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**Boskalis latest new TSHD CAUSEWAY enroute from Slidrecht to Rotterdam**

**Photo : Jan van Heeteren - [www.janvanheteren.nl](http://www.janvanheteren.nl) ©**

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28-07-2013 : Seaspan tug **SEASPAN EAGLE** outbound in Vancouver harbour Photo : Robert Etchell ©



## WAGENBORG's NEW T-BORG CLASS VESSELS

By : Piet Sinke



This year Dutch **Wagenborg Shipping** commissions 4 new 14.508 GRT **T-Borg class** vessels into their fleet , at present 2 vessels named **THAMESBORG** and **TAAGBORG** are operational with the third named **TIBERBORG** joining the fleet soon, the 4<sup>th</sup> vessel named **TRINITYBORG** is at present under construction and will follow her 3 sister later this year , the T-class vessels are a longer version of the **A-class** vessels like the left seen **AVONBORG** (Photo : **Pieter Roos** (c))



The 172.3 mtr long Open hatch fully box/double skinned ice class 1A geared, tweendecker convertible into single decker **T-Borg class** vessels are the largest General Cargo vessels at present operated by **Wagenborg Shipping** and are built at the **HudongZhonghua Shipbuilding Group Co. Ltd. in Shanghai** the Dutch flagged  
Photo left : via **Pieter Roos**

vessels are powered by 1x **Wartsila 6L46F** main engine of 7500 kW at 600 rpm giving the vessels a speed of max 15 knots,





The **T-Borg class** vessels are equipped with 4 **Liebherr** cranes which are fixed on portside, Each with a capacity of 60 mts @ reach of upto 16 m, or capacity of 40 mts @ reach of upto 28 m, The cranes can be combined to up to 120 mts in both holds, but not the entire holds/hatches can be served with this maximum lifting capacity. Free distance between the cranes is 31 meters. Vessels are fitted with lifting beam (weight abt 10 tons).

The **T-Borg class** vessels are capable to Carry 1221 TEU nominal in total for which 72 reefer plug connections are available on deck



Photo Right top and below : via **Pieter Roos**



The vessels are equipped with a full tweendeck, consisting of loose tweendeck pontoons the tweendecks can be used as vertical bulkheads at every 20ft interval





The Wheelhouse of the **T-Borg class** vessels is equipped with all modern navigation and communication equipment for world wide navigation



The well equipped galley where the food is prepared for the 14 crew members onboard the vessel and the messroom (right) **All photo's : Piet Sinke © ( unless mentioned others)**

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## Dutch Tall Ships aangekomen in Australië.



In de voetsporen van de 400 jaar oude specerijenhandel is de vloot van de Dutch Tall Ships aangekomen in Fremantle, aan de Australische kust. Met hun karakteristieke witte zeilen aan de horizon kwam de Nederlandse vloot, bestaande uit driemastschoener 'Oosterschelde', de Bark 'Europa' en logger 'Tecla', in Australië aan.

**Photo left / right : Wim Blom (Perth) ©**

In september vorig jaar begon het avontuur. Eerst werd Brazilië, Antarctica, Zuid-Amerika, Zuid Afrika en Mauritius bezocht om vervolgens koers te zetten naar Down Under.

Toen eeuwen geleden de eerste specerij –



schepen vertrokken uit Amsterdam, dachten ze dat de aarde plat was en dat ze van het randje af zouden vallen. Men liet zich varen waar de wind hen heen bracht – ze hadden geen motoren. Er was een reële angst dat ze werkelijk het einde van de wereld zouden bereiken en zouden verdwijnen. Hoewel de vloot in de huidige tijd niet bang hoeft te zijn om van de aarde af te vallen, nemen de schepen het zo nu en dan nog steeds op tegen de uitzonderlijke krachten van



de natuur. Zo ook wanneer de schepen op expeditie gaan naar de plek waar VOC schip 'Batavia' aan de grond is gelopen. Het verhaal van 'Batavia' is wereldwijd bekend en nauw verbonden met de Australische kust. Gedurende haar eerste reis is het schip aan de grond geraakt op de Abrolhos Islands in 1629. De gevaarlijke kust heeft tientallen schepen geëist, maar het verhaal van de 'Batavia' is ongeëvenaard vanwege de muerij tussen de overlevenden. De vloot vertrekt op 3 augustus voor de 12-daagse reis naar de Abrolhos Islands en vaart daarna langs verschillende Australische havens zoals Adelaide, Melbourne, Hobart en Sydney. Voorlopig is de Dutch Tall Ships vloot nog wel even onderweg, de schepen zullen in de zomer van 2014 weer thuiskomen in Nederland. Iedereen aan de wal kan de schepen volgen en de logboeken lezen op [www.dutchtallships.com](http://www.dutchtallships.com) Bekijk deze website ook voor een beter beeld van de schepen en de te varen route.



28-07-2013 : German flagged container ship **CORAL BAY** on the Fraser River, Vancouver, B.C. Photo : Mike Zelt ©

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# NEXUM

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## 30,000 Cruise Passengers to Visit Cork in August

**Port of Cork Gear Up for Busiest Month on Record**

According to the Port of Cork, August is set to be the busiest month ever with 21 cruise liners scheduled to call. Up to 30,000 cruise passengers will step ashore during the month of August bringing a welcome boost to the local economy. During the month of August there will be two cruise liners in port on the same day up to five times, while on one day there will be three cruise liners in port. Commenting about the month of August Captain Michael McCarthy, Commercial Manager Port of Cork said: "It will be all hands on deck for the month of August as we get set to welcome 21 liners to our Port. Not only does this highlight the Port of Cork as a popular cruise destination, but will also demonstrate our capabilities as a port in managing more than one cruise vessel in port at a time." He continued: "It's incredibly important that these cruise passengers are given a huge Irish welcome when they arrive. We are delivering in partnership with the cruise lines up to 100,000 cruise passengers and crew yearly and it's really up to the City, County and tourism groups and retailers to ensure they are looked after when they get here. There is a substantial economic spin off for the region which should be capitalised on as in the month of August alone the estimated direct spend into

the economy is over €2 million.” In 2013, the Port of Cork is scheduled to handle 62 cruise liners in total. Already the Port is undertaking a targeted commercial and marketing drive to secure cruise bookings for 2014, 2015 and 2016 through direct and indirect promotion of our region and attractions. Calls for 2014 are looking very positive so far, however Captain McCarthy pointed out: “We must never as a Port or region become complacent with the current cruise business. It’s essential everyone works together to ensure the cruise business in Cork continues to thrive.”



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The THSD **CAUSEWAY** outbound from Rotterdam for yard trials – Photo : Henk van der Heijden ©



## Overcapacity remains a concern in shipping

As the container shipping industry recuperates from a challenging market environment, concerns still abound over the looming overcapacity as more new vessels are expected to come on stream in the next two to three years.

CMA CGM group senior vice-president for Asia Europe lines Nicolas Sartini told StarBiz that the two main markets in the liner industry – Asia-Europe and Trans-Pacific trade – have entered their peak season.

“Volumes are strong, resulting in rate restoration programmes successfully being implemented. This situation should prevail until end-October.

“With the start of the peak season, the overcapacity does not appear to be a big concern for the time being. As usual, carriers would have to deal with this when the slack season begins. Then, it would make sense to suspend seasonal services and idle vessels on several trades,” he said.

Maersk Line chief trade and marketing officer Vincent Clerc said supply as of today was not significantly out of sync with demand.

“However, the industry would phase in a 69% increase in the fleet of vessels above 10,000 20-ft equivalent units (TEUs) over the next two to three years.

“This would not be matched with a corresponding increase in demand and thus, new deployment opportunities would have to be created for these vessels, or the vessels that would be made obsolete by their deployment,” he said.

He added that this would put pressure on infrastructure to build facilities that could accommodate bigger vessels, and on the lines to co-operate to create cargo flows that could support them.

“Smaller vessels would be made obsolete prematurely because their operating cost would simply not be competitive anymore,” he said.

On freight rates, Sartini said the rates, especially on the Asia-Europe trade, had dipped to unnecessary low levels.

“No one benefits from the instability in freight rates which is prevailing – the carriers need to achieve decent returns to continue to invest on vessels and containers

“And the customers are looking for stable freight rates to get visibility on costs in their supply chain,” he said.

Nevertheless, the big boys –Maersk, CMA CGM – and another liner company, MSC Mediterranean Shipping Company SA, have recently agreed to establish a long-term operational alliance on East-West trade, called the P3 network, with the aim of improving and optimising operations and service offerings.

The P3 network will operate a capacity of 2.6 million TEUs, with an initial 255 vessels on 29 loops to be deployed in three main trade lanes – Asia-Europe, Trans-Pacific and Trans-Atlantic. The network is expected to provide customers with more stable, frequent and flexible services.

“Declining volume growth and overcapacity in recent years have underlined the need to improve operations and efficiency in the industry. “This has prompted the creation of other operational alliances such as G6 and CKYH. Using the P3 network, the lines expect to be able to improve their efficiency via better utilisation of vessel capacity,” said CMA CGM in a statement last month.

Sartini said the P3 network had a stronger share on the Asia-Europe trade than on the Trans-Pacific. “Overall, these markets remain highly competitive and fragmented. There are more than 20 active players in each trade,” he said. The lines intend to start operations in the second quarter of next year, but it will be subject to obtaining the approval of relevant competition and other regulatory authorities. **Source : The Star**



## Investigations continue into how Stove Trader caught fire



The Norwegian ship, **STOVE TRADER**, which suffered a fire in one of its holds some days ago, while at the port of Aqaba has been moved to a general berth where fire fighting teams have been able to access the whole ship to check for damage.

Investigations are continuing into how the ship, carrying some 20,000 tons of timber from Indonesia to Jordan, caught fire. The ship's seaworthiness is now being assessed. **Source :** Gulfshipnews

## Samudera Shipping Line warns of second quarter loss

**Samudera Shipping Line** has warned it expects to report a loss for the second quarter. The Indonesian-headquartered shipping firm issued a profit guidance note saying it expected to report a loss for the second quarter ended 30 June.

"The loss was due mainly to lower freight rate and charter rate as a result of oversupply of vessels across all three business segments of the group namely regional container shipping, Indonesia domestic container shipping and bulk carrier, offshore and tanker business," the company said. Samudera will report its second quarter results on 30 July.

**Source :** seatrade – Global



29-07-2013 : The **BBC DANUBE** arriving at the Tyne from New Orleans for OTP, Walker **Photo : Kevin Blair ©**

## A Reminder of The IMSBC Code Requirements, Carrying Solid Bulk Cargoes Safely

**Applicability:** All shipowners and operators involved in the carriage of solid bulk cargoes



A review of recent incidents has highlighted a failure of not only ship's crew, but also charterers and shippers, to comply with the mandatory requirements of the International Maritime Solid Bulk Cargoes (IMSBC) Code.

The IMSBC Code became mandatory for all SOLAS vessels carrying solid bulk cargoes from 1 January, 2011. The operators of these vessels must ensure that cargoes are loaded and carried in accordance with the requirements of the IMSBC Code to maintain the structural integrity of the vessels and safety of the crew at all times. It is the responsibility of cargo vessel operators to ensure that all cargoes are carried in accordance with the requirements of their classification society.

The consequences of failure to comply with the Code can be considerable. When bulk cargoes shift, liquefy, catch fire or explode as a consequence of poor loading procedures, ships may capsize, lose stability or sustain severe structural damage. Such incidents increase the risk of death, injury, insurance claims, operational delay and considerable expense.

### **Guidance on carrying solid bulk cargoes safely**

Lloyd's Register, the UK P&I Club, and Intercargo have produced a pocket guide for ships' officers and agents who arrange cargoes for loading.

This outlines the precautions to be taken before accepting solid bulk cargoes for shipment; sets out procedures for safe loading and carriage; details the primary hazards associated with different types of cargo; and underlines the importance of proper cargo declarations. A quick reference checklist and flowchart summarise the steps to be followed.

### **How can owners and operators obtain copies?**

You can order printed copies of the pocket guide from our webstore

(<http://www.us1.list-manage2.com/track/click?u=5bb0377ad3412af98d78d1985&id=2842a465f8&e=11b338f9c5>).

A PDF of both the pocket guide and flowchart can be downloaded at [www.lr.org/imsbc](http://www.lr.org/imsbc)

Source: Lloyd's Register.



The **MSC FLAMINIA** is still moored in Constantza – Photo : Neil Denholm - Seabourn Odyssey ©

## **Gibraltar blasts Spain over incident and calls for upgrade or Royal Navy engagement rules**

Gibraltar Chief Minister Fabian Picardo Governor Sir Adrian Johns said Spain had no right to interfere with activities in British Gibraltar territorial waters and called for an upgrade of Royal Navy engagement rules.

The statements follow last Thursday's incident when Guardia Civil and Spanish fishing vessels tried to interrupt the dumping of concrete blocks in Gibraltar waters to build an artificial reef. Such an artificial reef should definitively put an end to Spanish vessels incursions into Gibraltar waters, a motive of constant disputes in recent times between Gibraltar and London, with Madrid.

"The waters off the runway are as much a part of Gibraltar as is Main Street," Mr Picardo said, adding "I emphasise again that a fully licensed Government contractor cannot be prevented from going about its perfectly legal work in our sovereign waters". The message was echoed by the Governor, Sir Adrian Johns.

"The fact is that the tug and barge concerned have been contracted by HM Government of Gibraltar to carry out a perfectly legal and peaceful operation inside British sovereign waters in support of marine conservation," Sir Adrian said.

The Governor noted that this operation was "...completely within the constitutional responsibility and competence of HM Government of Gibraltar and no-one else's." "Any issues arising out of this should be handled through the normal diplomatic channels," he added. "It is completely unacceptable to pursue the matter in any other way either on the waters or elsewhere."

Chief Minister Picardo also praised "the excellent job" carried out by police and navy crews but once again called on the British Government to strengthen its naval presence and its rules of engagement. He said the incident had demonstrated the value of the larger vessels the Gibraltar Government had purchased for the Royal Gibraltar Police.

"Whilst I would like to see similar upgrades to the Royal Navy's assets here on the Rock, it would also be useful for the Navy to review its rules of engagement," he said. "No-one likes to see the Navy ignored and disrespected by foreign state vessels as has been the case on so many occasions. It does nothing for the international reputation of the Navy or of Her Majesty's Armed Forces generally", said Picardo. **Source : Mercopress**



The **MSC CHARLESTON** arriving in the Colombo – **Photo : Bernard - AITKEN SPENCE SHIPPING LTD. ©**

## Tug boat salvage fire in Chillicothe was an accident

Three men destroying a tug boat for scrap metal Friday afternoon accidentally sparked a blaze that engulfed the tug boat and set a nearby old casino boat on fire as well. Richard E. Hamm, 74, of 17102 E. Holiday Harbor Lane hired the three Indiana men to cut up **Mr. Toad**, a three-story tug boat that had been out of service for several years.



When the Chillicothe Fire Department responded about 2 p.m., "the whole boat was just blazing away. It was a spectacular-looking fire," said Fire Chief John Myers. Henry, Lake, Princeville, Dunlap and Peoria Heights fire departments responded as well, Myers said.

Several acetylene, propane and oxygen tanks on board the boat fed the fire. Firefighters controlled most of the flames relatively quickly, Myers said, but it was not safe to go down to the ship's lowest level, especially as the boat would soon be turned into scrap metal. By midnight, they had contained and controlled the



fire in the engine room and all left but three firefighters keeping watch through Saturday morning. Some flames are “still crackling away” but Myers said they would not spread and would eventually go out on their own. **Source :** [pjstar](#).



The **YASA GOLDEN MARMARA** enroute Rotterdam – **Photo : Rob de Visser ©**



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## Bankers: Fooling Themselves, Investors and Shipowners?

It was reported on gCaptain last week, DNB ASA and Nordea Bank AB, two of the world's largest shipping lenders, are seeing signs of an end to the maritime industry's five-year slump as bets grow on a recovery in sea-borne trade. This was based upon the fact that these two financial institutions were experiencing lower loan losses in their shipping portfolio.

DNB, the world's second biggest shipping bank, experienced a 43% decline in loan losses at its shipping, offshore and logistics division. Loan losses were 198 million kroner (US \$33 million) in the second quarter of 2013 from the first quarter, the lowest level in a year. DNB has forecast loan loss provisions in shipping of 1 billion kroner to 1.5 billion kroner in 2013, compared with 940 million kroner in 2012. The shipping unit had provisioned of 545 million kroner for loan losses in the first six months of 2013.

The article further states that Nordea, the fourth largest shipping bank in the world expects its shipping loan portfolio to increase in 2013. Its shipping unit's loan losses declined 15% in the second quarter of 2013, as compared to the first quarter, reaching the lowest level since the third quarter of 2011. It was reported that Nordea Chief Executive Officer Christian Clausen stated, “They're now coming down, they're not that high. I don't think loan losses in shipping are an issue anymore.”

Is the financial and shipping markets as it appears because loan losses are lower? Is the financial market being accurately reflected by loan loss provisions and banker comments?

On June 28th, Tradewinds reported that newly proposed accounting standards that have been delayed until at least 2015 and more likely until 2017, bring certain charters onto shipping companies' balance sheets. Any shipping company that has a bareboat charter or time charter, chartered in for in excess of one year, or a one year time charter with options, will have to alter its corporate liabilities, impacting its debt leverage ratios and potentially causing breaches of loan covenants.

The proposed new accounting standards for shipping will have significant consequences impacting corporate liabilities, loan covenants and whether shipping companies with such charters may be in technical default on their outstanding debt. The change in accounting standards for shipping is the result of a coordinated effort by the International Accounting Standards Board ("IASB") and the Financial Accounting Standards Board ("FASB") in the U.S. This type of accounting is consistent with the methodology the rating agencies, Moody's and Standard & Poor's, employ when evaluating companies, including long-term leases into the balance sheet of companies.

If the newly proposed accounting standards were to be applied in 2013 to shipping companies, banks and shipping companies would be in a substantially worse financial condition than they are reporting today. Many more shipping companies would be in breach of loan covenants and loan loss provisions would be required to rise.

How much higher? We can only speculate. However, we are sure both DNB and Nordea would also experience a material increase in loan losses. Neither would be immune from increased loan losses due to covenant breaches caused by newly being applied currently. The financial market may have improved. However, the financial markets for shipping is not as it appears. Bankers are not providing an accurate or REAL assessment of their financial position and shipping companies that charter-in long-term are not reflecting their financial positions in a manner that rating agencies currently employ or that are consistent with newly proposed accounting standards.

Source: Castalia Advisors LLC.



The **CHAMPION TRADER** enroute Rotterdam – Photo : Ria Maat ©

# Comment on Newscipping Monday 29/07/2013 Ships GRAVE YARD' s

By : Gerard Maijntz

The educated article regarding read, which was published Monday 29th July 2013 in this Newsclippings letter.

All the facts which named we all know for long time, but is a far away Bed Show for us. Judgements to be made is not foreseen for us, and also not to Blame these Ship Scrap Yards, or even the Governments of Bangladesh / Pakistan and India.

The Vessel Owners, Flag States, as well Governments where Company Residence settled need to take their responsibilities.

As regular citizen who buys some electrical goods, Cars or any other consumable items need to pay a tax as a refund, they should do this for Ships wrecking/scrapping as well.

Some Time ago whole world was up site down at the time Union and Child Unicef published about Child labour, action was taking and the "crowd" where asked not to buy any products of the Manufactories and Trade sales which (Abused) used Children if the circumstances are not Safe and Good.

A safe environmental regular payment of the Hard working people needs to be regulated by LAW and written done in a Covenant, let's not wait too long. We do not Own this world it given to us as a Loan. So all parties Stand up show guts and TAKE YOUR RESPONSIBILITIES before it's too late, let's not create a second Niger Delta!!

By : Gerard Maijntz - Independent Offshore Consultant



## NAVY NEWS



The nuclear-powered US Navy super carrier **USS GEORGE WASHINGTON** moored in Brisbane 22 July for some R&R after taking part in exercises off the Queensland coast. **Photo : John Wilson ©**

## New Navy warship BRP Alcaraz leaves Guam, starts final leg of journey to PHL



After a stopover at Guam, the **BRP Ramon Alcaraz**, the Philippine Navy's second warship, began early Monday the final leg of its journey to the Philippines. In a blog post before noon Monday, a Philippine Navy blogger said the **BRP Ramon Alcaraz** cast off lines to sail back to sea after 32 hours in Guam.

"Indeed, our stopover in Guam was too short for us to even say our proper goodbyes. After exactly 32 hours since we arrived here in Naval Base Guam, we are

once again casting off all our lines to sail back to sea," it said. The blogger added that Filipino-Americans waved their goodbyes as the warship started moving away after a sendoff ceremony.

Many Filipino-Americans also held a "Bon Voyage" streamer, the blog post added. "On all our port visits, the support of the Filipino Community is truly overwhelming. Their genuine hospitality can wash away the salty homesickness we brought along with us from our lonely times at sea," the blogger said. A separate report on state-run



Philippines News Agency quoted Philippine Navy spokesman Lt. Cmdr. Gregory Fabic as saying the ship departed Naval Base Guam around 2 p.m. Sunday. "She is now enroute to the Philippines," Fabic said.

Earlier, Fabic said the vessel is due to arrive in Subic Aug. 4, with President Benigno Aquino III as the guest-of-honor at the welcome rites. Fabic also said the vessel will be commissioned in October and may be deployed to the Philippines' exclusive economic zone. **Source : KG, GMA News**

## N-powered sub Arihant all set to sail out from Vizag



Indigenously built nuclear-powered submarine, **INS ATIHANT**, is finally set to sail out from its base at Vishakhapatnam.

The 6,000-tonne submarine, armed with nuclear missiles, is ready after years of efforts interspersed with sanctions in 1998 and impediments due to non-availability of cutting-edge technology. "The nuclear reactor that will power the submarine can be formally declared 'critical' anytime now, while the nuclear-tipped missiles to be launched from underwater are in place," sources said.

## INS Vikramaditya comes out with flying colours during exhaustive sea trials, Navy relieved

Aircraft carrier **INS Vikramaditya** (also Gorshkov), the Indian Navy's last remaining vessel to be delivered by a foreign shipyard, came out with flying colours when it was operated on full throttle during exhaustive sea trials in Barents Sea in Russia on Saturday.



The trial feedback helped in overcoming anxiety in New Delhi about the performance of the ship which had faltered during high speed runs last year when its boilers faulted resulting in engines failing to produce adequate power to propel the 45,000-ton vessel.

It was a major setback as the delivery of the ship, India's second aircraft carrier, was pushed by a year. After extensive repairs, the ship was back in the sea earlier this month for final delivery trials. Navy personnel are onboard



the vessel, keeping a hawk eye on the performance of the carrier which is going to be the flagship of its fleet in the coming decades.

Sources said the carrier touched top speed of around **32 knots** in wind and tide condition and the trials will continue to test capability of the retrofitted ship that will cost India around \$ 2.3 billion. The high speed trials will continue for some more days to ensure that performance is stable. It will be followed by trial landings by the Mig-29K fighters. The deck landings and take-offs were performed by the Russian pilots last year as well.

The navy hopes that its floating airbase would be ready for commissioning by the end of this year and its formal induction will take place in the early months of 2014. **INS Vikramaditya** is now the only naval warship in a foreign shipyard. All the remaining 41 warships are being constructed in domestic shipyards in a major boost to the local shipbuilding industry.

## **SHIPYARD NEWS**

### **Future of bankrupt Port Weller shipyard to be decided August 8**

Is this to be the final chapter in the beleaguered history of shipbuilder **Port Weller Drydocks**? Seaway Marine and Industrial Inc., which operates the shipbuilder, filed for bankruptcy this week with the fate of the shipyards to be decided August 8th when creditors are to meet to stake their claims. According to bankruptcy documents, the firm owes its 208 creditors more than \$12 million.

The creditors meeting will be hosted by the Toronto firm of Ernst & Young at the Holiday Inn Hotel & Suites on Ontario St. to begin the process of distributing the assets of Seaway Marine and Industrial Inc. The company, owned by Upper Great Lakes Group Inc, employed about 130 people represented by the International Brotherhood of Boilermakers Local 128. Employees told the St. Catharines Standard the bankruptcy notice took them by surprise since the shipyard recently completed a \$6 million repair of a Canadian Coast Guard ship. Upper Great Lakes, another company with a long history of shipping in Canada, purchased the liquidated assets at Port Weller Dry Docks back in 2007. It planned to initially concentrate on repair work in the yard and, eventually, new ship manufacturing. Established in 1946 on the east side of the Welland Canal, at first the company concentrated on repair work, then began lengthening & rebuilding vessels in 1947. Port Weller Drydocks employed more than 1,000 in its heydays. By 2006, however, it laid off its last 35 employees before Upper Great Lakes bought and restructured the company. **Source : Canadian**

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### **Local shipyards to consider bid for new ferries**

**Union head says three new mid-sized vessels should be built in B.C**

NORTH SHORE shipbuilders say they hope to be in the running for contracts to build three new B.C. ferries.

B.C. Ferries announced Tuesday it plans to build three new intermediate class vessels to replace aging vessels between 2014 and 2017, and will award a construction contract in January 2014. Heads of both Seaspan and Allied Shipbuilders in North Vancouver called the announcement good news for their industry. "It's good to see the announcement. It's exciting," said Jonathan Whitworth, chief executive officer of Seaspan. Whitworth said the company will have to see more details before deciding whether to bid. Chuck Ko, head of Allied Shipbuilders, said his company is also "seriously looking into it," calling the announcement "exciting times."

Both Canadian and international shipyards have been invited to put their names in for a pre-qualification process, which will determine who gets to bid on the contract.

In 2004, the ferry corporation launched a storm of protest from local shipbuilders after handing a \$325 million contract for construction of three Super C class ferries to a German shipyard. The corporation said at the time the deal was more than \$150 million cheaper than what it could have negotiated with local shipbuilders.

George MacPherson, spokesman for the Marine Workers and Boilermakers Industrial Union, is hopeful it will be different this time. "We think they're probably a perfect fit to be built in British Columbia," said MacPherson about the intermediate class vessels. "We think that we have the capacity and the manpower to do these jobs, so we think it will work well for the industry here."

Seaspan is currently about a quarter of the way through a \$150-million to \$200-million modernization of the shipyard to accommodate construction of several large vessels for the federal government. In 2011, the company was awarded an estimated \$8 billion federal contract to build at least seven non-combat vessels. The first of those ships - an offshore fisheries and science vessel - is expected to get underway next year.

Contracts for the two largest vessels - the joint support ships for the navy, budgeted at \$2.6 billion - will come later in the project. Whitworth said this week the timing of the federal vessel construction will likely determine whether Seaspan bids on the ferries contract. "It all depends on the specifications and the timing of deliveries," he said. "We've got a tall order to deliver on the federal government projects and it was always designed that we could do both federal vessels and third party, like B.C. Ferries, but it all depends on whether or not we have capacity in the shipyard."

"If there's something that we can fit into our programs then we look forward to doing it," he added.

B.C. Ferries is hoping to have the new vessels fuelled by liquefied natural gas, though more technical and financial details will have to be ironed out before it can be finalized. "It really won't affect that much from the shipyards standpoint," said MacPherson. "It certainly drives up the cost of the vessel and I think B.C. Ferries certainly understands that." LNG is a direction a lot of the frontrunners of ferry operators are heading towards, said Ko. "It would be cutting edge technology that's being introduced in British Columbia and we have LNG resources so it all makes sense," he said.

If Seaspan did make a bid, the LNG fuelled ships would be the first they have dealt with, said Brian Carter, president of Seaspan Shipyards. "The biggest impact there would be the containment system for the LNG fuel, but that's not brand new technology," said Carter. "It is the way of the future and I think it'd be great if B.C. Ferries does head in that direction. It burns much cleaner, that's the main difference, and as a fuel it's less expensive than diesel."

Source : North Shore News

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## HAMMONIA TOSCANA (4,770 teu) delivered – joins CCNI on Asia WCSA loop

China's [Jiangsu New Yangzijiang Shipyard](#) has delivered the 4,770 teu vessel [HAMMONIA TOSCANA](#), the second unit of a new baby-overpanamax ship design.

The vessel was handed over to Hammonia Reederei of Germany and she will soon join her charterer CCNI under the name [CCNI BUSAN](#). The [HAMMONIA TOSCANA](#) follows the series' lead ship [HAMMONIA ISTRIA](#), delivered in June. CCNI will deploy the ship on its Far East to WCSA service (#1668), offered in partnership with Hanjin and CSCL. The ship will replace the [RHL CONCORDIA](#) of [Reederei Hamburger Lloyd](#), which CCNI is expected to return after



a one-year charter. While CCNI seemingly replaces one modern baby-overpanamax ship, with another modern overpanamax ship of similar dimensions and capacities, the new charter vessel has a notably smaller engine and might thus be more economical to operate on the slow-steaming ten-week Asia - WCSA round trip.

So far, a total of ten sister ships of **HAMMONIA ISTRIA** and **HAMMONIA TOSCANA** have been ordered, all by German non-operating owners. Six of the ships, including the Hammonia twins will be managed by Peter Dohle, whereas four ships will be controlled by **Hansa Shipping**.

The vessels have a length over all of 255.10m and a beam of 37.30m (15 rows). They are powered by an MAN B&W 6 S80ME-C9 main engine and they provide electricity for up to 600 reefer containers. **Source : linervision**



24-07-2013 : German flag RoPax vessel **TRANSEUROPA** loading cargo in port of Vuosaari for Rostock  
**Photo : Jörg Heuckeroth ©**

## Abu Dhabi steps up cruise plans

**Abu Dhabi Ports Company (ADPC)**, the master developer and manager of both commercial and community ports, and the Khalifa Industrial Zone Abu Dhabi (Kizad), has announced the next steps in its plans to support the growing cruise business at Zayed Port, Abu Dhabi.

Figures for 2012/2013 show a total of 96 vessel calls and 155,000 passengers visited Zayed Port, Abu Dhabi last season. Increasing the cruise business to the city is one of Abu Dhabi's main tourism-related targets and Zayed Port has more capacity now that all container traffic is handled through Khalifa Port. However, the existing cruise liner facilities at Zayed Port offer little room to handle the projected growth. To address this, ADPC has allocated the southeastern end of the port berth, the end closest to Sheikh Khalifa Bridge, as an area to be developed specifically for cruise liners and passengers. The new space will offer an immediate increase in capacity for the forthcoming season and space for further expansion in the future. The main focus for the new development will be a permanent state-of-the-art terminal building and a traditionally themed souk and heritage area, with activities to entertain both passengers and the general public. The exact design and plan for the terminal building is under discussion. In the interim a new temporary terminal facility is planned for the next season. Moving the cruise ship berthing area to the new location will also allow for the opening of a new gate for passengers – a dedicated Cruise Port Gate which will be accessed from underneath Sheikh Khalifa Bridge – allowing easy access to the growing tourism destinations on both Saadiyat and Yas Islands. Overseeing and managing the new development, ADPC has determined that the cruise liner terminal project will be divided into several phases. Phase 1 will be completed for the start of this season - October 2013 - offering

accommodation for two large cruise ships and one small vessel. The following phases will be developed as appropriate according to market potential and demand. **Source : Gulfshipnews**



The 2010 built **NORDIC STANI** at Vlissingen pilot station outbound with destination St.Petersburg

**Photo : Huib Lievense ©**

## Swiber clinches contracts worth approximately US\$435 million

**Swiber Holdings Limited**, a world class integrated construction and support services provider to the offshore oil and

gas industry, today announced that it has clinched sizeable contracts worth approximately US\$435 million. Contract wins comprise of approximately US\$330 million under the Swiber Group and approximately US\$105 million under **Swiber Group** joint venture company.



AHTV **SEACOVE KNIGHT** performing Anchor handling for DLB 1Mas 300 at the Pertamina Field at the Back ground seen AHTV **LOGINDO OVERCOMER** which also does Anchor running for **DLB 1 Mas 300** - **Photo : Gerard Majintz ©**

These contracts will commence immediately and are expected to be completed by 2015. Commented Mr.

Francis Wong, Group Chief Executive Officer and President of Swiber, "The offshore segment remains exciting and this round of sizeable contract wins bear witness to the industry's recognition of Swiber's leading edge solutions. With our strong familiarity of this segment, established international networks and successful execution of complex offshore projects in regions such as Asia and Latin America, we have a clear competitive edge over our peers." According to analysts, overall international exploration and production ("E&P") spending is expected to reach a record US\$678 billion by end 2013. The Asia---Pacific region is expected to see spending increase by 19%, to reach \$100 billion in 2013. Significant capital investment is also expected in Latin America, in particular on Ayatsil, Lakach, and Noxal fields offshore Mexico. Spending in the Middle East could go from just more than \$10 billion to more than \$33 billion in 2013. "Swiber offers a wide range of offshore integrated solutions across the Asia Pacific, Latin America and the Middle East. With our unique strengths, the Group will continue to attract high---value work from international oil and gas majors in these regions. Geographical diversification will indeed continue to be the cornerstone of our growth path in the offshore oil and gas industry," concluded Mr. Wong. **Source: Swiber Group**





The **ENISEY** at the Westerschelde – Photo : Henk de Winde ©

## MeteoGroup: First Triple-E vessel sets sail with SPOS



**Mærsk Mc-Kinney Møller**, the largest container ship in the world, took to the seas last week equipped with SPOS, **MeteoGroup's** onboard weather routing and ship performance optimisation system. The Triple-E series vessel sets new standards in the container industry, not just for size, but also of energy efficiency

and environmental performance. With unique design features for slower speeds and maximum efficiency, this vessel will emit 50% less CO2 per container moved than the current average on the Asia-Europe route. Over 3,000 vessels recently upgraded to the latest version of SPOS and **MeteoGroup** is delighted that the majestic **Mærsk Mc-Kinney Møller**, now joins those planning their voyages with the help of the world's leading onboard weather routing system.

For more information please contact **Meteogroup** at: [Shipping@meteogroup.com](mailto:Shipping@meteogroup.com)



Biglift's **TRAMPER** outbound from Amsterdam – Photo : Erwin Willemse ©

## CSCL takes delivery of XIN HUI ZHOU (4,738 teu)

**China Shipping Container Line (CSCL)** has taken delivery of the 4,738 teu **XIN HUI ZHOU**, the last ship in a series of eight small overpanamax ships, which the carrier ordered in June 2008 at Shanghai Jiangnan Changxing Shipbuilding. **CSCL** originally ordered this series as 260m long panamax-beam vessels with an intake of 4,250 teu. The Chinese carrier however later revised the orders into slightly larger ships and negotiated delivery deferrals at the same time.

The **XIN HUI ZHOU** follows the **XIN CANG ZHOU** which was delivered in June. The newbuilding has already phased-in to one of CSCL's domestic intra-China services.

The new vessel is named after the city of Huizhou in China's central Guangdong province. Part of the Pearl River Delta. As a prefecture-level city, Huizhou has 4.6 million residents and it is located near the provincial capital Guangzhou.

Source : Linervision



AHTS **LOGINDO OVERCOMER** at Charter for **Swiber Offshore** at the Pertamina field – Photo : Gerard Maijntz ©

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



Pipelay vessel **AUDACIA** loading FLET's For the **Total Laggan Tormore project** at the Shetlands.

Photo : Wouter Haverkamp ©

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