatship (India) Limited (GIL), which is a wholly owned subsidiary of The Great Eastern Shipping Company Limited has taken delivery of a mobile offshore self elevating drilling rig, Le Tourneau Super 116(E) - '**GREATDRILL CHAAYA**' from Lamprell Energy Ltd., UAE.

Greatdrill Chaaya is an independent Leg Cantilever type Jack up rig with 15000 PSI pressure rating, designed to operate in water depths of up to 350 feet. She is a state of the art cyber rig, built with the latest technology, equipments and systems. With the delivery of Greatdrill Chaaya, GIL and its subsidiaries currently own and operate four PSVs, nine AHTSVs, two MPSSVs, six ROVSVs and three jack up rigs. Source: **Greatship Global Energy Services Pte. Ltd.**

Capesize difficulties countered by smaller vessel gains

Drewry Maritime Research's latest Dry Bulk Insight report published in January highlights the changing fortunes of the market. December saw a large drop in the Drewry Hire Index. The dip occurred mainly due to a massive decline in Capesize segment freight rates. A lack of cargo and an oversupply of vessels led to the Capesize index almost halving in December. This depleted Capesize index was incorporated into the Drewry Hire Index causing the drop, which was tempered by a rise in handymax and handysize rates.

Grain trade supported the smaller vessel segments with rates remaining firm in the East Coast of South America. Handysize rates for transatlantic round voyages increased from \$4,868pd to \$4,900pd, marginally up. Meanwhile, trip rates on round voyages from Far East to Australia edged up 3% from \$4,607pd to \$4,763pd in December. Rates on the grain routes from the US Gulf and East Coast of South America remained firm throughout the month as prompt cargo was available in the region.

Coal India Ltd plans to increase its domestic production instead of securing assets overseas in order to meet the demand from the country's fuel-starved power plants. The country has suffered a drastic decline in its iron ore exports as the ore-rich states have faced a ban due to illegal mining and environmental issues. Declining exports have had a major impact on demand for Supramaxes, with big steel mills forced to import iron ore.

Dry bulk owners have already taken steps to check their fleet growth by scrapping more tonnage in 2012. However, the size of the current orderbook means that freight rates will remain under pressure for most of 2013, as the market is already heavily oversupplied and a further seven vessels (of 0.3 million dwt) were ordered in December after a slight dry spell in November.



The UNION PRINCESS moored in Rotterdam-Waalhaven – Photo : Marijn van Hoorn ©

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

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

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

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

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

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

.... PHOTO OF THE DAY



The **STELLANOVA** taking bunkers off Singapore photo : Martin de Klerk ©