



Number 299 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 26-10-2013**

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



Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting
Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000

VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl



The FLY CHALLENGER ready for her launch at Keppel Singmarine in Singapore
Photo : Mike Meade – M3- Marine Group ©

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>

EVENTS, INCIDENTS & OPERATIONS

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



Robert Allan Ltd
www.ral.ca



Your Rotor[®]tug



www.rotortug.com



Bulker **SITC TAISHAN** outbound in Vancouver harbour oct 23 2013 Photo : Robert Etchell ©

Ship prices are increasing on the back of improved market sentiment

The dry bulk market has kept on retreating from its recent highs, ending yesterday at 1,786 points, down 61 points on the day, with Capesizes leading the decline. Still, according to shipbrokers, market sentiment remains positive, despite the fact that the average Capesize earnings have declined from their recent peaks of \$42,000/day, down to \$28,000/day. According to the latest weekly report from shipbroker Intermodal, "in addition to the strong Capesize market, which found support from the recent Chinese restocking and strong demand for iron ore, chartering activity for the other segments has also improved and is surging on the back of increased shipments of grains from the US Gulf and the Black Sea.

According to Mr. Yannis Olziersky, SnP Broker, "the dry bulk market, it seems, is witnessing a U-turn in fate; bullishness, although restrained, has return to many market players since to them it appears as if the worst phase is now behind us and the market is expected to advance at a faster pace compared to that of last year. This restrained

optimism has had its impact on second hand sales as well as on the new building market, as a significant number of vessels are changing hands at prices well above last done deals and sometimes well above Sellers' ideas, due to the fact that competition between Buyers, in an effort to secure tonnage, is driving values well above recent levels" he noted.

The same story is taking place in the new building market, where slots at good shipyards are now scarce and offered prices have surged and are about 10-15pct higher compared to orders that were placed during 1H of 2013. "What will happen next? Are we on a firm recovery track or were the latest positive developments in freight rates based only on a typical seasonal spike? Having foresight in a volatile industry like shipping, which is highly dependent on so many different parameters, is difficult and dangerous to do. On the other hand there are some irrefutable facts which cannot be overlooked. Seaborne commodities have increased about 6pct compared to last year; fleet growth increased about 5.8pct (year to date), which is the lowest we have seen during the last couple of years. Taking also into consideration that the world economy is on a recovery phase and that the global GDP is projected to increase at a higher rate compared to previous years it is expected that dry bulk commodities will keep trading at higher volumes compared to 2013", Olziersky mentions. He added that "at the same time it is expected that today's rates will face a correction once Chinese iron ore inventories are replenished and the strong grain season comes to an end. There is no doubt that the market does not have the ability to grow at the same pace we experienced the past couple of months since the overcapacity issue is still there and uncertainty over the global economy remains despite better forecasts.

However, what is more important to note is that dry bulk fundamentals are expected to improve and as a result the average earnings for the years ahead look to be better compared to previous ones. Hence, taking a long term perspective and in the event that the global economy will remain firm on its recovery path, the demolition market keeps active and the new building ordering will hold near its current pace (i.e. at a more moderate pace compared with booming years), we see substantial signs to be optimistic and expect to have an overall upside in freight rates over the coming years", Olziersky concluded.

Commenting on the newbuilding market this week, Intermodal said that "activity on the newbuilding front is keeping its pace, with the majority of the deals coming to light this past week being for dry tonnage. Although we are trying to be as realistic as possible regarding this recent boost in newbuilding prices for dry bulkers, the truth is that most of the contracts that are being inked lately, are steadily done on firmer and firmer prices, creating a higher market average for almost all sizes in the sector. Some of the most recently reported orders for Capes are displaying a clear trend that we should be soon moving into the mid \$ 50s million territory for the segment, having us think that from that level the figure could easily jump to the \$ 60.0m area, especially for earlier slots should demand continue to be strong and the freight market improve further in the next twelve months. In terms of new orders, Greek owner Alpha Tankers & Freighters, was reported placing an order of four firm Capesize vessels (180,000dwt) at Hyundai Mipo, in S. Korea, for a price of \$ 56.5m each and with delivery set between 2015 and 2016".

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



m.v. "COSTA VOYAGER" leaving Ajaccio/Corsico the 13th of October 2013. Photo : Kees van Schie ©

Navis to cooperate with Aker Arctic on dynamic positioning systems for icebreakers and ice-class vessels

Navis Engineering Oy and **Aker Arctic Technology Inc** have signed a scientific and technical co-operation agreement covering the joint development of technology for dynamic positioning (DP) systems for icebreakers and ice-class vessels. The agreement was signed in St Petersburg during NEVA 2013 at the end of September.



The S.A. AGULHAS II - Photo : Ian Shiffman ©

Dynamic positioning systems manufactured by **Navis Engineering** have been installed on a number of icebreakers and ice-class vessels in recent years, including the Polar supply and research icebreaker **SA Agulhas II**, the Canadian Coast Guard Scientific icebreaker **Amundsen** and the Sovcomflot-owned multifunctional icebreaking supply vessels **Vitus Bering** and **Aleksey Chirikov**, operating for **Exxon Neftegaz Ltd** in Sakhalin waters in Russia.

Aker Arctic has created innovative ship concepts such as the Aker Arctic DASTM supply icebreakers **SCF Sakhalin** and the Aframax tankers **Tempera** and **Mastera**. The company is also currently involved in developing new logistic systems for Arctic areas for liquefied natural gas (LNG) and Arctic mining. New propulsion solutions have also been introduced, including the Multi-Screw-DAS™ concept which, for the first time, has been installed on the Finnish Border Guard's new offshore patrol vessel. Aker Arctic is currently designing new Polar icebreakers for the Canadian Coast Guard and a Polar research icebreaker for the Chinese Polar Research Institute as well as the next generation icebreaker for the Government of Finland.

Navis Engineering Oy and Aker Arctic Technology Inc believe that DP applications will be needed in ice-covered waters in the longer term and the partnership is looking to prepare industry for upcoming demand. The aim is to improve the capabilities of DP systems in ice operation, taking into account energy efficiency and safety solutions.



TSCHUDI
OFFSHORE & TOWAGE

*years offshore and towage experience,
joins 130 years shipping history*

www.tschudi-offshore-towage.com



Irish lambast Canada for letting 'biohazard' derelict cruise ship MV Lyubov Orlova bob toward Emerald Isle

The chief of the Irish Coast Guard is expressing frustration with Canadian authorities for their February decision to send a derelict, rat-infested “biohazard” bobbing toward the Emerald Isle. “It was over 10 days from when it went missing to when we were told about it,” Irish Coast Guard director Chris Reynolds told the Irish Independent this week. “We would have been much happier if they told us much earlier.” “We could have sank it or towed it in for salvage.” The biohazard in question is the **Orlova**, a former Arctic cruise ship that broke free from its tow line eight months ago while being pulled out of St. John’s harbour in Newfoundland. It was destined for a scrapyard in the Dominican Republic. Although briefly corralled, the **Orlova** was cut loose into international waters as soon as it was clear of Canadian offshore oil platforms.

Transport Canada then announced it had “decided not to pursue the drifting vessel,” due to safety concerns.

Besides, “given current patterns and predominant winds,” the agency said, “it is very unlikely that the vessel will re-enter waters under Canadian jurisdiction.” Instead the Yugoslavia-built cruise ship became a logistical nightmare for Irish maritime authorities.

In a February statement to the National Post, the Irish Department of Transport detailed the unprecedented regime of computer modelling and satellite data they quickly marshalled to figure out if, and when the rusty hulk would come smashing into Galway harbour. As of Wednesday, however, the **MV Lyubov Orlova** is still missing. “We can’t be certain it’s sunk, but we can’t be certain it’s not sunk,” Mr. Reynolds told the BBC.



The **Lyubov Orlova** moored in St. John's Newfoundland **Photo : Capt. Harm Jongman ©**



As the liner was enroute to a scrapyard, the **Lyubov Orlova** had no transponders on board. Speaking to the BBC on Monday, Mr. Reynolds called it “essentially, 4,000 tonnes of metal.”

That, and untold swarms of rats. Before its ill-advised tow into the North Atlantic, the **Lyubov Orlova** spent two years tied up in St. John’s harbour, virtually guaranteeing its status as a floating rat colony.

Photo : Capt. Harm Jongman ©

Or, as Mr. Reynolds called it, a “biohazard.”

“We don’t want rats from foreign ships coming onto Irish soil. If it came and broke up on shore, I’m sure local people wouldn’t be very happy about it,” Mr. Reynolds told the Irish Independent. A much greater danger than Newfoundland rats, however, is the prospect of the **Lyubov Orlova** looming out of the fog and obliterating an Irish freighter or fishing vessel.

“For us, the big danger is something hitting it,” Mr. Reynolds

told the BBC. "It can bump into something, or more likely, something can bump into it in the middle of the night in the Atlantic."

Built in communist Yugoslavia in the 1970s, the [MV Lyubov Orlova](#) was serving as a luxury Arctic cruise ship when, in 2010, Canadian authorities seized the ship during a stopover in St. John's as part of a lawsuit led by Cruise North Expeditions against the vessel's Russian owners.

There it stayed for two years before a scrap merchant picked up the ship for \$275,000, hooked it up to an underpowered tug and set it on a course for the Dominican Republic. To the surprise of few veteran Newfoundland mariners, the tow line snapped after only 24 hours. Last month, NDP transport critic Olivia Chow said the rogue ship had been cut loose by the "benign neglect" of Canadian authorities.

"Transport Canada should never have allowed it to be towed out of port in the dead of winter," she told Newfoundland's The Telegram. "Even for a city-slicker like me, I can tell you that in winter in the Maritimes, that's the worst time for a ship to be towed," she added, unwittingly proving her city-slicker status by confusing Newfoundland with the Maritimes. **Source: National Post**

Woodside's LNG carrier Goode to go

It has been six years since Charles Goode held court in the Woodside Petroleum boardroom. One of Mr Goode's last acts, before he handed over the chairmanship to Michael Chaney in 2007, was to preside over the board meeting at which directors signed off on development of the Pluto LNG project.

Building Pluto ended up costing 25 per cent more than expected and taking longer to complete but, now operational, it has transformed Woodside.

Now Mr Goode - the Melbourne corporate heavyweight who spent 19 years on Woodside's board, including eight as chairman - has added his name to another chapter in the company's history. Mr Goode and wife Cornelia were on hand at a ceremony at the Daewoo shipyard in Okpo, near Busan in South Korea, last Friday to witness the naming ceremony for Woodside's newest LNG tanker, the [Woodside Goode](#).

Also present was Woodside chief executive Peter Coleman and Maran Gas Maritime boss John Angelicoussis.

Owned by the Greek shipping tycoon's Maran group, the 294m-long Woodside Goode is a sister ship to the Woodside Rogers and can transport 160,000 cubic metres of LNG.

Woodside, which has the ship under long-term charter, hopes to use it to enter the third-party LNG market, buying and selling other companies' cargoes of the liquefied fuel.

The Woodside Goode is the first of the company's fleet of chartered vessels not to be assigned to either of its two LNG operations, Pluto and the North West Shelf. **Source: West Australian**



Jobs for Onshore Professionals

Take a look at a selection of the onshore jobs on www.tos.nl in the sectors:

- Nautical & technical
- Engineering
- Ship building
- Renewable energy
- Oil & Gas



Contact us: +31 10 436 62 93 • www.tos.nl • info@tos.nl

Where is shipping going? Damn the torpedoes, full speed ahead!

In addressing the question "Where is Shipping Going?" delegates at the recent fourth Shipping and Law conference, held in Naples, heard speakers and panellists call for shipping to secure a sustainable recovery as the industry emerges

from five years of downturn. As a clarion call it seemed to resonate with those present despite the fact that in the wider industry, the attitude seems to be "full speed ahead".

This is happening at a time when the industry is grappling with challenges in technology, funding, the cost of claims and increasing regulation. As a result, industry leaders present favoured a collaborative approach to problem solving, with attention given to long term, industry-led projects.

In his opening address, Grimaldi Naples President and CONFITARMA President Emanuele Grimaldi told the conference that for recovery to be sustained, the industry had to demonstrate that it had collectively learned from the past.

"As owners, we must be entrepreneurial, but we must do this as a key link in the logistic chain rather than as solo traders and speculators in the market or in assets," he said. "Banks and financial institutions should support this by backing only the projects which represent sensible investment. And we must together insist that all vessels have a maximum trading life which should not be extended for commercial reasons or at the expense of safety."

The opening session considered the impact of Ecoships and energy-saving technologies. Could the benefits be quantified and could the potential improvements be written into contracts in a way that protected owners from under-performance? Session co-chairman, RINA CEO Ugo Salerno, estimated that 16,000 vessels, equivalent to 400m GT were delivered pre-2011, designed for maximum cargo capacity rather than energy efficiency.

"Fuel is still the fundamental item. The annual fuel bill for a bulk carrier can be three times the cost of the interest payments," Salerno said. "Improvements of 20% in terms of ship efficiency are possible but for sophisticated tonnage, improvements in efficiency per tonne mile could go as high as 50%."

In describing Ecoships as effectively prototypes, Perserveranza CEO Umberto d'Amato noted that "eco" was a term open to interpretation. He suggested that the testing of Ecodesigns could be extended to verified model basin tests and performance during the first laden voyage in addition to normal sea trials. Conference Organiser Francesco Lauro discussed options to support owners ordering Ecoships by contractualising efficiency levels and adjusting penalties in case of non-performance.

"This could potentially include an increase in liquidated damages, reduction in the contractual free tolerance, collateral performance guarantees and rescission which could provide for a lump sum payment," he said. "But this will have an impact on the yards as they may not be in a position to verify the claimed performance."

Pacific Basin CEO Mats Berglund warned delegates of the dangers of generalising about energy efficiency. Improvements in fuel consumption will vary across vessel type, size and speed. Slowing down was a low cost, highly effective solution.

"Before you embark in Ecoship ordering you must thoroughly do your homework. The consumption difference between a good second-hand ship in slow steaming and a new Ecoship could be as little as 1 tonne of fuel. Ecoships are a high speed strategy, but we assume that bunkers will stay high, which means slow steaming makes sense."

Fincantieri President Vincenzo Petrone held a contrary view, suggesting that environmental regulation was "an essential point of change in the image of shipping" and "an opportunity for growth and to develop a competitive edge. Regulation will help quality operators because it will make it hard for low cost companies to compete."

There was similar caution during the finance session, during which speakers noted that alternative sources of finance, including new instruments, export credit and private equity were yet to be fully adopted by the industry, despite constraints on access to capital from traditional lenders.

The first afternoon session, co-chaired by CR Marine and Aviation Managing Director Maruo Iguera and PL Ferrari Managing Director Federico Deodato, debated the structure of the International Group pool system, the challenges of profitability in the hull market, risk of rising claims from large containerships and bulk carriers, in addition to recent developments in regulation and potential liability of class societies.

Swiss Re's Andrea Cupido echoed recent comments about the sustainability of the hull market given 17 years of losses. But he insisted that profits were being made in some niches by the most able players. "To manage a cycle you need a cycle. If marine is going to be less elastic then it will be flatter for longer. This is the new normal. Is hull a loss leader for some insurers or challenging market? It's probably a little of both. The solution is that we learn to say no to brokers and write on exposure."

The mixed fortunes of the industry are also impacting maritime law, with increased sale and purchase activity and charter disputes both triggering new judgement

Hill Dickinson Partner David Pitlarge drew attention to recent decisions that underscore the risks inherent in second hand sales, while Bentley Stokes and Lowless Partner Jamie Wallace discussed recent judgements that set new precedents for charter disputes. In the most recent decision, a single missed charter hire payment was judged to be a repudiatory breach and thus cause for damages, overturning previous precedent. From an owner's point of view the

ability to withdraw tonnage in such situations appears to be good news in either a rising or falling market but Wallace added two caveats.

"There is little comfort if the charterer is going out of business, as has widely been the case. In addition there is no clear view as to whether this judgement will be followed. Therefore the decision to withdraw tonnage after one missed payment maintains some risk upon the owner."

Pitlarge noted that the S&P Market was "coming back to life" prompting new case law relating to condition on delivery and sellers' rights to claim full deposit in cases of lost revenue. Session chair and LMAA member Clive Aston noted that the buyer of a ship was still forced to rely on a cursory survey and in case of dispute had to persuade an arbitrator that the asset was not as expected, despite having very little evidence with which to do so. **Source: BIMCO (By Neville Smith)**

Fairmount tugs support Brazil floater hookup



Photo : Benny van Bockel ©

Two **Fairmount Marine** tugs have assisted the installation of **FPSO OSX-3** in the Tubarão Martelo oil field offshore Rio de Janeiro. **Fairmount Glacier** and **Fairmount Expedition** were part of a five-strong fleet of tugs contracted to hook-up the OSX-3 to her anchors. **Boskalis Offshore** contracted **Fairmount** vessels to support positioning of OSX-3 during hook-up. Both were mobilized to Rio de Janeiro from where they escorted the FPSO around 100 mi (161 km) to its offshore destination. The hook-up operation involved installation of 12 anchor chains. OSX-3 is a new FPSO built in Singapore, with a length of 370 m (1,214 ft), a width of 57 m (187 ft), and a draft of 31 m (102 ft) when fully loaded. It has capacity to process up to 100,000 b/d of oil and to store up to 1.3 MMbbl. Production is expected to

ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?

PLEASE VISIT THE WEBSITE :

WWW.MAASMONDMARITIME.COM

AND REGISTER FOR FREE !



The Boskalis **CSD TAURUS II** outbound at the Surinam River near Belwaarde bound for her next project

Photo : Arie Verheij ©



The **JOHN LETHBRIDGE** arrived in Cape Town for repairs Photo : Aad Noorland ©

Hyundai Takes Advantage of Arctic Sea Route

Sea route, as the government looks to increase use of the new shipping route opened up through the Arctic. A vessel chartered by Hyundai Glovis took 35 days to deliver a 44,000 ton cargo of naphtha from Port Ust Luga in Russia to Gwangyan Port, about 350 km (220 miles) south of Seoul, arriving late Monday, the Korean Ministry of Oceans and Fisheries said on Tuesday. Cargoes of coal, diesel and gas have made the trip through the new route opened by climate change, which offers a shorter journey between Asia and Russia, although shippers face high insurance costs, slow going and strict environmental rules. The ministry said the government intended to strengthen cooperation with

Russia and other countries around the Arctic area, and would support Korean shipping companies to help them tap into the Northern Sea route.

"The available period of operation at the Arctic Sea and the size of cargo volume are increasing and many countries are pushing ahead with resource exploration in the Arctic area," the ministry said.

The route would be available for trips to Korea for 4-5 months a year, although Seoul currently had difficulties securing cargoes and had a lack of ice breakers. The naphtha cargo, delivered for South Korean petrochemical producer YNCC, had been expected to take 30 days, but was delayed by bad weather, while Russian ice breakers were on call at ice-bound areas.

Asia is structurally short of naphtha and routinely takes from Europe, including Russia.

Rosneft and Novatek regularly ship naphtha to Asia from Nakhodka and Ust-Luga respectively, where the latter has a term agreement with YNCC. Naphtha from Tuapse is also shipped to Asia when demand for the light fuel falls in Europe. **Source: Reuters**



The **MAERSK KALEA** anchored of Rio Grande – **Photo : Marcelo Vieira ©**

J. Lauritzen's tankers valued at USD 300m

J. Lauritzen's decision to withdraw from the product tanker market and sell its fleet of MR (Medium Range) vessels looks to provide the company with some financial breathing room.

Shippingwatch has learned that J. Lauritzen's 10 relatively new product tankers, three of which have been delivered in 2013, have been valued at about USD 300m, or about USD 30m per vessel, in a transaction to take place in connection with the sale of the fleet to the new Danish shipping company, Hafnia Tankers.

Hard-trying J. Lauritzen will thereby be given a chance to balance its books significantly, but just how much liquidity the company will gain from the sale still depends on the outstanding debt in the product tankers and on possible deals with Hafnia Tankers about the size of Lauritzen's ownership share in the new company. In assuming control of Lauritzen's fleet, no existing debt will be transferred to Hafnia Tankers. This Tuesday, Hafnia Tankers will conclude its private placement at the OTC in Oslo aimed at raising USD 200-235m to finance the Lauritzen fleet, which also includes five chartered product tankers. These are likely to be included in the transaction between J. Lauritzen and Hafnia Tankers as well.

According to Shippingwatch's sources, J. Lauritzen has committed to posting USD 27m in the new company together with Tankers Inc. – the company from which Hafnia Tankers has developed.

Nine of J. Lauritzen's fully-owned MR vessels were built between 2010 and 2013, while one was built back in 2004.

With 19 fully-owned ships already at sea and 8 eco newbuilds on the way - 27 in total – the new Denmark-based Hafnia Tankers is likely to become the world's second largest public shipping company, focusing exclusively on product tankers. But from day one, the company will operate a fleet of about 70 product tankers, including vessels from pools under Hafnia Management, Strait Tankers, and J. Lauritzen, Shippingwatch has learned. The main shareholders in the new Hafnia Tankers are British-based bank Barclays and capital funds Blackstone and Tufton Oceanic, and the founding of Hafnia Tankers is set to become one of the most wide-reaching shipping initiatives in Denmark in recent times. **Source: Shipping Watch**



The bulker **CMB VAN MIEGHEM** departing from Brisbane bound for China – Photo : Chris Mackey ©

Sinotrans Shipping buys four bulkers

Sinotrans Shipping announced that it has signed acquisition agreements with four separate sellers Golf Shipping, Polo Shipping, Passat Shipping and Phaeton Shipping, for four 93,000 dwt bulkers "**Chang Hang An Hai**", "**Chang Hang Ji Hai**", "**Chang Hang Kang Hai**" and "**Chang Hang Xiang Hai**". The price for each vessel is \$17.2m.

Sinotrans Shipping said the acquisitions will enable the company to expand its self-owned fleet of dry-bulk vessels.

The vessels were previously chartered to CSC Phoenix, part of Sinotrans & CSC, and will be delivered to the company from November to December this year. Source: Sino Ship News



The **SUN PRINCESS** arriving in Port Chalmers – Photo : Ross Walker ©

SapuraKencana boosts its stake in offshore fields in Malaysia

SapuraKencana Petroleum advanced to a four-month high after agreeing to buy Newfield Exploration Co stakes in offshore Malaysian fields for 898 million, helping send the country's benchmark index to a record, the company said in its press release.

"The deal will give **SapuraKencana** an immediate foothold in the upstream segment and allow it to become a full fledged producer," an analyst at CIMB Group, wrote in a report issued. "The Newfield purchase is a major re-rating catalyst." SapuraKencana was created last year following the merger of two companies. Before the tie up, they won rights to jointly develop their first oilfield off Malaysia's eastern coast with Petrofac. Newfield, based in Woodlands,

Texas, is seeking to scale back international operations to focus on United States onshore growth as the company isn't able to fund additional investments into both its businesses in North America and Asia. **Source : PortNews**



The **VOS Shine** testing **Ampelmann XL** version at **Reimerswaal Ship Yard**. Vessel will sail to Northwind windmill park and will be in carter for **Tideway-DEME**. Photo : Capt. **Dean Spekman** ©

U.S. delays payment for damaged Philippine reef due to pending suit

The U.S. government continues to withhold payment to the Philippines for damage caused by a U.S. Navy ship to a protected reef in January this year because of a case filed by some groups, a government spokesman said Wednesday.

"I think the United States side is just waiting for the resolution of that...case before the Supreme Court. But they have told us time and time again that they are willing to pay," said Raul Hernandez, spokesman of the Philippine Foreign Affairs Department.

A Philippine agency has demanded that the United States pay 58.4 million pesos (about \$1.5 million) for the primary damage left by the **USS Guardian** on 2,345 square meters of the World Heritage Site-declared Tubbataha Reef in the country's Sulu Sea southeast of Palawan province.

The U.S. Navy mine countermeasures ship was leaving the Philippines after a port visit when it ran aground at a portion of the marine protected area on Jan. 17. In April, various groups filed a case before the high tribunal against officers of the vessel and asked that U.S. military ships be barred from entering Philippine territory, among others, in the absence of clear environmental guidelines.

The Supreme Court, however, has yet to rule on the petition. Edilberto Adan, an officer of the Presidential Commission on the Visiting Forces Agreement between the Philippines and the United States, said that if not for "certain groups that think they can do more," the Philippines would have already been compensated by the United States.

"The U.S. government expressed readiness to compensate. In fact, there is a list of projects that they were willing to undertake to assist our agencies to rehabilitate the reef, and provide expertise, in addition to certain compensation," Adan said. "However, a case was filed by a certain group. So, because there is a case that needed to be resolved first, the U.S. stopped from acting on it," he added. **Source : Global Post / Kyodo News International.**

NAVY NEWS



ALPHATRON BULK HANDLING SYSTEMS

More than 10 years on the market and over 200 systems delivered and functional

- Easy to use interface
- Minimum Service/Maintenance
- Proven quality
- 24/7 world wide support
- 2 wire system
- Manual/Full automated control



ALPHATRON
www.alphatronmarine.com
BHS@alphatronmarine.com

Russian Nuclear Cruiser Departs on Atlantic Mission

The flagship of Russia's Northern Fleet, the nuclear-powered missile cruiser **Pyotr Veliky**, set off Tuesday from a naval base in northern Russia for the Atlantic on a regular tour of duty, a fleet spokesman said.

The tour will last for several months and will involve patrol and training missions in the northeast Atlantic and other regions as part of Russia's plan to restore its naval presence in strategically important areas, Capt. 1st Rank Vadim Serga said. The cruiser recently returned from a mission in the Arctic, where it took part in exercises around the Novosibirsk Islands, which are located between the Laptev Sea and the East Siberian Sea.



The **Pyotr Veliky (Peter the Great)** is the only Russian warship with sufficient capability to thwart large-scale attacks by cruise and ballistic missiles. The ship is armed with 48 S-300F Fort and 46 S-300FM Fort-M (SA-N-20 Gargoyle) medium-range surface-to-air missiles (with an effective range of up to 200 km), 128 3K95 Kinzhal (SA-N-9 Gauntlet) short-range SAMs, and six CADS-N-1 Kashtan gun/missile systems. Its radars are capable of detecting and tracking aerial targets at an altitude of 30 km and a range of 300 km. **Source : RIA Novosti**

Everett-based USS Ford's service will soon end

The frigate **USS Ford**, one of three frigates based at Naval Station Everett, will be decommissioned at the end of the month as part of a long-range reshuffling plan. A decommissioning ceremony is scheduled for Oct. 31 at the Navy base. The ship is scheduled to be replaced in Everett by a destroyer next year, as part of the Navy's long-term plan for the base, according to Bryan Thomas, a spokesman for U.S. Rep. Rick Larsen. The **USS Ford's** 131 crew members will be reassigned and spread out to other ships and duty stations, said Kristin Ching, spokeswoman for Naval Station Everett.

The **USS Ford** is an older ship, commissioned in 1985. The guided-missile frigate is named after Gunner's Mate 2nd Class Patrick O. Ford for heroism during the Vietnam War, according to the base. Ford was posthumously awarded the Navy Cross for his actions, which saved the lives of two of his shipmates. Members of Ford's family, along with former Ford Commanding Officer Capt. David Matawitz (Ret. USN) are expected to attend the decommissioning ceremony. The Ford's last deployment was in 2011 in the Western Pacific where it participated in an international exercise titled Cooperation Afloat Readiness and Training, aimed at promoting communication and understanding between military forces from different nations, according to Naval Station Everett.

The Navy base is home to three frigates: the **USS Ford**, the **USS Rodney M. Davis** and the **USS Ingraham**. One of the two remaining frigates is scheduled to depart Everett and be immediately replaced by a destroyer in fiscal year 2017, and the other will follow in 2020, according to Larsen's office. Including Naval Station Everett's two current destroyers, the **USS Momsen** and **USS Shoup**, the base will have a total of five destroyers by 2020, with all the frigates having been replaced under the plan.

The base's lone aircraft carrier, the **USS Nimitz**, is slated to be homeported in Everett at least through 2022, except for a period in routine dry-dock in Bremerton around 2015. Eventually, when all the ships have been switched out, nearly 300 more sailors will be stationed in Everett. The bump from 3,956 today to 4,235 in 2020 represents about a 7 percent increase. "While it's always sad to see a ship leave Naval Station Everett, the Ford's decommissioning is the first step of the Navy's plan to bring newer, bigger ships here," Larsen said in a written statement. "The Ford and the hundreds of sailors who sailed on her served our nation ably. I look forward to welcoming her replacement as the Navy continues to invest in our community." **Source : HeraldNet**

USS Forrestal 1 Cent: Navy Ship Sold for Dismantling and Recycling



The **USS Forrestal** was sold for 1 cent by the U.S. Navy to a company for scrapping. The Navy ship was decommissioned in 1993 after over 38 years in service. The Navy tried donating it "to an eligible organization for use as a museum or memorial," but no viable applications were received, it said in a statement.

The vessel was redesignated for disposal in December 2003. The **USS Forrestal** was the Navy's first supercarrier, moving around the world amid times filled with tension.

Among the hectic situations it was in, stray voltage triggered a rocket launch, sparking a chain reaction that led to fires and explosions on deck, when the ship was in the Gulf of Tonkin on July 29, 1967, reported Stars and Stripes.

134 men were killed and more than 300 were injured in the situation. See also:

<http://www.youtube.com/watch?v=chuiyXQKw3I&hl=en-GB&gl=SG>

Repairs took over seven months. However, the **Forrestal** went back out to sea and continued sailing around for many years after that. Source : EPOCH times



SHIPYARD NEWS

Daesun delivers SINOTRANS TIANJIN (1,048 teu)

Sinotrans Container Line has taken delivery of the 1,048 teu vessel **SINOTRANS TIANJIN**, the second of two sisters that the carrier ordered at **Daesun shipyard** of South Korea in April 2011.

The ship follows the **SINOTRANS SHANGHAI**, delivered in August. Sinotrans has phased the new ship into its China to Japan and Korea butterfly loop 'Kanto', where it replaces the 1,024 teu **OPTIMA**. The weekly 'Kanto' butterfly serves alternating Japan (Nagoya) and Korea legs out of Lianyungang and Qingdao. The service turns on a 14-day rotation. It deploys two ships: One vessel is operated by Sinotrans and one by SITC. Source : **linervision**

ATRA

HOLLAND

Agent for 11 SHIPREPAIRYARDS located around Europe:

In Baltic, North Sea, St. George's Channel, Atlantic, Adriatic, East Med, Marmara Sea, Black Sea.

Phone: +31356952722, GSM: +31654281682

Email: atraholland@atraholland.nl



22-10-2013 : **Victoria III**, 1991 spare Pilot vessel being relaunched after major refit at **Hart Marine** Mornington Victoria, in drizzling rain Photo : **Andrew Mackinnon** – www.aquamanship.com ©

Japanese Shipyards Embark On Brazilian Offensive

Once boasting more than a 30% share of the global market thanks to its strong maritime tradition and cost competitiveness, Japan's shipbuilders have been eclipsed by their Chinese and South Korean peers in recent years.

But riding on the wave of Brazil's oil exploration boom and taking advantage of its technological prowess, the country's shipyards are now embarking on a major offensive. A team of shipbuilders led by Mitsubishi Heavy Industries Ltd.7011.TO -1.12% has decided to invest Y30 billion (\$305 million) to buy a 30% stake in Ecovix-Engavix Construcoes Oceanicas S.A., which has close ties with Brazilian state-owned oil company PetrobrasPETR4.BR -0.11%, through a special purpose company. Ecovix-Engavix is a leading shipbuilder in Brazil that builds resource exploration vessels – a business field considered being ripe for growth.

Amid the discovery of offshore oil and gas reserves in recent years, Brazil has been focusing on strategies aimed at attracting new technologies and developing local industries including shipbuilding. That has helped generate demand for ships and marine structures including drilling ships and FPSOs (floating, production, storage and offloading hulls.)

And shipbuilding in this area is a lucrative business. The price tag for these types of resource exploration vessels is estimated to be 2.5-5 times that of a typical LNG ship valued at around \$200 million.

The latest deal could help the Japanese shipbuilders recoup lost ground in the Asian dominated game. During 2012, in terms of annual shipbuilding in gross tonnage, China had a 40.9% share of the global shipbuilding market, followed by South Korea's 32.9% share, according to the Shipbuilders' Association of Japan. Japan held a mere 18.3% share.

Ecovix was established in 2010 to build eight FPSOs for Petrobras. The company operates the country's biggest dry dock in southern Brazil, which has more than 5,000 workers. "The latest capital participation has an enormous significance by giving our consortium a chance to get ahead of Chinese and South Korean rivals in Brazil," said Mitsubishi Heavy executive vice president Yoichi Kujirai at a press conference in Tokyo. Mitsubishi has been pressing ahead with a policy to differentiate itself from its rivals by introducing luxury cruise ships, next generation LNG ships, and high-tech, high value-added resource exploration ships. Under the deal, consortium leader Mitsubishi Heavy will buy about a half of the stake. Imabari Shipbuilding Co., Namura Shipbuilding Co.7014.TO -1.62%, Oshima Shipbuilding Co. and trading house Mitsubishi Corp. each will contribute the remainder. **Source: Japan Realtime**



At the **Keppel-Singmarine shipyard** in Singapore last Thursday the **FLY PROSPERITY**, A Mini bulk carrier for Ok Tedi Mining PNG was named. **Photo : Mike Meade – M3- Marine Group ©**

Southeast Asian countries show interest in Ukrainian shipbuilding products at defense exhibition in South Korea

Ukraine is studying the prospects for the development of cooperation in the sphere of military shipbuilding with Southeast Asian countries, including Cambodia, Thailand and South Korea, the press service of the Ukroboronprom State Concern told Interfax-Ukraine on Wednesday. The prospects for military and technical cooperation with Cambodia were discussed with representatives of the Cambodian Navy as part of the Naval & Defense 2013 exhibition, which is being held in Busan (South Korea) on October 22-25.

"The sides also discussed the possible production at the facilities of Ukraine's shipbuilding industry of river and sea equipment for the needs of this country. The Ukrainian side plans to hold a presentation of the products of national defense enterprises, including the Ukroboronprom State Concern, in Cambodia. It also expressed its readiness to receive a delegation of the Cambodian Navy in Ukraine," the press service reported.

The concern said that talks about the possibility of deepening military and technical cooperation with Thailand were also held during the exhibition. "The Thai side voiced interest in air-cushioned [hovercraft] landing craft produced by Feodosia-based Morye Shipbuilding Company and Research and Design Shipbuilding Center," the concern said. Ukroboronprom said that as part of negotiations with representatives of South Korea's Daewoo Shipbuilding & Marine Engineering Co., Ltd., the sides discussed bilateral technological and industrial cooperation between the South Korean company and Ukroboronprom enterprises, including Zorya-Mashproekt Gas Turbine Scientific Production Complex.

The prospects of cooperation were also discussed during talks between representatives of Ukrspecexport and South Korea's Defense Acquisition Program Administration, as well as with representatives of the South Korean Navy.

"The sides also discussed the participation of Ukrainian companies in joint projects," the concern said. **Source :** Interfax

Eastern Shipbuilding announces the delivery of OSV Hos Red Rock for Hornbeck off shore Services

Eastern Shipbuilding Group, Inc. is pleased to announce that on Thursday October 10, 2013, the M/V **HOS RED ROCK** (Hull 202) was delivered to **Hornbeck Offshore Services, LLC**. The **HOS RED ROCK** was launched on April

19, 2013, the Group said Wednesday in a press release. Hornbeck's first vessel, the **HOS RED DAWN** (Hull 201), was delivered on June 21, 2013 and is currently servicing offshore drilling operations in the US Gulf of Mexico. Hornbeck's third vessel the **HOS RENAISSANCE** (Hull 203) and is currently at Eastern completing final



outfitting, regulatory and DP-2 trials. Delivery of the **HOS RENAISSANCE** is scheduled for November 2013. The **HOS RED ROCK** is the second of four (4) vessels designated as the **HOSMAX 300 series** by Hornbeck Offshore and are Diesel-Electric powered, twin Z-drive propelled OSV's measuring 292'x64'x24'-6". These high-tech vessels feature four Caterpillar 3516C 16-cylinder turbo-charged Tier III diesel generator engines each rated at 1,825 kW at 1,800 rpm. Main propulsion power is provided by two GE Energy furnished Hyundai 2,500 kW 690VAC electric motors driving two Schottel SRP 2020 FP Z-Drives with nozzles rated at 2,500 kW at 1,025 rpm each for a total of 6,704 Hp. Schottel also provides two STT 4 fixed pitch tunnel thrusters rated at 1,180 kW at 1,170 rpm, each with direct coupled Hyundai 690VAC electric motors. GE Energy Power Conversions provides the complete system integrated diesel electric package, including the propulsion and thruster drives, motors, control systems, DP system, switchboards, motor control centers, automation and navigation/ communication electronics. These vessels are capable of a maximum speed of 14 knots with a cruising speed of 12 knots. The fully integrated bridge is arranged for increased visibility and features the latest technology in navigation, communication equipment. The remaining six Offshore Supply Vessels under contract are 302'x64'x26' designated HOSMAX 310 Offshore Support Vessels. The total below-deck capacities of the **HOSMAX 310** include 285,649 gals of diesel fuel, 609,227 gals of drill/ballast water, 21,509 barrels of liquid mud, 14,347 cubic foot of dry-bulk mud, 2,212 barrels of methanol and 62,538 gals of potable water. **Source : PortNews**

Onshore & Offshore Heavy Career Opportunities

www.shl.com.cy

Seaway Heavy Lifting



The new build offshore supply vessel **JIM DAVIES** nearly ready for launch from the **Thoma-Sea Shipyard** in Lockport Louisiana on October 15th this year. **Photo : Alan Haig-Brown ©**

ULSTEIN delivers fourth vessel to Seatankers

Ship number four of totally twelve platform supply vessels of ULSTEIN's PX105 design, '**SEA SPARK**', was delivered from Zhejiang, Ningbo, to Seatankers Group 23rd of October, 2013, the company said in its press release. **ULSTEIN** delivers twelve design and equipment packages to the Chinese yard, where all the vessels for **Seatankers Group** will

be constructed. The packages include design, engineering and equipment supplies. The ships comply with the DNV requirements of the Clean or Clean Design standards. The ship is designed with the patented X-BOW® hull line design. These vessels have low vibration levels, resulting in increased comfort, and no speed loss due to the elimination of bow wave impact. The vessels can maintain higher speed even in foul weather, and the operational window is increased **Source : PortNews**

ROUTE, PORTS & SERVICES



MONSTER AAN VOOR EEN WERELDBAAN

Monster aan op crewing@redwise.nl

www.redwise.com

Follow us!

[Twitter](#) [Facebook](#) [LinkedIn](#)

Redwise
GLOBAL SHIP DELIVERY & CREWING



The **ALEXANDRIA BRIDGE** departing from Singapore Brani Container terminal with in the background visible the Marina Bay Sands hotel - **Photo : Piet Sinke ©**

Port of Savannah takes delivery of four super Post-Panamax cranes

All four of the super post-Panamax ship-to-shore cranes that arrived at the Port of Savannah in June are now fully operational at Georgia Ports Authority's Garden City Terminal, the Georgia Ports Authority (GPA) said.

The cranes arrived on a specialized vessel June 5. After the cranes were offloaded, crews began raising the booms, and the electrical and machinery housings roughly 100 feet to their proper position. Additional on-site work included elevator installation and final wiring connections.

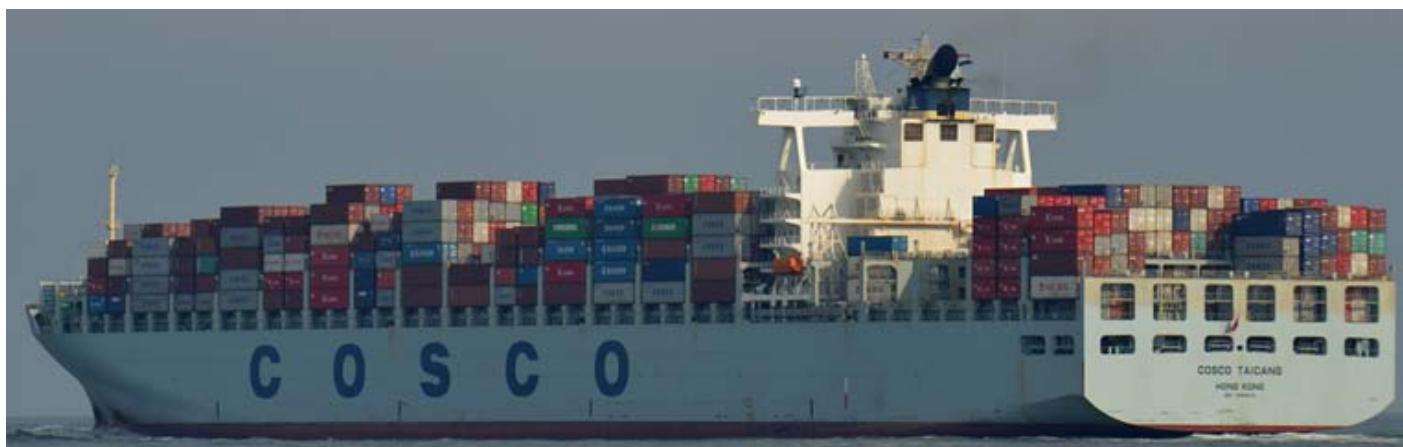
The first of the new cranes went into service in August, with additional cranes coming online every few weeks. Today, the fourth new super post-Panamax crane begins moving cargo. Each new crane can lift up to 65 tons. When the deeper Panama Canal opens in 2015, the average vessel calling on the U.S. East Coast is expected to shift from a capacity of 4,500 twenty-foot equivalent container units (TEUs) to approximately 9,000 TEUs. The larger vessels will offer 20 percent to 40 percent savings on shipping costs.

The port currently owns a fleet of 27 cranes, including nine post-Panamax and 16 super post-Panamax cranes.

Lynch said ships calling on Savannah already enjoy immediate service upon arrival, instead of having to wait for a leased berth space to open. He added that the improvements to the Port of Savannah's crane fleet demonstrate the GPA's commitment to expand capacity, provide more opportunities for growth and greater flexibility to meet customer needs.

Georgia's deepwater ports and inland barge terminals support more than 352,000 jobs throughout the state annually and contribute \$18.5 billion in income, \$66.9 billion in revenue and \$2.5 billion in state and local taxes to Georgia's economy. The Port of Savannah was the second busiest U.S. container port for the export of American goods by tonnage in FY2011. It also handled 8.7 percent of the U.S. containerized cargo volume and 12.5 percent of all U.S. containerized exports in FY2011. **Source : PortNews**

Far East – WCNA 'SEA' service to be boosted



The 10,020 teu **COSCO TAIKANG**, chartered by **Wan Hai Lines** for the Transpacific trade **Photo : Ria Maat ©**

With one service to be removed from the CKYH Far East - WCNA portfolio, the alliance partners will increase the capacity of the Coscon-operated 'SEA' service and replace several of the service's 8,200 teu units with ships of 9,000 and 10,000 teu. Further to this, the Canadian port of Prince Rupert will be added to the loop and the former Xiamen call, suspended in May, will be reinstated.

So far, the 'SEA' loop had been operated by Coscon, with slot participations of the carrier's CKYH partners K-Line and Hanjin (not Yang Ming), as well as slots from Wan Hai and PIL. As part of the upcoming changes both K-Line and Wan Hai Line are to become vessel operators on the loop. K-Line will phase its 9,040 teu **HUMEN BRIDGE** into the service, while Wan Hai will charter the 10,020 teu **COSCO TAIKANG**, from Coscon and bring the ship into the loop.



The **HUMEN BRIDGE** – **Photo : Richard Wisse – www.richard-photography.nl (c)**

Through the fleet upgrade, the 'SEA' loop's average weekly capacity will increase from ca 8,200 teu to ca 9,250 teu.

The revised operation will deploy six vessels on a 42-day round trip along following port rotation: Nansha, Hong Kong, Yantian (Shenzhen), Xiamen, Long Beach, Prince Rupert, Nansha. **Source : Linervision**



THE TSHD **AL-IDRISI** dredging at Emden river@ sunrise
Photo : Bart C. Brusse ©

New Tug for Harbour Administration



Since its inception in 1982, the Gujarat Maritime Board (GMB) has been charged with managing and coordinating the efforts of the minor posts along the state's 1600 kms of coastline on India's west coast. There are currently 41 such ports involving both private and public funding.
<http://www.gmbports.org/>

The GMB's mandate includes planning the integrated development of new ports, along with the required road and rail links. The Board also owns a number of vessels in support of port operations. This year they took delivery of the tug GMB 3 from the Shoft Shipyard in Bharuch, Gujarat, India.
<http://www.shoft.in> The vessel, with accommodation for a crew of 16 and ten passengers, was designed by Win Marine Consultancy Services.

Built as Shoft Shipyard's Yard No. 248, the 33 by 10.5-meter tug was delivered August 23 of this year, well within one year of the keel laying. It is powered by two **Cummins QSK60-M** diesels each delivering 2000 HP at 1800 HP. Propulsion is through a pair of

Azymuthing Schottel Propulsion System Z-SRP 1012FP drives. This combination gives the big tug a bollard pull of 41 tons at 85% MCR. The 16-cylinder 60-liter engines were supplied by **Cummins** India.

The GMB 3 is fitted with two 150 kW gensets and one 60 kW set made by Kirloskar. The 437 GRT tug is classed with the Indian Register of Shipping as +SUL TUG +IY. **Photo: courtesy of Shoft Shipyard**

Source : Alan Haig-Brown - A. Haig-Brown & Assoc. Ltd. - www.haigbrown.com



DEME's **FLINTSTONE** operating at **Borkum West Offshore Wind Farm**. – Photo : **FLYING FOCUS**
luchtfotografie - www.flyingfocus.nl ©

MPI Workboats Takes Delivery of 'Altisidora' from Vroon



The 19 mtr long **MPI Altisidora** is a windfarm-support vessel, built at the **South Boats shipyard** on the Isle of Wight. She is the ninth addition to the **MPI Workboats** fleet.

Source : **Vroon**

Hapag-Lloyd will discontinue the current Mozambique feeder service

Hapag-Lloyd to discontinue its current feeder service which is in operation from Durban to Maputo, Beira and Nacala, and vice versa, the company said in its press release. All cargo currently en-route to these ports will still be accommodated, however no new shipments will be accepted effective immediately **Source : PortNews**



Heerema's **AEGIR** moored in Mobile – **Photo : Nick Broussard ©**

BOOK BREAKING

By : Frank NEYTS

"Under a Yellow Sky"

Whittles Publishing acts as publisher for an interesting book, entitled '**Under a Yellow Sky**', written by Simon J. Hall. Simon Hall went to sea in search of a way of life that he believed was glamorous, adventurous and disciplined, a life where smartly-uniformed men ran ships in a tightly organized manner. At this time the British fleet was still one of the largest in the world and the Red Ensign a common sight in most large ports. In over three years as a Deck Cadet he explored this world and although he uncovered much of the magic of the sea, he also encountered brutality, exploitation, dizzying hard work and frightening bouts of violence;

From the rigidity of naval college to the heat and sweat of working as a deckhand in the South China Sea, the book charts Simon's progress from a naïve and callow school-leaver to a strong young man. On that road he encountered a cast of people that were beyond his wildest imagination. He met the bad: sadists, bullies, madmen; and the sad: alcoholics, prostitutes, drug addicts. And sometimes people so good they diminished him.

With a thread of humor running throughout, he writes of the shipboard camaraderie and the wild jaunts ashore in exotic places. As he tramped around the backwaters of the world, he encountered a rarely-experienced side of life that at times became almost surreal, making this an extremely different travelogue.

This is an incisive and colourful commentary of men living and working together in extreme circumstances and a coming-of-age book like no other. '**Under a Yellow Sky**' shines backward light on a world that has now disappeared. Good reading assured ! "**Under a Yellow Sky**" (ISBN 978-184995-094-7), a softback of 172 pages, costs £16.99 without P&P. The book is available through any bookshop or direct with the publishers, Messrs Whittles Publishing,

Dunbeath, Caithness, Scotland, UK. Tel. +44 (0) 1593.731.333, Fax. +44(0) 1593.731.400, e-mail: info@whittlespublishing.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.

.... PHOTO OF THE DAY



The **POLAR DUKE** outbound from Rotterdam – Photo : Mark de Bruin ©

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>