

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 315



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**The MAERSK MC-KINNEY MOLLER moored in Rotterdam-Europoort last Saturday –  
Photo : Piet Sinke (c)**

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## 50 JAAR DONATEUR VAN DE KONINKLIJKE NEDERLANDSE REDDING MAATSCHAPPIJ





Afgelopen zaterdag werden in Hoek van Holland 4 donateurs van



speld voor 50 trouwe jaren uitgereikt en opgepeld door Schipper **Jan van der Sar** van redding station Hoek van Holland in

de KNRM in het zonnetje gezet , de **Donateurs W van Vliet, J.v.Geest, L Rebel** en **Aad Sinke** zeiden 50 jaar geleden "ja" tegen het donateurschap van de Nederlandse Reddingmaatschappij en kregen alle 4 de KNRM



restaurant De Jutter in Hoek van Holland. Ondertussen had de bemanning van de KNRM redding boot **JEANINE PARQUI** de boot gereed gemaakt voor vertrek en lag te wachten aan het pontoon in de Hoekse haven, na het officiële gedeelte ging het gezelschap, vergezeld van enkele familieleden naar boord voor een trip door Rotterdam Europoort



Schipper **Jan van der Sar** van KNRM station Hoek van Holland vind een goed ontbijt heel belangrijk omdat het niet goed is met een lege mag naar zee te moeten. Zie Jan's persoonlijke tips voor een goed ontbijt in deze video clip :

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**Word donateur**

All Photo's : Piet Sinke ©



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08-11-2013 : The car carrier **COMET ACE** downbound on the Fraser river **Photo : Robert Etchell ©**

## Greek coastguard holds suspect ship carrying arms

Greek authorities have detained a cargo ship carrying large quantities of weapons and ammunition, the country's coastguard said on Friday. The vessel was lacking proper U.N. documents for arms shipments in conflict zones and the size of its cargo appeared to be larger than indicated on its loading documents, a coastguard official said on condition of anonymity. The Sierra-Leone flagged vessel was intercepted in Greek waters earlier on Friday and was now held on the island of Rhodes. Its eight-man crew of three Turks and five Indians was also detained. The ship left port in Ukraine, the official said, citing satellite data. "The vessel's loading documents were showing it was heading to Libya but its route suggests that it might be heading somewhere else," he added. **Source : orlandosentinel**



Bluewaters FPSO **Haewene Brim** leaving Nigg dry dock (Scotland) assisted by tugs left to right **Kestrel, Einer, Harald**, not shown **Kintore** and **Keverne** **Photo : Ian Finlayson ©**

## Corruption probe rocks shipping giant

The largest state-owned shipper, China Ocean Shipping (Group) Co, is the latest to be hit by scandal following a government campaign to root out graft. Reports said one executive was detained and a former chairman forbidden to leave the country.

Xu Minjie, COSCO vice president for security, was detained and interrogated "for violation of discipline by senior-level officials or state-owned enterprise managers," reports on Sina Weibo said.

Dual-listed subsidiary China COSCO Holdings Co (1919) told the Shanghai stock exchange it was notified by the parent firm about the Xu probe. Xu, 54, is an executive director at China COSCO Holdings and a non-executive director at China International Marine Containers (Group) (2039) - two locally listed units under the group.

Other reports allege that Xu may have flouted discipline when serving years ago at another group subsidiary, COSCO Pacific (1199). Wei, meanwhile, has reportedly been forbidden to leave the country. The 63-year-old cited his age when he resigned in July as chairman of the group and China COSCO Holdings.

But the market interpreted the exit as a move under pressure, after China COSCO posted huge losses in the past two years.

It faces being forced to delist from the Shanghai exchange if it is still in the red this fiscal year. It reported a loss of 2.03 billion yuan (HK\$2.6 billion) in the first nine months. The probe into the bulk shipper comes after similar action in September against oil giant PetroChina Group, which saw former chairman Jiang Jiemin and four senior managers placed under investigation. The news dragged all three locally listed COSCO units, with China COSCO sliding 1.3 percent. **Source : The Standard**



The **ALEXANDERGRACHT** enroute Rotterdam – **Photo : Ria Maat ©**

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## London Gateway open for business

The **MOL** containership was the first scheduled caller

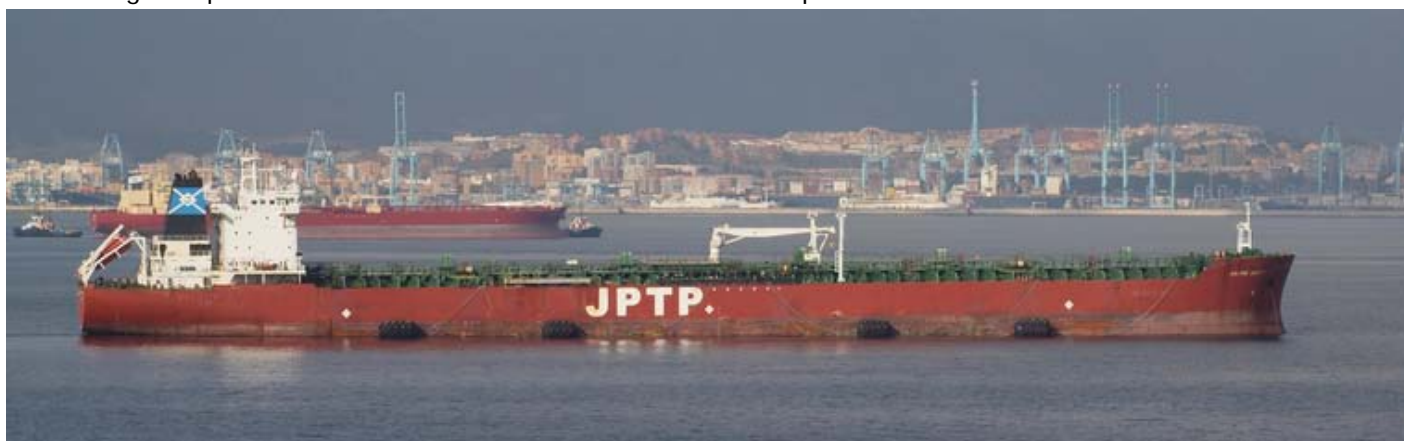
After a false start when it became a port of refuge for a fire-struck containership in September, DP World's London Gateway has welcomed its first scheduled ship.

The **MOL Caledon** arrived from South Africa to a welcoming party made up of DP World chairman Sultan Ahmed Bin Sulayem, vice chairman Jamal Majid Bin Thaniah, group chief executive Mohammed Sharaf, chairman of MOL Liner Junichiro Ikeda, and shipper representatives JFH Hillebrand managing director David Mawer and Chingford Fruit managing director Gavin McNally, together with other senior executives.

The port has been more than 10 years in the planning and construction phase. There are plans to build a further five berths before it reaches its full operational capacity of 3.5m teu a year.

DP World chairman Sultan Bin Sulayem said: "This is the first port to be built in the UK in a generation and so there is nothing else like this in the country."

The unofficial opening was on September 13 when the fire-damaged **Zim Rotterdam** berthed to discharge its cargo and undergo "required maintenance" there. A call at the scheduled port of Felixstowe was aborted.



The **ANDRE JACOB** anchored off Gibraltar – Photo : Ernst Lohmann ©

## Shipowners Think Big in Latest Newbuilding Orders

Ship owners trend towards larger ship sizes in the latest round of newbuilding orders reported in Clarkson Hellas S&P Weekly Bulletin.

### Dry bulk carriers

Oldendorff Carriers has contracted for four firm plus up to four option 208,000 dwt Newcastlemax from Taizhou CATIC. The first two vessels are due for delivery in 2015 with the remaining firm vessels and options lined up for delivery in 2016. Also in China, SWS are understood to have taken an order for four firm 208,000 dwt Kamsarmax from Clients of Cardiff Marine. Similarly delivery of the firm vessels is split between 2015 and 2016.

Clarkson Hellas report that in the cape market Hanjin's Yeongdo facility has taken further orders for three 180,000 dwt Capesize. Firstly, Turkish owner Ciner has ordered two vessels for with delivery of both in mid-2015 and pricing around US\$ 55-Mill. In addition to this, a yet unknown Greek buyer has placed an order for a 180k cape with delivery in early 2016 and pricing in the region US\$ 55.5-Mill.

Next, Nisshin Shipping are understood to have contracted five firm 82,000 dwt Kamsarmax at Hantong Shipyard, with delivery of the first vessel from the final quarter of 2015 and the remainder throughout 2016.

In Japan, on a smaller scale, Wisdom Marine Lines were reported to have declared options for one further 55,000 dwt Supramax at Kawasaki Shipbuilding and two further 37,600 dwt Handysize for at Imabari.

### Tankships

In the tanker market, Maersk have placed an order for four firm plus two options 50,000 DWT MR product tankers at Sungdong. Pricing remains undisclosed, however delivery of all vessels is understood to be planned for 2016.

### Gas carrier

Navigator Gas Transport have declared the third vessel in a series of 22,000 CBM LPG carriers at Jiangnan Shipyard, with pricing in the region US\$ 44-Mill and delivery at the very end of 2015.

### Container ships

According to Clarkson Hellas S&P Weekly Bulletin a number of options were declared this week in the container market, starting with NSC Holdings declaring the third in a series of 9,200 TEU container vessels at Hanjin Subic. Delivery of this latest vessel is planned for the second quarter of 2015. Clients of Lomar Shipping were also reported to have declared the fourth in a series of 2,190 TEU container carriers at Guangzhou Wenchong. Pricing remains undisclosed however delivery is planned for 2015. **Source: Clarkson Hellas S&P Weekly Bulletin**



The **NICOLAS DELMAS** outbound from Rotterdam – **Photo : Kees van Schie ©**

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## Pirates Hijack Product Tanker Off Malaysia, Steal Cargo

The International Maritime Bureau's Piracy Reporting Centre reports that 10 armed pirates boarded and hijacked a product tanker Thursday while underway approximately 7 miles west of Pulau Kukup, Malaysia. The IMB report says that ten robbers armed with guns and knives boarded the tanker and tied up the vessel's crewmembers, holding them hostage in one cabin.

The pirates later ordered the Master to steer the ship to a pre-designated position where another vessel, described as an orange-hulled tanker, was waiting. The robbers forced the Chief Officer and the bosun to use the cargo pumps, valves and mooring winches to steal all the vessel's gas oil cargo, the report said. The pirates left the vessel after also stealing crew belongings. The report adds that no crew were injured in the incident.

Thursday's hijacking follows a similar hijacking of a product tanker October 10th off Pulau Aur, Malaysia. During that attack, pirates boarded the vessel, took the crew hostage and stole the vessel's cargo before releasing the ship five days later. A similar attack on a product tanker was also attempted October 26 off Kuantan Port, Malaysia, but was aborted by the pirates after the crew took measure to evade the attack. **Source: gCaptain.**





The **PRIMULA SEAWAYS** passing Vlissingen inbound for Gent – Photo : Stan Muller ©

## Judge says US overreaching on piracy

### When is a pirate not a pirate?

A US federal court may provide an answer in a trial that opened in Washington DC this past week of a Somali official who helped win release of a hijacked Danish cargo ship and crew for \$US1.7 million (\$A1.80 million) ransom, but who played no part in seizing the vessel or holding it for 71 days.

US courts have convicted dozens of Somali pirates in recent years, part of a vast multinational effort that has helped curtail the rampant hijacking of oil tankers, freighters, sailboats and other ships off the Horn of Africa.

But the federal judge in the latest trial says the Justice Department went too far by charging Ali Mohamed Ali with piracy, which carries a mandatory life sentence.

Defence lawyers say Somali tribal leaders sought Ali's help because he spoke fluent English, a by-product of living 26 years in the United States. After the ransom was parachuted to the pirates, the cargo ship, the CEC Future, and its 13 mostly Russian crew members were released unharmed in January 2009.

In April 2011, Ali was acting director of the Education Ministry in Somaliland, a semi-autonomous region in northern Somalia, when US authorities lured him to American soil by inviting him to an education conference. He was arrested when his flight landed at Dulles International Airport outside Washington.

He then began 30 months in detention that US District Judge Ellen Segal Huvelle, the trial judge, said 'raises serious due process concerns' after a prosecutor told Ali during a pre-trial hearing, 'No one thinks you're a pirate'.

In a later hearing, Huvelle scolded the prosecutors for pursuing the piracy charge, calling it 'government overreaching'. 'This gentleman doesn't merit mandatory life' in prison, she said.

Legal experts say the prosecution is unusual because Ali acted as an intermediary and translator, not as an armed pirate.

'None of this is to say that he's a perfectly lovely guy, but it's a very, very odd and ambitious prosecution,' said Tara Helfman, a law professor at Syracuse University who has followed the case.

'These negotiators are used all the time,' she added. 'They're called upon not only by ship owners but also by insurance companies to secure the release of hostages. That's what makes this very strange.'

Federal prosecutors argued in opening statements Monday that even though Ali didn't seize the CEC Future or carry a weapon, he was key to the pirates' scheme to secure a ransom.

'He was the most important gun on board,' said Julieanne Himelstein, an assistant US attorney. 'Because that was the gun that got them the money.' Over the last five years, a coalition of more than 60 countries and organisations has increased naval patrols in the Indian Ocean, conducted airstrikes against pirate dens on land and jailed more than

1100 suspected hijackers. While the number of attacks has dropped, pirates still netted \$32 million in ransoms last year, according to Oceans Beyond Piracy, an advocacy group based in Colorado.

To crack down further, US authorities aren't just chasing the pirates, who are mostly impoverished young fishermen. Officials increasingly target the transnational network of crime bosses, human traffickers, money launderers and others who bankroll the pirate trade and grab most of the profits.

'This case shows our resolve to prosecute pirates and those who profit from crimes on the high seas,' Ronald C Machen Jr, US attorney for the District of Columbia, said in announcing Ali's arrest in 2011.

'Those who negotiate and collect these ransoms are every bit as responsible for these crimes as the pirates who commandeer the ships.'

Last year, a federal judge in Norfolk, Virginia, sentenced a Somali man, Mohammad Saaili Shibin, to 12 life sentences for negotiating ransoms for two hijacked ships, including a yacht owned by a Californian couple. The two couples aboard the yacht, all Americans, were killed by pirates in February 2011. Justice Department officials called Shibin the highest-ranking pirate ever brought to the United States.

Lawyers for Ali, a thin, bespectacled man in his early 50s who wore an argyle sweater to court, described him in far different terms. According to defence lawyer Matthew Peed, Ali came to the United States in 1981 as a 19-year-old student of management economics at the State University of New York at Old Westbury. He later settled in the Washington area and offered his Somali and Arabic language skills to Department of Homeland Security officials after the September 11 attacks in 2001, but returned to Somaliland in 2007 for family reasons, Peed said.

Ali was brought aboard the CEC Future as a negotiator three days after it was hijacked in November 2008. Prosecutors say he first demanded \$7 million ransom for the crew's release. He later agreed to \$1.7 million but then secured an additional \$75,000 'for himself', Himelstein told jurors. Ali's lawyers say the extra money was for the hijackers' bosses on land, not for him. In addition to piracy, Ali is charged with aiding and abetting pirates, conspiracy to commit piracy and hostage-taking, all of which carry heavy prison sentences. His trial is expected to last several weeks. **Source :** skynews

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**WINTER D**, looking considerably smarter after a drydock en route to replacing **CMA CGM ROSE** in the OVSA PSW string between ANZ and WCNA, than it did when operating as **MOL WINTER** on the NZ-Asia run. **Photo : Dale E.Crisp ©**



## Gangs of Pirates

Gangs of robbers targeting shipping in the Indonesia archipelago are now co-ordinating their attacks, in what is seen as a major development. Last week an unnamed chemical tanker came under a combined assault by three skiffs; forward, mid-ship and aft. The attack, which took place at Belawan Outer Anchorage, saw three individuals successfully boarded from the aft and steal property before escaping.

Local authorities were informed, but there are no subsequent reports of arrests. However, no one was injured in the incident. Such a co-ordinated strategy has rarely been used in Southeast Asian waters, where most incidents are opportunists grabbing what they can. Indonesia is fast gaining a reputation as the piracy black spot following a surge of attacks during October. In a separate incident a tanker was boarded by five armed individuals whilst underway in the Singapore Strait in position 01° 21.2'N 104° 24.3'E off Horsburgh Lighthouse. It is understood that two crew members were held hostage while the attackers stole crew personal effects and cash from the accommodation area, before escaping. At the moment the Indonesian brand of piracy still revolves around theft, but with an increased capacity to attack may come a switch in emphasis – and this is definitely a new development which needs to be closely monitored. **Source : Shiptalk**



The 2012 built **PRIME GINGER** arriving at Lyttelton to load coal for Japan. Only a part cargo will be loaded here before she heads to Australia top top off. Flying the Marshall Island flag she is owned by Prime Ginger Maritime Ltd, Singapore. **Photo : Allan Calvert ©**

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## 2 Container Ships Collide Off Vietnam

A South Korean container ship nearly sank after it collided with the Marshall-Island cargo vessel Eleni off the coast of Vietnam. No casualties were reported.

Late Thursday night, the **Heung A Dragon** was carrying containers from Hong Kong to Ho Chi Minh City when it collided with the **Eneli**

- which was departing from the Phu My Port. The accident occurred 2.2 nautical miles off the Vung Tau coast.

Local authorities said that all 19 crewmembers on the Heung A Dragon were rescued and returned to shore safely.

About five hours after the incident occurred, the ship was aground and was listing at 45 degrees. Around 60 containers have fallen off the ship and are floating on the sea. 20 containers have been retrieved by local authorities.

The Vung Tau Port Authority and the Provincial Border Guards are discussing measures to collect all the remaining floating containers and save the stranded ship. Other ships are being prevented from entering the area, so to not hit floating containers. **Source: MarEx.**

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## US Navy christens newest, most efficient carrier - the USS Gerald Ford

**The U.S. Navy entered the 22nd century on Saturday.**

In Newport News, Virginia, the Navy christened its newest aircraft carrier, the **USS Gerald Ford**.

This nuclear-powered ship is the first of a new class of at least 10 carriers that the Navy expects will be steaming the seas, protecting the United States well into the next century. The Ford itself is projected to stay in service until 2057.

This carrier is state-of-the-art in naval architecture, according to news releases from the Navy and the shipbuilder.





For example, the Ford will use electromagnetic force, similar to how modern roller coasters are propelled, to catapult planes off the deck instead of the pressurized steam used in today's fleet. The arresting gear that grabs planes when they land will be software-controlled, with the goal being less wear and tear on the planes.

The ship looks much like the current Nimitz-class carriers. It's roughly the same length, width and weight.

But the island - the superstructure that rises above the flight deck - is skinnier, taller and set farther aft on the ship, allowing for more flight-deck operations and plane maintenance. It's also part of the reason the Ford will be able to carry more warplanes and launch 25% more air missions per day than the current carriers in the fleet, according to the Navy. Below the waterline its four 30-ton propellers will be driven by two newly-designed nuclear reactors.

The planes that will eventually be jumping off its deck in the decades ahead haven't even been designed yet. It remains to be seen if those planes have pilots or will be controlled by operators with computers who will "fly" the

aircraft from the safety of a remote location.

This new class of carriers is designed with built-in flexibility to accommodate future Navy decisions about aircraft and missions.

And it's designed to do all this on the cheap. Most of the lights in the ship will use high-efficiency bulbs that will last twice as long between changes. And the ship is designed to require 30% less maintenance over its lifespan.

Bigger, lighter, deadlier! Navy launches new stealth destroyer

Finally and most importantly,



because of designed efficiencies, it'll put to sea with 1,000 fewer sailors and Marines than a Nimitz-class carrier. Over the life of the Ford, the efficiency of the ship, the Navy said, will save \$4 billion.

The ship is named after President Gerald R. Ford who served on the carrier USS Monterey during World War II and who later became President when Richard Nixon resigned in the wake of the Watergate scandal.

"It's very fitting that our next carrier, a ship that will calm the unknown crises of the future by its very presence offshore, will be named for President Gerald Ford," Navy Secretary Ray Mabus said at the ship's keel-laying.

The push to name the ship after Ford began years ago and then-Defense Secretary Donald Rumsfeld actually told Ford about the ship's name months before Ford's death in 2006, making the new carrier one of the few Navy ships named after a living person.

"How fitting it will be that the name **Gerald R. Ford** will patrol the high seas for decades to come, in the defense of the nation he loved so much," Rumsfeld said at Ford's funeral.

Ford's daughter, Susan Ford Bales, had the honor of breaking the traditional bottle of champagne on the ship's bow as it is launched. **Capt. John F. Meier** has already been named as the ship's first commanding officer. He will be responsible for monitoring the final months of construction and likely be onboard when the Ford goes on its first sea trials.

"I'm thrilled to be here," Meier said in a Navy release last summer. "I couldn't ask for a better assignment or a greater honor." But as the Navy launches its newest carrier, not all is well in the land of flattops.

Just last month, Adm. Jonathan Greenert, chief of naval operations, conceded that because of budget issues the Navy may have to reconsider how many aircraft carriers it will keep in the fleet

"You have to go where the money is, and carriers and air wings are quite expensive," Greenert said, according to a Virginia newspaper, the Daily Press. "I'd hate to say it is inevitable, but we have to look very hard at it."

Source : CNN Pentagon Producer - Larry Shaughnessy

## Norway picks AgustaWestland in helicopter contract bid

**AgustaWestland** has been selected by Norway as the preferred bidder for a contract to supply the government with new search-and-rescue helicopters.

The decision to enter into final negotiations for procurement of **AW101** aircraft was announced Friday by the Norwegian Ministry of Justice and Public Security. The ministry said other contract bidders -- Eurocopter, NHI and Sikorsky – had been informed of the decision.

"I am very pleased that we are now coming forward in the acquisition process for the new search-and-rescue helicopters," Minister of Justice and Public Security Anders Anundsen said. The AW101 is a medium lift military/civilian use helicopter with a top speed of 192 miles per hour, a range of 517 miles and a flight endurance of five hours. Norway intends to procure 16 new aircraft -- with an option for six more -- to replace its fleet of Sea King search-and-rescue helicopters, which are to be retired by 2020. **Source : UPI**

## Russia To Receive Second Nuclear Submarine By Year End

The Russian Navy is likely to receive a second Borey-class nuclear-powered submarine, the **Alexander Nevsky**, around the end of November or early December this year.

"The **Alexander Nevsky** has completed state trials. It is currently undergoing some finishing works following recommendations by a state inspection commission," the company said in a statement. "The signing of the acceptance act could take place sometime at the end of November or early December, followed by deployment at its home base," the statement said. The state sea trials of the **Alexander Nevsky** were suspended in September following an unsuccessful launch of a Bulava submarine-launched ballistic missile from the submarine. **Source : Defense World**

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## Indian Navy can operate in distant waters, poised for major expansion: Navy Chief Admiral DK Joshi to NDTV

On board INS Jalashwa: Except an accident on one of its conventional submarines, INS Sindhurakshak, which sank and killed 18 crew members in Mumbai harbour, 2013 has been one of the Indian Navy's most-significant years.

First of the eight Boeing P8 I long range maritime reconnaissance planes contracted by the Indian Navy was inducted earlier this year.

The nuclear reactor on **INS Arihant**, India's first home grown nuclear submarine, went 'critical' in August After much delay its biggest acquisition, the almost brand new, aircraft carrier **INS Vikramaditya**, will be joining the fleet in less



than a week. A military communication satellite meant exclusively for the use of the Indian Navy has become operational this year.

After years of delay, the navy has got a clutch of advanced jet trainers Hawks to train its pilots in handling fighter jets that will fly from the aircraft carriers. India's Navy Chief Admiral DK Joshi, speaking exclusively to NDTV on board **INS Jalashwa**, the navy's second-largest ship, said the Indian Navy is indeed poised for a major expansion.

"As outlined in our maritime capabilities prospective plan, which really is the growth road map for our capabilities, many of these inductions are poised for realization," Admiral Joshi said. The navy chief also pointed out that these acquisitions will give the Indian Navy great reach and sustenance and long sea legs.

"We can reach out to distant waters, and sustain ourselves, bring our combat potential to where it be so required in very distant waters. Now where would that tasking be? Would really be a function of national interest? Whereabouts is it that our national interest are spread, you are as aware of them as I am. And all the capabilities being inducted are tailored in that direction as the spread would show you," he said.

Talking about aircraft carriers and India's long time ambition to operate two carrier battle groups simultaneously, the navy chief says three-four years down the line, the navy would have two brand new carriers.

"For our needs we have long felt that at least two carriers operational, one on each seaboard, one on the western seaboard and one on the eastern seas board is a must. With the commissioning of **Vikramaditya**, we would have two carriers but **Virat** as you know is getting a little long in the tooth. She is eminently capable of performing the role she has been designed for. But as you extend the service life of a ship, and we have extended her life quite a bit, it becomes something like maintaining a vintage car. You spend you know a lot of money to keep it going. And therefore we would plan to keep her going till the time we are able to induct IAC 1, which got a bit delayed but is now on track. And you should see her commencing her sea trials somewhere around 2017. And therefore at that time we will have two brand new carriers and would be able to provide adequate coverage on both our seaboard," Admiral Joshi said.

He, however, admitted that depleting submarine strength is a matter of worry. "Submarine-force levels are I agree with you, are under strain. And essentially it is so because our Project 75 got a bit delayed, indigenous construction with foreign collaborations. But that again the issues that had caused the delays are now behind us. The production is in full swing. And again commencing 2016-17 onwards, we should have our first boat online and we have been assured by both DCNS and MDL that the subsequent ones, they will try and compress the timelines for delivery, so that the last boat actually will be commissioned at about the time she was envisaged," he said.

He also was upbeat about India's public and private sector shipyards' capabilities. "I would say that the Indian ship building industry is coping up in a most admirable fashion, both the public sector, which really has had the lead in this regard, but also the private sector, which has chipped in and has come up very rapidly. As on date out of 47 orders that we have for ship construction and submarine construction, we are very proud of the fact that 46 are actually being built in Indian shipyards, both public sector and private sector. The only ship, which is not being built in India, is **Vikramaditya**!"

The navy chief was pleased about the Navy's own communication satellite, launched with ISRO's help earlier this year.

"The satellite would stabilize fully, it has stabilized in parts, it operates on different bands. Certain bands have been proven. Certain bands are currently; some bands are in the process of trials and evaluations. But this is a force multiplier. It covers our entire footprint of area of interest in the Indian Ocean and beyond. And therefore for your data transfers, for your maritime domain awareness picture transfers, for your entire range of communications and networking needs, it provides the best possible answer. Therefore we are now operating, unit to unit link, so each unit has exactly the same pictures as any unit of interest will be able to do, including the aircraft. It brings an entirely new dimension in network operations and in maritime operations. And this again is indigenous in collaboration with ISRO," he said. **Source : NDTV**

## Seoul Sees More Weapons Sales to Thailand

South Korea is looking to sell more weapons systems, including warships and aircraft, to Thailand, which is pushing to modernize its armed forces to meet security challenges.

Following a contract with Daewoo Shipbuilding & Marine Engineering (DSME) for a 3,700-ton frigate, the Royal Thai Navy plans to procure one more frigate built by the South Korean shipyard, according to officials. The contract for the first frigate was signed in August. The deal was valued around \$470 million, the highest weapons import for a single item in Thailand. "The delivery of the first frigate, DW 3000F, will take place in 2017, and we expect a following order

for the second ship in the coming years,” said Kim Deog-soo, director of the naval & special ship marketing team at DSME. DSME was one of the South Korean defense contractors that participated in the Defense & Security 2013 from Monday through Thursday at the IMPACT Exhibition Center here. The frigate for the Thai Navy is based on the design of the Korean Navy’s 4,000-ton KDX-1. The ship is equipped with up-to-date weapons systems from major defense contractors worldwide.

Among the key armament are Swedish Saab’s 9LV Mk4 combat management system; the Mk 41 vertical launch system from US Lockheed Martin; evolved Sea Sparrow missiles of Raytheon; the Boeing RGM-84 Harpoon missiles; Turkish Oto Melara 76mm super rapid gun; and two UK MSI-Defence Seahawk 30mm cannons.

The Thai Navy also is considering buying a submarine, in an apparent move to respond to the rapid naval modernization of its neighbors, including Indonesia and Malaysia, both of which bought South Korean submarines and training ships, respectively.

“The latest contract with DSME is a big step forward toward upgrading the Thai Navy,” a high-ranking officer of the Thai Navy’s procurement bureau said Monday during a meeting with his South Korean counterpart, Adm. Shin Jung-ho of the Defense Acquisition Program Administration’s ship project bureau. “We have yet to lay out a submarine project in detail due to budget issues, but the thing is that we need a submarine and the government will make a decision on that in the near future.”

“South Korea sells not just a ship, but a package of logistics support and training programs,” Shin replied. “The South Korean Navy will make utmost efforts to help the Thai Navy deploy its frigate successfully.” South Korea’s representative at the Thai defense fair stressed the arms exports to Thailand will further boost the country’s weapons sales in the Southeast Asian region.

“On the basis of improved relations between the two governments, the Thai military is expected to acquire more weapons built by our nation,” said Lee Yong-dae, director of the South Korean Defense Ministry’s procurement bureau. “In particular, our export strategy of selling a package of weapons and relevant technology meets the requirements of the Thai armed forces’ modernization schemes. Lee revealed that the Royal Thai Air Force has shown interest in purchasing an attack variant of the T-50 supersonic trainer aircraft built by Korea Aerospace Industries (KAI) and Lockheed Martin. Source : DefenseNews

## Nuclear submarine moored up in Gibraltar

A NUCLEAR submarine which ran into difficulties has been moored in Gibraltar for over a week. The **TRIUMPH** one of four submarines of its kind in the Royal Navy, is said to have been experiencing technical problems for a while due to its age. It is moored up at South Mole and it is not known how long it will be there.

This is the second time a nuclear submarine has been brought into the territory for repair. Crew on the **TIRELESS** flagged up concerns about the vessel’s nuclear reactor last year. It remained in the port for nearly 12 months, and its stay provoked a diplomatic conflict between Madrid and London. Source : The Olive Press

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The new prototype KNRM lifeboat moored at the builders, [Damen Shipyards](#) in Gorinchem – [Photo : Henk van Milligen](#) ©

## Cruise Ship Floated at STX Turku Shipyard

The float-out of [Mein Schiff 3](#), an environmentally friendly cruise ship being built for TUI Cruises, was performed at STX Turku Shipyard on Friday, November 8, 2013. At the press conference held at STX Finland Oy's Turku Shipyard earlier the same day, Richard J. Vogel, CEO of TUI Cruises and Jari Anttila, Deputy CEO of STX Finland Oy were pleased to speak about the important milestone Mein Schiff 3 project reached on that particular day.

One year ago, the start of production of newbuilding 1383 was celebrated at Turku Shipyard. [Mein Schiff 3](#) is scheduled for delivery in spring 2014. Her sister ship NB 1384, [Mein Schiff 4](#), is currently under production and she will be delivered one year after Mein Schiff 3. The building periods of these two ships are record-breaking tight. New building practices with high block outfitting ratio and modularization have been utilized more than ever. New innovative and efficient building concepts, such as the outer decks concept, have proved to be successful, the builder said.

Mein Schiff 3 and her sister ship Mein Schiff 4 are sophisticated and highly innovative GT 99,000 cruise ships. Once completed, these cruise ships will be approx. 295 meters long and approx. 36 meters wide. They will both have 1,253 staterooms (2,500 lower beds) and have a crew of 1,000. The cruise ships will have many environmentally friendly features. The combined system for treating exhaust gases minimizes sulphur, nitrogen oxide, fine dust and soot emissions. Compliance with the safe return to port requirement includes also additional passenger comfort features. Particular emphasis has been put on the ship's energy efficiency. Therefore the ship consumes around 30% less energy compared to cruise ships of similar sizes. Before the ship got water under her keel the very first time, the invited guests had an opportunity to visit at the bottom of the drydock and see the ship from a rare perspective. The float-out ceremony was witnessed by representatives of TUI Cruises and Royal Caribbean Cruise Line, STX Finland and the classification society Det Norske Veritas, as well as invited guests and members of the press. "After this float-out, the work will continue very intensively with final installation of the various systems of the ship and interior outfitting. The ship will be ready for delivery to the customer in spring of 2014," says Jari Anttila, Deputy CEO of STX Finland Oy.

Source :[MarineLink](#)

## Damen yard awarded Rederij Groen contract at Europort

**Maaskant Shipyards to build third new seismic research support vessel**

During a special contract signing ceremony at Europort 2013, **Maaskant Shipyards** Stellendam, part of **Damen Shipyards Group** signed the contract to build an additional Seismic Research Support Vessel for Rederij Groen.

This latest contract follows last month's order of two new Seismic Research Support Vessels (SRSVs) that are due for delivery in the third quarter of 2014. This third vessel, initially only an option, completes the latest phase of RederijGroen's expansion and will be delivered in 2015. The new SRSV will be identical to the first two; 35 x 8.70

metres and propelled by two Azimuth thrusters, each powered by a 500 kW electric motor. Three Caterpillar gensets will provide electrical power.

**Rederij Groen**, whose fleet will now number 27 vessels, is planning to put the vessels to work in the seismic industry worldwide. The fleet includes SRSVs, guard boats and chasers such as the '**Aquarius-G**' and the '**Astra-G**' also built at Maaskant Shipyards. The new SRSV's will often operate alongside other vessels, assisting with board-to-board transhipment of goods and equipment. Their design provides stability and manoeuvrability, crucial to this sector.

### Trust & Craftmanship

Speaking about his long relationship with Maaskant Shipyards, Rederij Groen owner Henk Groen is pleased with the long relationship between shipyard and shipowner, "We have worked with Maaskant Shipyards for 10 years now, we have built up a lot of trust. I know with certainty that they deliver quality."

Damen's newbuild and repair yard in Stellendam has built all RederijGroen's SRSVs. After signing the latest contract yesterday, Maaskant Shipyards director Fritz van Dongen was rightly proud, "Clients keep coming back to us for our craftsmanship. We have a good infrastructure in place to cope with any challenge." The yard also performs maintenance and repair for their entire fleet.



At **Shipyard Constructions Hoogezand** (Foxhol) the LNG tanker **BRISOTE** was launched, the tanker is under construction for **Chemgas** in Rotterdam – **Photo : Kees de Vries ©**



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## \$1b Lyttelton Port redevelopment planned

Lyttelton Port of Christchurch will spend upwards of \$1 billion over the next 20 years to supersize its port facilities, allow better public access and for cafes to be developed in the inner harbour.

Shareholders today heard the listed port company will start a \$465 million earthquake reinstatement and development plan in late November. The company owned by Christchurch city and Port Otago will also continue with controversial land reclamation on the eastern side of its operation, to allow the inner harbour to become people friendly.

Chairman Trevor Burt said the report work on a third of Cashin Quay would cost about \$50m and be part of that much larger \$465m total to be spent between now and 2018.



The **ELAR TRADER** departing from Lyttelton and about to disappear into the fog after discharging urea.

Photo : Alan Calvert (c)

Chief executive Peter Davie also unveiled a separate long-term 20-year development plan costing \$400m-\$500m to move much of the port's working wharves existing operations eastwards towards Te Awaparahi Bay. That in turn will open up the inner harbor to the east where Davie can envisage people sitting down to drink a beer or sit in a cafe on a redeveloped waterfront, as already seen in ports like Auckland. This would happen in three to five years under the plan. Some of the funding is dependant on insurance payouts.

The port has had earthquake damage to about 500 assets including wharves, buildings. There is one estimate that damage total is around \$500m. The port is in negotiations with insurers, led by Vero, as to how much of the damage will be covered, but the two sides have not agreed on an insurance resolution.

The port and Vero have now agreed to go into a three-day mediation session in mid-December, hoping to resolve the insurance issue once and for all. "We've got a mediation set down for just before Christmas, with an aim to try and

settle all of our claims. A mediation is effectively a negotiation with insurers . . . but we're optimistic we can sit down and have some real discussions about settling and moving forward," Davie said.

Davie said as the port pushed east and it would be able to move cargo handling facilities away from the township.

"In time (we can) develop the inner harbour that is something accessible for the wider community both for Lyttelton and for Canterbury and developing a marina in there as well so that yachts and visiting launches have somewhere to go."

He said this sort of development could take in the order of three to five years, and would be contingent on a series of about 110 consents the port hoped would be dealt with collectively by Environment Canterbury and rubber-stamped by the Canterbury Earthquake Recovery Authority. To allow larger cruise ships into the inner harbour within three years or by the summer of 2015/16, as outlined in the 20-year development plan, the port would remove a breakwater from the western side of the inner harbour and redevelop the Gladstone Pier. Smaller ferries that service destinations such as Diamond Harbour will move towards the oil storage area of the port, to make way for the cruise ship development.

Ad Feedback Also to make way for much better public access to the inner harbour, the port would apply for consent to extend its existing reclamation near Te Awaparahi Bay by 20 hectares to a total of 30 hectares.

The port had so far completed around 4.5 hectares of an already consented 10 hectare reclamation project, with that 10 hectares to cost about \$10m to reclaim, Davie said. The company had used rubble from the clearance of Christchurch city from earthquake damage for much of the reclamation project but he estimated that rubble would run out by the time 6 hectares of the project was completed. Burt said the reclaimed land was now providing storage areas, mainly for imported cars. The port had other sources of material for the further reclamation in the form of a quarry behind Te Awaparahi Bay, and from dredging the harbour " **Source : Stuff**



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## Cruise vessel calls at New Mangalore Port

A cruise vessel with 438 passengers and 344 crew members called at New Mangalore Port on Thursday. A statement



by New Mangalore Port Trust (NMPT) said here that the cruise vessel – **m.v. Seabourn Odyssey** – was the first cruise vessel to call at New Mangalore Port during the current cruise season and the seventh during the current financial year. (The cruise season is from November to April). This cruise vessel was on the third voyage to New Mangalore Port with passengers from 23 nations. A majority of the passengers were from the US, Australia and the UK. Around 400 passengers and crew



members opted for ground tour arranged by the local tour operators. P. Tamilvanan, Chairman of NMPT, welcomed the vessel. The statement said that the captain of the vessel was happy with the facilities available at the cruise lounge, berth area, and security arrangements and emigration facility at the port. Two more cruise vessels are expected in New Mangalore next week, it said. **Source : The Hindubusinessline**

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## **Kenya: Port Gets New Shipping Firm**

MOMBASA Ports Authority welcomed the services of a new shipping line. Cosco Container Lines Ltd, one of the world's biggest shipping lines, has started transporting cargo to the Mombasa port.

The company has appointed Rais Shipping Services (Kenya) Ltd as their agent in the country. Mahesh Wanigasekera of Rais Shipping Service confirmed the first vessel, **MV City of Beijing**, made her maiden call to the port of Mombasa. KPA MD Gichuru Ndua said the developments are due to the aggressive marketing efforts by the organisation

**Source : The Star**



The **QUEEN ELIZABETH** departing from Rhodes – **Photo : Adriaan Verhoef ©**

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**.... PHOTO OF THE DAY ....**



The **SMIT HUDSON** assisting the **STENA HOLLANDICA** in Hoek van Holland – Photo: Mark de Bruin (c)