



**Number 023 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Wednesday 23-01-2013**

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**The SEVEN SISTERS (9390604) passed a cold but sunny Sound on her way to Gdansk on 22 January 2013. Photo : Per Körnefeldt ©**

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## EVENTS, INCIDENTS & OPERATIONS



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The TSHD **VOLVOX ASIA** underway to the dredging area for the Kapuk Naga Indah Project (Jakarta).

Photo : A- wacht Volvox Terranova ©

## Where have they all gone?

by Nico J. Ouwehand

Starting on 26th January the [National Towage Museum](#) at Maassluis -The Netherlands will present a new exhibition with the title **"Where have they all gone?"** This title needs an answer and the answer is to be seen in the exhibition.

The word "they" in the title refers to tugs, Dutch tugs of course. Crewmembers of tugs always have a special place in their hearts for the ships they sailed on. The vessels become more or less relatives they will never forget and keep an eye on even when they sail on other vessels or decided to leave the towage business. This sentiment is rather logical, because a crew depends completely on its ship. One has to rely under all circumstances on a vessel which is

temporarily ones home. Dutch towing companies always sail with reliable ships and foreign shipping companies realize that too. That's why, when a company of Dutch origin decides that the time has come to replace one of its vessels, there are plenty of foreign companies willing to purchase the ship in question, because the maintenance has always been carried out properly. The same goes for tugs built in the Netherlands or abroad under Dutch supervision. It has been proved that they last long and are technically in excellent condition.



In the past, and also nowadays, Dutch tugs were and still are sold abroad. Most of the time they seldom visit West European ports, which means that local photographers are no longer able to make pictures of those ships. When the internet was not yet available and all photos were made analogously, the lack of good means of communication was a handicap to recover the facts about what had happened to ships once sold.

Top **AHRAA** (ex **IJsland**) photo **EZ coll NSM**

Sometimes sailors recognized former Dutch tugs a foreign ports and with their cameras of a limited quality they tried to make pictures of such a ship. Those prints luckily are preserved in the **National Towing Museum** at Maassluis. I.e. in the new exhibition we show a picture of Rozenburg, commissioned in 1906, which sailed under the name of Taureau shortly before World War II. After the war making photographs became more common coin and the quality of the pictures improved. Also foreign shipping companies gradually were more willing to send photographs to people that were interested in their fleets. The museum holds i.e. pictures of former Dutch tugs like **Maas**, **Loire** and **Oostzee**, that were built during the fifties and sold to a Philippine company almost twenty years later.

Also of other Dutch towage companies pictures from the past have been retrieved. Wijsmuller-steamtug **Vlaanderen**, commissioned in 1921, was owned by an English company shortly before the war, however was towed to the Dutch East Indies after the war. The NISHM, a Dutch colonial towage company, was in desperate need of tugs because many units of their fleet were lost during the war. The former **Vlaanderen** became **Goos** under the Dutch flag in what was to become Indonesia. An other example is the classical postwar motortug **Philip R. Goedkoop** of Goedkoop Harbourservices at Amsterdam that became **Waterstraat** of Wagenborg at Delfzijl. Some ten years later she was sold to Greece to become **Nestor**. As far as we know she is still in existence.

The digital era is quite an advantage for retrieving particulars of former Dutch tugs. On the world wide web lots of references can be found and when you have luck the information is accompanied by pictures.

In the exhibition "Where have they all gone?" the compilers compare the original outfit of a Dutch tug with the appearance of the very same vessel once it was sold. Much help has been acquired by foreign tug enthusiasts. Also ship models are shown of tugs that have been sold in the past. In the show-cases pictures can be seen of the same tug in a different outfit. The eldest photos are of tugs commissioned just before 1900 and half a year later sold to the French navy. This particular ship even served until two years after World War II, which proves that products of the Dutch shipbuilding industry surely can be characterized as solid.

By the way recent developments and events are not forgotten. In the past month of December the Greek tug **Christos XXII**, with a tow of half a supplier on her way to Norway, visited Rotterdam. This tug once was the Dutch



**Smit Enterprise**, later on **Smit Colombo** and **Banckert**. On her way back to the Mediterranean, off the south coast of England, she came into collision with her own tow, a German ship that had to be scrapped. The tug almost sank, however, tug **Brent** of the Dutch Towage Company **Iskes** at IJmuiden succeeded in bringing sufficient pumps and salvage material on board. **Christos XXII** was safely towed into a British port. Of this unfortunate former Dutch



tug a magnificent picture is to be seen in the center of the exhibition.

Left : The **Cycloop II** as **Telco Commander** photo : coll NSM

Of more than 50 former Dutch tugs pictures and shipmodels in various appearances after sale are shown in the main hall of the **National Towage Museum**. Of course there are surprises like the ones of **Thames** (1961) and **Clyde** (1957) which both became

beautiful and costly sea-going yachts, still sailing all over the world. During the past weekend the former **Smit Rotterdam** and **Smit London**, moored in a Dominican Republic port, were sold to interests in India. They were renamed resp. **Global Destiny** and **Global Change**. Of those ships curiosities can be found in the exhibition too.

From 26th January till 2 June the exhibition "**Where have they all gone?**" is shown in the **National Towage Museum** at **Maassluis** – the Netherlands. Don't forget to drop in when you are in the country. The museum is open every day of the week from 13.30 until 16.30 hrs, except on Mondays.

Please also visit our website on [www.nationaalsleepvaartmuseum.nl](http://www.nationaalsleepvaartmuseum.nl)

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The **KOTA RAJA** outbound from Melbourne – Photo : Dale E.Crisp ©

## **Ships at Australia iron ore port seek safety as cyclone looms**

Ships waiting to dock at Australia's Port Hedland bulk export terminals started on Tuesday heading for safe waters as a tropical low which is forecast to reach cyclone strength makes its way down the far west coastline of the Pilbara iron belt.



Photo : Marijn van Hoorn ©

Loading operations were still taking place at Port Hedland as the storm is not expected to intensify to a Category 1 cyclone -- the weakest on a scale of one-to-five -- until early Wednesday.

Vessels anchored off the port, however, have left for safe harbours, according to a port spokesperson.

Port Hedland is used by BHP Billiton , Fortescue Metals Group and Atlas Iron to ship ore, currently at a rate of around 200 million tonnes per year, accounting for a fifth of global seaborne trade in the steel-making raw material.

"I can tell you 35 vessels have been evacuated, these are vessels somewhat out to sea which were waiting to dock," the port spokesperson said. "At the moment, there are only seven ships in dock." If the storm reaches cyclone intensity, then gales with wind gusts of up to 100 kph (60 mph) could develop between Pardoo and Dampier on Wednesday morning, according to the Australian Bureau of Meteorology.



BHP and Fortescue have each decided against loading vessels to maximum weight limits as a precautionary safety measure while the progress of the storm is monitored, the spokesperson said.

Total iron ore shipments from Port Hedland in December reached a monthly record 26 million tonnes.

A cyclone that intensified 11 days ago several hundred kilometers south of Port Hedland shut ports handling nearly 200 million tonnes of ore shipped annually by Rio Tinto and cut supplies of natural gas and oil. Rio Tinto was monitoring the progress of the latest storm, according to a company spokesperson.

At this stage if a cyclone forms it will not occur until the low has moved some 200 km (125 miles) south of Port Hedland, based on current forecasts, placing it closer to Rio Tinto's facilities at the ports of Dampier and Cape Lambert.

Most of the iron ore mined in Australia is contracted by Chinese steel mills, with Japanese and South Korean mills also big buyers. Before the last cyclone, Woodside Petroleum, Apache Energy and BHP disconnected oil production vessels from offshore fields that contribute about a third of Australia's oil production of 390,000 barrels per day..

"Woodside is taking the necessary precautions to safeguard our people and assets in response to the tropical low currently located off Australia's north west coast," a company spokesperson said. **Source : Reuters**



The **NIOS** research vessel **PELAGIA** moored in Texel last Monday ready to depart to Hamburg – **Photo : Cor Stevens ©**

## Tanker activity down, but rates and earnings rise

Tanker owners enjoyed a strong rise in earnings last month despite a downturn in activity. The Drewry Tanker Earnings Index, published monthly in the Tanker Insight report, recovered in the last month of 2012 to finish above the two-year average. However, vessel earnings are still far from comfortable for owners. Spot chartering activity remained weak during a month shortened by holidays, although the pre-holiday rush for tonnage pushed freight rates slightly higher.

Demand for Suezmax tankers plunged by 26% in December, with Arabian Gulf loading declining by 37% and 45% for VLCC and Aframax vessel segments respectively over the same period. Activity in the Panamax market remained lacklustre with a 27% decline in fixtures, blamed on weak demand from western markets in the shorter trading month. Yet the decline in activity was met with increases in rates and earnings across the different vessel segments.

VLCC owners got some respite as a pre-holiday rush in chartering resulted in improved earnings, despite a moderate rise in bunker prices. Firm Asian demand and a rush to fix cargoes before the holidays helped to push rates higher on the benchmark AG-Far East route by seven points to WS48. Earnings on this route nearly quadrupled to \$15,500pd from \$4,000pd in November.

Suezmax rates on the West Africa-US Gulf route increased by 16% to WS65 as demand improved with the suspension of force majeure on exports of Nigerian crude. Despite weak activity in the Mediterranean, earnings for Suezmax vessels doing intra-Med voyages were \$5,200pd in December compared with \$4,300pd in the previous month.

The introduction of ice-class requirements in the Baltic for Aframax carriers pushed rates on the Baltic-UK/Cont route higher by 26% to WS77. Earnings on this route increased to \$7,500pd from negative \$4,400pd. Similarly, Aframax earnings on intra-Northwest Europe routes tripled to \$11,800pd from only \$3,400pd in November. However, rates remained soft in the Caribbean, under pressure from both sides of the supply-demand equation. Earnings on the Caribs-US Gulf route declined to negative \$4,800pd in December from positive \$2,900pd in the previous month.

Panamax rates from Northwest Europe to the Caribbean and US improved on tight availability of tonnage. Earnings on this route climbed 8% to \$18,700pd over the month. Similarly, voyages on the Caribs-US Gulf route fetched \$15,200pd in December against \$7,500pd during the previous month.

The Drewry Tanker Earnings Index takes 11 different trade routes covering both the crude and product sectors of the tanker market. Each route is weighted within its market to produce a monthly time charter earnings index. January 2002 has been designated the starting point at which all the indices = 100. **Source: Drewry Maritime Research**



– Maltese registered ro-ro vessel **COLOSSUS** undergoing repairs in Cape Town – **photo : Ian Shiffman ©**

## Rederi AB Transatlantic: Organizational restructuring of Viking Supply Ships

In order to remain competitive and meet the weak offshore supply market, the management of **Viking Supply Ships A/S (VSS)** has proposed a new organizational structure for the Danish-based offshore supply company.

VSS has its head office in Copenhagen and additional site offices in Kristiansand (Norway), Gothenburg (Sweden) and Moscow (Russia). The proposal is now to centralize all support functions as well as operational management at the head office in Copenhagen with effect from July 1, 2013. The purpose is to achieve a lean and efficient VSS organization tailored for operations in the North Sea and Arctic regions. The Kristiansand office will proceed as a commercial office and the Gothenburg office will be closed. Consequently, approximately 20 positions are expected to be made redundant in the Gothenburg and Kristiansand offices. New positions will be made available in the Copenhagen office and staff from the Gothenburg and Kristiansand offices will be encouraged

to apply for these positions. Altogether, it means a net headcount reduction of 10-12 positions in the VSS organization. In the next few weeks, VSS will consult employee representatives and unions in order to finalize the specific structure of the new organization.

The suggested changes in the organization will not only reduce overhead costs, but also improve productivity, leading to higher profitability at the same service level. The high focus on quality and safety remains and will ensure that the restructuring does not compromise on these matters. The seafarers will not be affected by these changes.

Source: Rederi AB Transatlantic



The ocean going tug **SINGAPORE** moored in Galveston awaiting her faith

Photo : Capt Kees Pronk - Master Singapore ©

## **VOTE FOR HUISMAN'S 5000mt OFFSHORE MAST CRANE AS INNOVATION OF THE YEAR!**

**Huisman's 5000mt Offshore Mast Crane** aboard of Subsea 7's flagship and strategic enabler '**Seven Borealis**' has been nominated for the Innovation of the Year Award. The award winner will be revealed during the Annual Offshore Support Journal Conference on 19-20 February in London. The conference advisory panel has shortlisted Huisman for its Offshore Mast Crane and voting for the award is open until 25 January.

**Huisman**, the specialist in lifting, drilling and subsea solutions, successfully delivered world's largest Offshore Mast Crane onboard the "**Seven Borealis**". The crane, with the top of the mast reaching 150m above the main deck when



in upright position, features a full heave compensated deepwater lowering system which will make it an efficient tool for the installation of heavy loads required for deepwater subsea production systems.

The 5,000mt crane was installed, commissioned and load-tested at **Sembawang Shipyard** in Singapore. Besides the



two 2,500mt main hoisting blocks the crane has a 1,200mt auxiliary hoist which is equipped with an active and passive heave compensation system and is capable of storing up to 6,000m hoisting wire. The tip of the fly jib has an additional 110mt whip hoist. The total installed motor power is approximately 15MW. The crane revolves on an in-house designed and fabricated slew bearing with a diameter of 11m. The crane provides unique features that enable unparalleled services.

The in-house developed and manufactured Huisman Mast Cranes are used within the industry for over 30 years and have become a standard in the design and construction of heavy lift cranes. New heavy lift mast cranes in the range of 1,800mt to 4,000mt are currently under construction.

You can enter your vote via this link: <https://www.surveymonkey.com/s/INN213>



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The Singapore flagged **CARINA** sailed from Colombo – Photo : Bernard - AITKEN SPENCE SHIPPING LTD. ©

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## Offshore support vessel sinks off Dawei, but crew of 42 rescued

The **PENRITH**, a vessel for an offshore oil and gas project sank last week Thursday off Taninthayi Region's Dawei district (Myanmar) after hitting a rock, but its 42-member crew was swiftly rescued by two motorboats, witnesses said. "The support vessel hit a rock and sank," a representative of the company that operated it said. Tin Nila Soe of **Hallin Marine Subsea International Ltd.** declined to give further details.

The **PENRITH** capsized near Mawgyi Village in Yephyu Township on January 17, witnesses said. It ran into a massive rock while conducting pipelining services for the Zawtika natural gas project. It started a four-month project last month, according to a statement from Hallin on December 5.

There was fuel and chemical substances on the vessel, an official at the Dawei Development Association said. The official, who asked not to be named, said concerns were rising about pollution in the area.



Discovered in 2007, the **Zawtika gas field** is located in the Gulf of Martaban, about 300km south of Yangon and 290km west of Dawei. Its depth ranges between 135m and 160m. Thai-owned PTTEP International has an 80 percent stake in the gas field with the rest owned by state-run Myanmar Oil and Gas Enterprise. **Source : Eleven Myanmar**



Yesterday morning a fire started in the engine room onboard the Dutch pilot tender **AQUILA** in the port of Hoek van Holland, the local fire brigade together with the **RPA 15** and **RPA 16** assisted with the fire fighting operation **photo : Kees Torn ©**

## **BSC shows interest in unsolicited bid**

The state-owned **Bangladesh Shipping Corporation (BSC)** is examining the possibility of hiring a mother tanker on the basis of an unsolicited offer from MJL Bangladesh, bypassing the bidding process, sources said. The BSC management in the middle part of last year held a meeting with the MJL top officials and discussed ways and means to accept the offer for transportation of imported crude oil for the **Bangladesh Petroleum Corporation (BPC)** by the MJL-owned mother tanker - M.T. Omera Queen - from two Arabian Gulf countries.

The MJL proposed BSC to sign a 7-year contract to carry crude oil for the BPC at an average freight rate of tankers chartered by the BSC/BPC between 2010 and 2011. The MJL allegedly is now trying to rope in both BSC and the BPC to carry through its unsolicited proposal in the name of 'joint business cooperation'. Relevant high BSC officials at the joint meeting pointed out the need for following the PPR provisions even in the case of joint business cooperation. Yet the managing director of the BSC was in favour of examining the possibility of 'accommodating' the MJL proposal. Sources said both BSC and BPC being two public sector entities are bound by the PPA and PPR in the matters of procuring all goods and services through competitive bidding. So, awarding any contract on the basis of an unsolicited offer under any pretext or under another name will be done in violation of both PPA and PPR, they said.

By inviting the MJL to discuss the unsolicited offer, the BSC management has violated the procurement policy of the government. It may also be mentioned here that the BPC had incurred an estimated loss of Tk 60 million in 2011 by chartering the same **Omera Queen** of MJL. The MJL turned out to be lowest bidder and got the BSC contract for carrying oil for Bangladesh from Jeben Dhanna port of the UAE. But the contract had to be scrapped for the port authorities had blacklisted the ship. The BSC had to hurriedly hire another ship through international bidding at much higher freight rate.

As per the practice being followed by the BSC since August 1982, the corporation invites international tender every month for chartering a tanker to carry crude oil from the Arabian Gulf to Chittagong. The bidding process is done through the inter-ministerial tender evaluation committee, which is administered by the BSC. The tender is circulated to the enlisted brokers of the inter-ministerial tender evaluation committee and the bidding is open to any local and international tanker owners or operators. Once the bidder is selected, the BSC signs an agreement with the tanker owner. The BSC levies 5.0 per cent service charge on the BPC and also 2.5 per cent commission on the ship owners. The BPC currently imports around 1.4 million tonnes of crude oil every year under state-to-state deal from Saudi Arabia and the United Arab Emirates. It is refined at the state-owned Eastern Refinery Ltd in Chittagong. Usually seven cargoes of 100,000 tonnes each are shipped from Ras Tanura in Saudi Arabia and another seven cargoes of the same capacity are shipped from Jeben Dhanna in the UAE. The **Saudi Aramco** of Saudi Arabia and the Abu Dhabi National Oil Company (ADNOC) are the suppliers of crude oil. The crude oil is imported on the FOB (free on board) basis and thus the responsibility to transport the cargoes belongs to the BPC. Since the BPC is not a shipping company and has no experience in chartering tankers to transport crude oil, the corporation entrusted the BSC with the responsibility of chartering tankers as per a decision taken in the inter-ministerial meeting in 1976. When contacted, BSC Managing Director Commodore Moqsumul Quader admitted to having discussions with the MJL Bangladesh Ltd over hiring the latter's mother tanker. He, however, said that the MJL was not yet awarded the deal. **Source: The Financial Express**





The **NORMAND CORONA** departing Slovagh (Norway) – photo Bert de Ruyter ©

## Strainstall provides advanced tension monitoring solution for pipe-laying vessel



**MAATS Tech Ltd** is a specialist ship design organization with expertise in the provision of turnkey carousel systems and associated equipment that are installed in special purpose vessels used for laying flexible pipe, umbilicals and power cables. On such vessels, the cable or pipe is fed through a tensioner before being loaded to and from the carousel system as part of the laying process. Maintaining the correct tension in the pipe or cable is crucial to

achieving its successful seabed deployment, as well as for the avoidance of equipment malfunction and associated downtime.

**Straininstall** was able to provide **MAATS** with a simple and non-intrusive system comprising of bespoke load cells and amplifiers to provide real-time information on pipe/cable tension levels. Readings from the load cells are sent directly to the tensioner controls, enabling the system to increase or decrease the tension as required to ensure that the correct levels are always maintained. As the tensioners are mounted on the deck of the vessel and are thus exposed to extremely harsh conditions, the use of Straininstall's marine load cells – proven to offer superior functionality and accuracy in this type of environment – was an important factor in meeting customer requirements. The system is designed to be able to operate in conditions involving extreme temperatures, abrasive materials, vibration, and high moisture levels, making it ideal for use in the marine environment.

"Our tension monitoring system ensures that the carousel tensioners operate efficiently by providing live tension data, enabling levels to be raised or lowered where needed," commented Scott Cruttenden, **Straininstall** business development manager. "Maintaining the correct cable or pipe tension can have a significant impact on system downtime, leading to cost savings from both improved operation and a reduction in equipment damage. As **Straininstall** load cells are proven over multiple applications and many years use in harsh marine environments, **MAATS** can be assured that our system will provide long term, hassle-free operation." **Straininstall** is a broad-based engineering business, specialising in load measurement and sensor based safety technology, with over 45 years of experience in a wide range of industries. Based in Cowes, Isle of Wight, the company has long been associated with the manufacture of standard and bespoke load cells.



The **WAN TAI** handling cargo off Hai Phong – photo : Capt Frans Bleiksloot ©

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## World's largest quay-cranes set sail

**DP World**-run London Gateway is to take delivery of three of the largest quay-cranes in history, following construction at Zhenhua Port Machinery company (ZPMC) in Shanghai, [Seatrade Asia online](#) reports. The cranes, slightly taller than the London Eye at 138m, started their voyage from China earlier this week. Semi-automation technology will enable the cranes to handle a greater volume of cargo. The long boom of each crane will reach up to 25 rows across deck, catering for the vast container vessels of tomorrow. "These cranes are among the most advanced in the industry, assisting our operatives to deliver a reliable and consistently high level of productivity," said Tim Halhead, London Gateway operations director. "The size of the cranes future-proofs the port, allowing London Gateway to handle the next generation of ultra large container ships."

## NAVY NEWS

## Rheinmetall wins €280 million in new air defence orders from Asia and the Middle East

The **Rheinmetall Group** has recently booked a number of important air defence contracts. Malaysia, Kuwait and one other Asian country have all ordered air defence hardware and/or services from the Düsseldorf, Germany-based company, with a total value of around €280 million. The orders encompass solutions for ground, air and naval units.

Rheinmetall will be equipping Malaysia with a total of twelve fire control radars (TMX/EO Mk2) and six electro-optical systems (TME0 Mk2) for six new patrol boats. This is a breakthrough order for a new generation of high-performance systems whose basic components were all developed in-house. Together with spare parts and training, the order also includes a transfer of know-how to Malaysia, which will enable local industry to take an active part in the project. Delivery of the systems will commence in 2015 and continue through to 2020.

The Malaysian Navy's new "Second Generation Patrol Vessels Littoral Combat Ships" (SGPV LCS), play a significant role in safeguarding regional sea lanes, where piracy poses a major threat to commercial shipping. Fire control technology from Rheinmetall will form a crucial element in the OPV's shipboard technology, controlling the vessel's primary and secondary armament. This important order underscores Rheinmetall's increasing importance as a supplier of advanced technology to the world's navies. One other customer nation in Asia has selected the Oerlikon Skyshield to serve as a stationary air defence system for protecting its air force installations. The recently concluded framework contract encompasses six systems and the accompanying ammunitions and logistics, together with integrated MANPADS for surface-to-air missiles. The project is slated to run for three to four years, with the first delivered scheduled to take place in 2014.

Another major market breakthrough for Rheinmetall's new generation of gun-based air defence systems, the country's first-ever purchase of 35mm technology underscores the strategic significance of this order. Kuwait, too, counts on Rheinmetall expertise for training and instructing its operating crews. Under the rubric of a wide-ranging Kuwaiti armed forces training project, Rheinmetall has been tasked with teaching the country's air defence personnel to operate Rheinmetall-made air defence assets already in the Kuwaiti inventory. For many years, Kuwait has deployed 35mm Skyguard systems from Rheinmetall Air Defence to protect critical infrastructure from aerial threats.

The contract runs for three years and also encompasses infrastructure, including the construction of training centres. It has great strategic significance for Rheinmetall, since advanced training based on Rheinmetall standards can be expected to result in the long-term use of Rheinmetall technology in Kuwait. Rheinmetall is one of the world's leading makers of advanced short-range air defence systems. In the field of cannon- and guided missile-supported air defence, the company is the market leader and sole single-source supplier of fire control technology, automatic cannon, integrated missile launchers and Ahead ammunition. On behalf of the German Bundeswehr, Rheinmetall has recently developed the "Mantis" air defence system, which will be fielded shortly. The most advanced system of its kind anywhere, it reliably protects military installations and forward operating bases from rocket, artillery and mortar attacks. Moreover, when it comes to safeguarding critical civilian infrastructure from the terrorist threat, the Group's tried-and-tested 35mm Skyshield technology sets the unsurpassed standard worldwide **SOURCE :Rheinmetall**



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## Taiwan's Navy conducts anti-submarine drill

The latest minehunters added to the Taiwan's arsenal were shown in public for the first time as the country's Navy held an anti-submarine drill Tuesday to highlight its combat readiness. The exercise, which was open to the media, simulated an emergency in which the Navy dispatched a frigate from Tsoying naval base in Kaohsiung to counter a potential submarine attack by enemy forces. The **Dyihuah frigate** -- one of six Lafayette-class ships purchased from France in the 1990s -- sailed into the Taiwan Strait accompanied by two retrofitted U.S.-made coastal minehunters deployed to keep the sea free of mines and two Chengkung-class frigates. Taiwan received the minehunters last August and were exposing them to public scrutiny for the first time Tuesday. An S-2T anti-submarine aircraft was then dispatched to locate the opposing submarine, followed by an anti-submarine S-70C helicopter sent out to deploy dipping sonar systems to confirm the location of the submarine. The submarine was finally pushed to the surface after the S-70C launched a simulated attack by firing a torpedo, concluding the drill. Naval officials said the exercise was held to highlight the military's efforts to stay alert and strengthen combat **source : FocusTaiwan**

## SHIPYARD NEWS



The **NP423** of **Neptune Marine** Aalst ready for sea trials. Vessel will be leaving the yard this week for the Bollard Pull Tests in Rotterdam. **Photo : Gerard Borst ©**

## SIMARA ACE IN CONVERSION TO "DP GEZINA" at Holland Shipyard.



The stern section removed **Photo Capt Richard Leistra ©**



The ex Scandinavian ferry **Simara Ace** will be converted to a DP-2 Offshore Accommodation Vessel for owner **Chevalier Floatels**. The new name is **DP GEZINA**.- **Photo left & below : Arie Boer ©**



On the **Holland Shipyard** the complete accommodation will be renewed, the vessel will be extended with 9 meters and an **Ampelmann** heave compensated gangway will be installed. Two additional Generators will be installed on top of the three already existing Generators. An extra retractable azimuth bow thruster will make the full complement for the DP-2 registration.

**Source : Capt . Richard Leistra ©**





The 299 mtr long **PARANAGUA EXPRESS** In the 307 mtr long drydock at **Damen Shiprepair** in Schiedam  
Photo : **Hans van der Linden** - [www.aerolin.nl](http://www.aerolin.nl).....**AerolinPhoto BV** ©

## Guangzhou Shipyard issues 2012 profit warning

**Guangzhou Shipyard International (GSI)** has warned that its net profit for 2012 is expected to plunge by 80% to 99% compared to 2011, **Seatrade Asia online** reports. In the year ended 31 December 2011, the Chinese shipbuilder posted net profit of RMB518.33m (\$83.25m). "During the year 2012, as affected by the decline of the shipbuilding market, the prices of the ships under construction dropped sharply as compared with the same period last year, which resulted in the decrease in profits of the company derived from shipbuilding. Moreover, the company has made impairment losses in respect of relevant new secured orders for vessels and relevant ships under construction," GSI said.

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## New bulk carrier NS Yakutia joins Novoship fleet

On 21 January 2013, Novoship (SCF Group) launched **NS Yakutia** – a Panamax ice class 1B bulk carrier, Novoship press center informs. The new vessel (DWT 74,000 tonnes) was built at the **Hyundai Mipo Dockyard** in South Korea under the supervision of two classification societies: the Russian Maritime register of Shipping and the American Bureau of Shipping.



**NS Yakutia** is the second bulk carrier ordered by SCF Group in summer 2010. The first vessel in the series, **NS Energy**, joined the SCF fleet in November 2012. Novoship was overseeing the construction of the vessels and is now responsible for their technical operation.

By launching modern bulk carriers like **NS Energy** and **NS Yakutia**, Sovcomflot is strengthening its positions in this maritime

transportation sector. The new vessels are primarily intended for operations in the Baltic (the port of Ust-Luga) and the Far East (the port of Vanino). The bulk carrier **NS Yakutia** has been chartered by SUEK for the transportation of coal in the Far East. The bulk carriers **NS Energy** and **NS Yakutia** have also been classified as ENVIRO vessels, indicating a higher level of environmental protection and safety. These vessels have reinforced double hull and double bottom and a modernised fuel-supply system which ensures the failsafe operation of auxiliary electricity generators running on low velocity marine diesel oil. These new bulk carriers are also equipped with an approved ballast water management system in full accordance with the new D2 standards from the International Convention for the Control and Management of Ships' Ballast Water and Sediments, which will soon come into force. Each cargo hold has been additionally fitted with an internal temperature control system, a gas analysis system, a CO2 fire-extinguishing system, and a hull stress monitoring system. The crew of **NS Yakutia** consists of 20 Russian seamen. The ship's Master, Vasiliy Apiyants, has many years of experience in the company fleet. **NS Yakutia** is intended for transporting cargoes, such as: coal, grain, iron ore, potash, cement and non-toxic fertiliser.



Sunset over Rotterdam – Botlek Photo : Leo Verhoog ©



The **CSL STEFANIE** outbound from Cape Town - photo : Ian Shiffman ©

## Wärtsilä to power fuel efficient RoPax ferry

**Wärtsilä** announced it has been selected to supply the main engines and auxiliary generating sets for a new Scottish owned ferry, Ship & Bunker reports. Good fuel efficiency and low levels of emissions were said to be important considerations in the selection process of the equipment which, at 151.4 tonnes, was said to be the lowest in its class - a contributing factor to the relatively high payload that the vessel will be able to carry. The 700 passenger, 143 car / 26 truck RoPax will be built at the **Flensburger Schiffbau Gesellschaft** shipyard in Germany. The order was placed in December 2012 by Lloyds Banking Group, and the vessel will be leased by **Caledonian Maritime Assets, Ltd** (CMAL). Aaron Bresnahan, Vice President, Wärtsilä Ship Power Sales said: "CMAL is a progressive, forward-looking company focused on design optimisation for lowest emission, lowest fuel consumption and best vessel availability. This approach is a perfect match with Wärtsilä's strategy. We have worked closely with both the owner and the yard earlier, and we have been privileged to work with them again on this project." The new ferry will replace two existing ferries on the route connecting the mainland of northwest Scotland with the Isle of Lewis in the Hebrides

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



CSL's belt vessel **TERTNES** seen arriving in dusty Slovagh from Van Oord's FFPV **NORDNES**

photo : Bert de Ruiter ©



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