



Number 321 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 17-11-2013**

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



The MULTRATUG 4 arrived with the EDMY in Rotterdam, the EDMY encountered an engine room fire off the Dutch coast which disabled the vessel

Photo : Jan Oosterboer ©

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EVENTS, INCIDENTS & OPERATIONS



Coast Guard Steps-Up Enforcement of Tank Vessel Response Plan Violations

Maximum penalty of up to \$11,000 per violation per day



The Coast Guard Captain of the Port for Western Alaska, **Capt. Paul Mehler III**, has begun issuing monetary penalties to vessel operators in violation of federal regulations related to tank vessel response plan requirements.

Tank vessels bound to or from a U.S. port and transiting through the Western Alaska COTP Zone must have an approved Geographic Specific Appendix in their VRP for Western Alaska prior to transiting or operating within the Captain of the Port Zone if carrying oil in bulk as cargo or oil cargo residue.

Violation of this requirement can include the issuance of a Letter of Warning, Notice of Violation, or a Civil Penalty, but

the decision to issue monetary penalties was reached after an increased number of violations occurred.

Vessel owners failing to comply with Title 33 Code of Federal Regulations Part 155 Subpart D (<http://www.gpo.gov/fdsys/pkg/CFR-2001-title33-vol2/pdf/CFR-2001-title33-vol2-part155-subpartD.pdf>) will be issued a monetary penalty not to exceed the maximum penalty of up to \$11,000 per violation, per day.

In 2012, an Alternate Planning Criteria was established by the Alaska Maritime Prevention & Response Network to enable tank vessels operating in Western Alaska to comply with an appropriate alternative to the National Planning Criteria established under Title 33 CFR Part 155.

"Since the Alaska Maritime Prevention & Response Network's Alternative Planning Criteria (<http://www.uscg.mil/d17/sectoranchorage/prevention/wvmdocs/WAAPCTAPR13.pdf>) for tank vessels was approved by the Coast Guard, we have issued 17 Letters of Warning to vessel operators violating these regulations," said Lt. Ryan Butler, Assistant Chief, Inspections Division, Sector Anchorage. "The tank vessel APC has been approved for over a year now, giving vessel operators ample time to comply. We're now switching to monetary penalties as a stricter means of enforcing these regulations and to ensure that tank vessels operating within the harsh and unforgiving Western Alaska COTP zone are adequately planning to mitigate and respond to a potential oil spill."

Source: USCG

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The **NORWEGIAN GETAWAY** left the building dock at **Jos Meyer werft** in Papenburg and departed from the yard last Thursday bound for Emden. – **Photo : Kees de Vries ©**

WELL MAINTAINED CREW / PILOT TENDER FOR SALE



For Sale, a **HALMATIC NELSON** former pilot vessel, stationed at Harwich and the Scilly Isles, subsequently been employed by MTS (Marine Towing Service) Brixham / Falmouth. Now as tender crew working in the anchorage areas in Hoek van Holland.

Fully equipped with :

Radar: JRC marin radar: JMA-2343 4kW

Plotter: Raymarine 435

VHF: 1x Sailor RT 2047 and 1 x Icom ic- 411(DSC)

GPS: JRC NWZ 4570 (D)GPS display

AIS: AIS transponder (B)

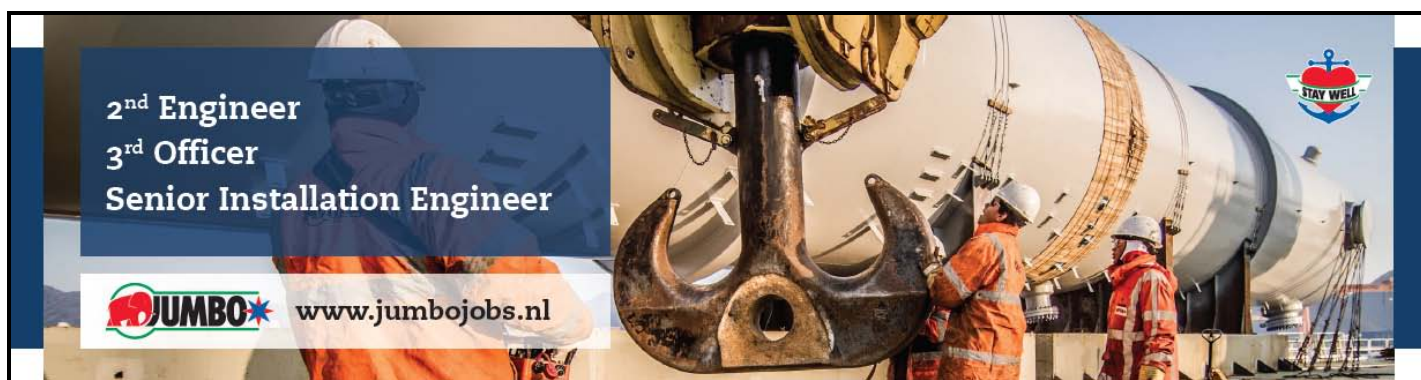
Interested, just click on the photo and see more photos of the tender in present status and other details.

KEEL LAID FOR DEEP HELDER



At [shipyards de Hoop](#) in Foxhol, last Thursday (November 14th) officially the keel was laid down for SEAMAR's newbuilding offshore support vessel **DEEP HELDER**





The **MAERSK CAMEROUN** outbound from Cape Town – Photo : Ian Shiffman ©

ASIA DRY BULK - RATES TO SLIDE AS CARGO FIXTURES DRY UP

By Keith Wallis

Rates for capesize bulk carriers on key Asian routes are expected to fall going into next week in the absence of significant chartering activity by major Australian and Brazilian miners, ship brokers said.

A flurry of fixtures by BHP Billiton Ltd and Rio Tinto Ltd earlier this week pushed rates towards \$10 per tonne from Australia to China, but the rally ended after new business dried up on Tuesday, one Singapore-based capesize broker said on Thursday.

"The market has a softer feel. I don't see a sudden uptick. It's not pretty, but levels are hovering around \$9 per tonne," the broker said. "All the signs are the market will come down. It can get worse and could come off a lot more," he added.

Benchmark capesize rates from Australia to China .BAWB closed at \$9.25 per tonne on Wednesday, although the last fixture done was \$9.19 per tonne. That was down from \$9.30 per tonne based on data a week before from British shipping services firm Clarkson. Capesize rates from Brazil to China .BATB slipped to end at \$21.75 on Wednesday, compared with \$22 per tonne a week earlier based on Clarkson data. "There are no signs of the rally which is still expected to happen before Christmas. However, rates are rather keeping steady," ship broker Fearnley said in a research note.

Brokers said panamax rates were "fairly flat" but trending softer at around \$10,000 per day on Thursday morning for ships coming open in China for a transpacific voyage and a \$1,000 per day premium for ships available in Japan.

Rates for a panamax transpacific voyage .BPHJ closed at \$10,438 on Wednesday. Supramax rates, though, were "still holding firm" on Thursday with a balance in the supply of ships and cargo demand, said a Singapore-based supramax ship broker.

Falls in the capesize and panamax markets led the Baltic Exchange's main sea freight index .BADI, to drop to 1,531 on Wednesday, a loss of 71 points on the week. Technical charts indicated the benchmark was expected to consolidate in a range of 1,474-1,632 this week, although a drop below 1,474 would open the way to a further fall towards 1,315.

Source : Reuters



The **GLOMAR COMMANDER** off Den Helder – Photo : Joop Marechal ©

Japan Erects Offshore Wind Farm in Shadow of Fukushima

Japan unveiled a new wind farm off the coast of Fukushima last week. Only thirteen miles offshore from the Fukushima Daichi nuclear power station, the same nuclear station that notoriously attracted the world's attention during the 2011 Japanese tsunami, the new wind farm is expected to produce upwards of one gigawatt from 143 wind turbines. For comparison, the now-inoperable Fukushima Daichi nuclear power plant could provide 4.4 gigawatts.



Marubeni Corp, one of the trading houses leading the project - which is funded by the government - hopes that the move will be a bellwether to promote wind power along other parts of Japan's coastlines. Japan's wind energy potential is predicted to be 1,570 gigawatts or five times the current national electricity output.

The turbines themselves are floating turbines and tethered to the seafloor by 400 foot long cables. One of the challenges facing Japan in their quest to create an offshore wind farm is the challenging ocean depths around the country. Whereas other countries who are powered by offshore wind turbines have shallow, sloping continental shelves, Japan is located in the "ring of fire" and is adjacent to undersea trenches caused by subduction zones.

These subduction zones are also responsible for the seismic activity that triggered the magnitude 9 earthquake on March 11, 2011 which caused all 50 of Fukushima's nuclear reactors to become inoperable. Opposition to nuclear power is strong in the country and efforts to phase out the energy source are in effect. On November 1st, Japan also opened the country's largest solar energy project on the southern Japanese island of Kyushu. The project, which cost \$280 million, has a capacity of 70 megawatts and is expected to power 22,000 Japanese homes on the island. **Source : Seadiscovery**

Tour the Largest Thruster Factory in the World Online

Have you ever wanted to tour the largest dedicated thruster factory in the world located in Houston, TX? Now you can. A peek behind the curtain of Thrustmaster of Texas, Inc. was typically available for customers and open day events but now this experience is available to you [online](#). Thrustmaster of Texas, working with a partner of Google's Business Photos has developed a [virtual tour](#) showcasing the scale of operation underway in the 200,000 square feet of manufacturing space.

The tour highlights the scope of the azimuth thrusters in the assembly area, the HPU's (Hydraulic Power Units), CNC machining equipment in utilization for each thruster, as well as the one of the largest Zeiss CMM machines in the U.S. used for precision quality measurements of each part of the thruster.

Overhead you will find over eight cranes with a 55ft hook height and capable of lifting and moving loads ranging from 100 tons to 15 tons safely and quickly around the facility.

As Joe Bekker, President of Thrustmaster, explained in the opening ceremony of the facility in 2009, "What you are looking at is a large plant to build large thrusters. We are in the thruster business and we mean to stay here in the Thruster business for the long haul." The investment in Thrustmaster's expansion totaled \$40 million.

In addition to our manufacturing and warehouse area, Thrustmaster's Houston facility also has over 40,000 square feet of office space for our advanced engineering department and administration services.

Thrustmaster of Texas, Inc. manufactures heavy duty commercial marine propulsion and thrusters including deck-mounted propulsion units for barges, thru-hull azimuthing propulsion in the form of Z and L drives, retractable thrusters, transverse tunnel thrusters, and the patented Portable Dynamic Positioning System.

The factory and production of all thrusters is based out of Houston, Texas with sales offices in Rotterdam, Singapore, Dubai, Brazil and India. The company also has a service office in Houma, Louisiana to respond to our off-shore clients working out of that region.



The 44 mtr **Bloemsma Van Breemen** built yacht with project name **BVB44M** moored in Den Helder

Photo : Tom van Oossanen – www.tomvano.com ©

BVB44M is a Dutch masterpiece epitomising everything that has given the Dutch yachting industry such a leading edge over the years. Combining **Bloemsma Van Breemen's** renowned expertise in the construction and engineering field, with an exterior and interior design by **Pieter Beeldsnijder** and naval architecture by **Vripack**, **BVB44M** exhibits the very best of motor yacht design. The yacht will also be state of the art in terms of technologies and systems, including a comprehensive audio-video installation. Many of the safety and back-up systems will be located in a separate engine space under the guest cabins, resulting in a spacious and clean engine room.

The spaciousness of many areas will be another memorable aspect of [BVB44M](#). This counts equally for the large engine room on the lower deck as the voluminous sun deck, which has lovely relaxation and sunbathing areas, plus a Jacuzzi, barbecue and bar.

Another highlight is the dedicated owners' area on the upper deck. In addition to a luxurious stateroom, this includes a lounge and a terrace forward, allowing the owners to enjoy the pleasures of the al fresco life in private.

There is no bridge deck in the conventional sense on the yacht as the wheelhouse is located on a semi-raised forward section of the main deck. The rest of the main deck features a lounge, dining room, galley and wheelhouse. The lower deck contains four guest staterooms, a captain's suite, four crew cabins and a good-sized lazarette that houses the jet skis and other watersports toys.

Blessed with a wealth of unique Beeldsnijder detailing both inside and out, the yacht will have a maximum speed of 15.5 knots and a cruising speed of 14 knots. Her cruising range will be 3500 NM.

Passenger intentionally went overboard north of Hawaii

An American cruise ship passenger was reported overboard Wednesday, and the U.S. Coast Guard joined the search in the Pacific Ocean northeast of Hawaii. The 54-year-old woman was witnessed intentionally going overboard from the [Grand Princess](#), Princess Cruises said, adding that the witness' account was confirmed by closed-circuit television.

The [Grand Princess](#) was on day three of a 15-day cruise round-trip sail from San Francisco to Hawaii.

The crew notified the service that the woman had gone overboard about 750 miles northeast of Hilo, the 14th Coast Guard District in Honolulu said. The Coast Guard listed her age as 30.

The passenger was last seen about 1 p.m., the cruise line said. It said it immediately contacted the FBI and the Coast Guard. It gave the distance from Hilo as approximately 650 miles. The ship changed course to search, and an HC-130 Hercules airplane crew was en route from Air Station Barbers Point in Hawaii, the Coast Guard said. Its statement provided no details on what may have occurred. **Source : CNN**

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MBC Books Second Tug Order in Three Months

Cape Town-based black empowerment shipping company, [Marine Bulk Carriers \(MBC\)](#) and its partners have placed a second R300m order for an Anchor Handling Tug and Supply (AHTS) vessel.

According to MBC Chairman, Lester Peteni, "Demand for anchor handling tugs around Southern Africa, in particular South Africa, Namibia and Mozambique, continues to grow and this has given MBC and its partners the confidence to order a second AHTS vessel only three months after ordering the first."

News of the second order was announced at MBC's 10th anniversary function, held in Cape Town, last night (13 November, 2013). The 78m, 12 000 horsepower AHTS vessels, which are being built by Guangxin Shipbuilding of Guangdong in China, will be South African owned and crewed by South Africans.

MBC's sister company, Marine Crew Services (MCS), will man the vessel with local Officers and Ratings and also provide training berths for Cadets and Ratings as further proof of MCS's commitment to investing in the local maritime sector. The new AHTS vessels are due for delivery in late 2015 and have been purposely designed to meet the

requirements of the South African off-shore industry in terms of power, deck space and winch capacity. Source : MarineLink



The Boskalis dredger **CAUSEWAY** discharging spoil at the Cliffe Pump, Thames with the **BOMMEL** and **SHAKE DOG** in attendance. Photo : Ted Ingham. ©

Meteo Consult and Amarcon deliver response-based routing software to Maersk Line

The Dutch weather routing software supplier **Meteo Consult** and **Amarcon**, have received an order from Maersk



Line to equip a minimum of **110 Maersk Line container vessels** with **SPOS Seakeeping**. The **Seakeeping** plug-in is a feature within **Meteo Consults** weather routing software **SPOS**. With this plug-in the user can define vessel loading conditions and motion threshold values based on the input of **Amarcon's OCTOPUS-Onboard**. Amarcon, a fully owned subsidiary of ABB, provides monitoring and forecasting software solutions for performance and availability optimization of sea-going vessels, and is the leader in vessel motion prediction solutions.

In the SPOS Seakeeping chart, areas can be displayed where motions are expected to exceed the threshold values. In the route optimisation, the motions are also calculated and the route optimisation will automatically

avoid areas where maximum motions will be exceeded. With the Seakeeping plug-in the routing advice for a vessel is far more precise and tailored to the individual vessel, because of the fact that not only environmental conditions like wind, currents and swell are taken into account, but the effect that these changing conditions have on the overall seakeeping behaviour of the vessel. In the coming months the software will be rolled out on a minimum of 110 vessels of the world wide operating cargo transporter Maersk Line. General Manager Leon Adegeest from Amarcon says: "We take great pride in delivering a response based routing advice together with our partner **Meteo Consult** to a company that is considered by Freight Forward Associates to be the best shipping company in the world."

For more information about **SPOS** or **OCTOPUS**, please visit

<http://www.meteogroup.co.uk/sectors/marine/shipping/spos.html> or www.amarcon.com.



The loaded TSHD **WILLEM VAN ORANJE** outbound from Rotterdam – Photo : Jan Simons ©

Maersk CEO Says Balancing Supply of Ships to Demand Is Years Off

A.P. Moeller-Maersk A/S (MAERSKB), owner of the world's largest container line, said the shipping industry must learn to live with excess capacity. Given the current order book for container vessels, achieving equilibrium between supply and demand "is not an immediate thing," Chief Executive Officer **Nils Smedegaard Andersen** said in an interview. Industry estimates point to a balance being reached in 2015 or 2016, with Copenhagen-based Maersk on the "slightly more pessimistic side," he said.



Maersk Line -- which controls almost 16 percent of worldwide container capacity -- and its competitors are battling oversupply after a boom in ship purchases coincided with the financial crisis, triggering the worst slump in carriage fees since containerization became global in the 1970s. The company yesterday posted an 11 percent gain in third-quarter profit after cost cuts helped counter a decline in rates.

"The industry will live with overcapacity for a long, long time," Andersen said. "We have, in terms of our own situation, come to accept that we have to make money, irrespective." As of Sept. 30 the global container fleet stood at almost 17.2 million standard containers, or TEUs, an increase of 6 percent versus a year earlier, according to Maersk. Some 56 vessels were added in the third quarter, 41 were scrapped and 91 new ships were ordered,

while 2.6 percent of the total fleet stood idle, down from 3.4 percent a year earlier, it said.

Jumbo Vessels

Maersk took delivery of three of the world's largest Triple-E container ships in the third quarter, with reduced fuel burn and a capacity of 18,000 standard containers, and will receive another two before the end of the year. In order not to increase overall supply, Maersk offers only 14,000 to 15,000 TEUs of available capacity on the Asia to Europe routes where the craft are deployed, Andersen said. Our purpose is not to use the Triple-E vessels to take market share or start price wars or anything like that," the CEO said. "For us, it's a matter of reducing our costs. We will keep our market share and, depending on how the market grows, that will mean we will give back more or less tonnage to charter partners or scrap more or less of our own vessels."

Maersk is assuming annual market expansion of 5 percent, and plans to enlarge its own fleet at the same pace, he said.

The world's top carriers, including Maersk and CMA CGM SA of France, have been seeking to push up freight charges after fees between Asia and Europe fell to an 18-month low in June. The Danish company has announced four increases in five months.

Alliance

Even with a proposed multi-carrier pooling alliance of Maersk, CMA CGM and Mediterranean Shipping Co., a spate of mergers and mothballing of older ships, companies are finding it tough to return the industry to balance amid subdued demand.

The Shanghai Containerized Freight Index, which tracks freight rates for goods leaving the world's busiest port and bound for destinations in Europe and North America, stood at \$1,090.16 on Nov. 8. That compares with this year's low of \$881.74, reached on Oct. 18, and a Jan. 18 high of \$1,245.84.

Maersk Line last raised carriage fees on Nov. 1 and is determined to force through the new price, Andersen said, adding that he is "happy with the outcome" so far. "With the profitability we have in the industry, everybody realizes higher rates are fair," the CEO said. "I believe customers understand they cannot have a supplier base that is constantly unprofitable. We will definitely work very hard to make sure rates stick, as we need the money."

Source: Bloomberg

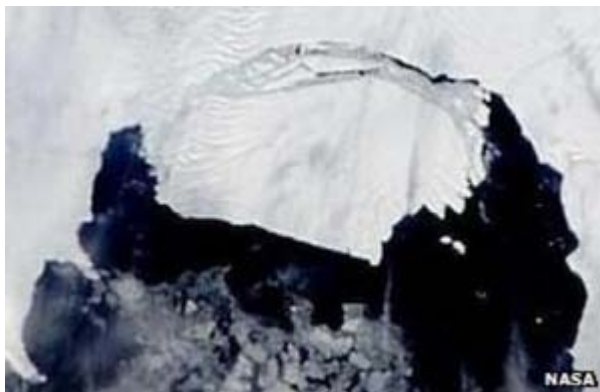


14-11-2013 : The **DAMEN** new building **PROMPT** enroute Rotterdam-Europoort for yard trails and bollard pull tests

See also : <http://youtu.be/ZM-CHm9Ue30> Photo + film : Kees Torn ©

Enormous Antarctic Iceberg A Possible Threat To Shipping

An Iceberg, the size of Manhattan in area, was derived from the Pine Island Glacier, and is currently moving through the Southern Ocean. To keep track of its movements and melting Professor Grant Bigg of UK's University of Sheffield has been awarded a £50,000 grant from the Natural Environment Research Council (NERC) for the 6 month project.



The research collected by tracking its movement, and modelling its trajectory and melting, through the ocean will be used by the shipping industry and associated agencies currently using the Southern Ocean in providing more accurate ice warnings.

Each of the last three years has seen a giant iceberg calve, from either Greenland or Antarctica. Being able to track and forecast the tracks of these huge blocks of ice will be a major benefit to the shipping industry, particularly as more ships begin to use polar waters, as Arctic sea-ice melts. This ability is what we aim to develop." Professor Grant Bigg.

The professor is a leading researcher in Icebergs and their role in the ocean's freshwater flux and the interactions between climate change and society. He is working with Dr. Bob Marsh, an ocean modeller at the University of Southampton, on this project. The NERC is the UK's main agency for funding and managing research, training and knowledge exchange in the environmental sciences. Their work covers the full range of atmospheric, Earth, biological, terrestrial and aquatic science, from the deep oceans to the upper atmosphere and from the poles to the equator. **Source : Seadiscovery**

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The **Peters shipyard** Kampen built newbuilding **INDUSTRIAL MERCHANT** outbound from Velsen for yard trials at the North Sea - **Photo : Ruud Coster ©**

Ukraine's Danube shipping under piracy threat

Ukraine has complained to the European Union about a dozen or so incidents in which Ukrainian cargo ships travelling along the river Danube were attacked by Romanian or sometimes Serbian pirates.

Unlike their brethren in the Gulf of Aden, Danube pirates never seize ships, but only loot whatever they deem to be of value on them. Metal parts, building supplies and even grain have been profusely stolen.

The thieves usually board poorly-guarded barges waiting to join convoys to be led by pilots through difficult river stretches. Symptomatically, Somalia is the poorest country in East Africa, and Romania is the poorest country in the European Union. **Source : Voice of Russia, NEWSru.ua**

Euronav announces sale of the VLCC Ardenne Venture

Euronav NV today announced that the company sold the double-hulled VLCC **ARDENNE VENTURE** (2004 – 318,658 dwt), for USD 41.7 million. The vessel is owned by a 50/50 joint venture company with **Wah Kwong Maritime Transport Holdings Ltd.**

The capital gain on this sale of about USD 2.2 million (Euronav's part) will be recorded at delivery. The net cash proceeds available to Euronav after the mandatory repayment of its debt obligation will be USD 10.2 million. The vessel is foreseen to be delivered to its new owner between mid December 2013 and the beginning of February 2014.

Source: Euronav

Tug boat owner fined £1.7m for failings that led to crew deaths

The **Flying Phantom** sank in freezing fog in December 2007 while towing a cargo vessel on the Clyde near Glasgow.



The tug company **Svitzer Marine** pleaded guilty last month to a series of health and safety breaches, including failing to put in place a safe operating procedure after the tug was grounded in foggy conditions in a previous incident in December 2000.

Stephen Humphreys, 33, from Greenock, Eric Blackley, 57, from Gourock, and Bob Cameron, 65, from Houston, Renfrewshire, died when the tug sank. A fourth man, Brian Aitchison, 37, from Coldingham, Berwickshire, was rescued.

Port operator **Clydeport Operations Limited** is also

being prosecuted over the incident. A hearing involving the firm will take place in Edinburgh next month. The accident happened when The **Flying Phantom** was towing the **Red Jasmine** on the evening of December 19. Dense fog on the river meant that the crew could not see the boat they were towing. The larger vessel overtook the tug and caused it to capsize. **Svitzer Marine** admitted "failing to ensure, as far as reasonably practicable, the health, safety and welfare at work" of the crew. The **Flying Phantom** suffered £150,000 damage when a vessel it was towing on the

Clyde in 2000 collided with the tug in similar circumstances. [Svitzer](#) was fined at the High Court in Edinburgh
Source : [Scottish Express](#)



NAVY NEWS

Harris Activates Hospital Ship to Support Philippines



Adm. Harry B. Harris Jr., commander of the U.S. Pacific Fleet, directed the activation of the hospital ship **USNS MERCY (T-AH 19)** Nov. 13 to be ready to support ongoing disaster relief efforts in the Philippines in the wake of Typhoon Haiyan.

Berthed in San Diego, **USNS MERCY** has been in a reduced operating status, which is normal for a hospital ship. Harris' activation order accelerates **Mercy's** ability to attain full operating status to include moving necessary personnel and equipment to the ship.

If ordered to deploy, **MERCY** would get underway in the next several days and could arrive in the Philippines sometime in December, joining other U.S. Pacific Fleet units already supporting **Operation Damayan**.

On Nov. 11 Secretary of Defense Chuck Hagel ordered the aircraft carrier **USS George Washington (CVN 73)** and her escort ships to depart early from a liberty port in Hong Kong and make best possible speed for the Philippines. **George Washington**, **USS Antietam (CG 54)**, **USS Cowpens (CG 63)** and **USNS Yukon (T-AO-202)** arrived off the coast of the Philippines the evening of Nov. 14 local time. U.S. Pacific Fleet ships already operating in the Western Pacific were also immediately diverted. **USS Mustin (DDG 89)**, **USS Lassen (DDG 82)**, **USS Emory S. Land (AS 39)**, and **USNS Bowditch (T-AGS 62)** are now on station and coordinating with the Philippine government. The U.S. Navy also has P-3 maritime aircraft already supporting the disaster relief effort led by the Government of the Philippines.

The amphibious ships **USS Ashland (LSD 48)** and **USS Germantown (LSD 42)** departed Sasebo, Japan, Nov. 14 local time. After picking up Marines, equipment and relief supplies in Okinawa, the two ships will arrive at the Philippines in approximately one week. **USS McCampbell (DDG 85)** and **USNS Charles Drew (T-AKE 10)** are also heading to the Philippines.



Sailors assigned to the Saberhawks of **Helicopter Maritime Strike Squadron (HSM) 77** remove equipment from an **MH-60R Sea Hawk** helicopter aboard the aircraft carrier **USS George Washington (CVN 73)** to make room for transport of cargo and personnel. The **George Washington Carrier Strike Group** arrived last Thursday evening at the coast of the Republic of the Philippines to support humanitarian efforts in response to Typhoon Haiyan. – **Photo : US Navy**

This collection of ships and their complement of aircraft, to include much-needed helicopters, will provide food and water, the capability to move relief supplies to isolated areas, and to help move the badly injured for medical care.

The U.S. Navy persistently trains with numerous Pacific nations and military units, including the Armed Forces of the Philippines, to prepare for humanitarian assistance and disaster relief missions. In 2012, **Mercy** participated in the

annual Pacific Partnership mission, which included working with Philippine authorities in the vicinity of Tacloban, the area hardest hit by Typhoon Haiyan. Because of the long-standing partnership between the two nations, the U.S., working through the Philippine government, is able to rapidly respond with critically needed capabilities and supplies in times of crisis.

The **USNS MERCY** is having a Patient Capacity:

Intensive care wards: 80 beds

Recovery wards: 20 beds

Intermediate care wards: 280 beds



Light care wards: 120 beds

Limited care wards: 500 beds

Total Patient Capacity: 1000 beds

Operating Rooms: 12

Departments and Facilities: Casualty reception

Radiological services

Main laboratory plus satellite lab

Central sterile receiving

Medical supply/pharmacy

Physical therapy and burn care

Intensive Care Unit

Dental services

Optometry/lens lab

Morgue

Laundry
Oxygen producing plants (two)

Freshwater tankage for 1,525 tons is carried, plus two 278-ton/day distilling plants. Much of the displacement is sea-water ballast, some of which can be discharged to allow the ships to enter shallow ports and harbors. There are two 7,000 ton/hour ballast pumps. When operational onboard the **USNS MERCY** will be 68 MSC Civil Service mariners + 1,508 Navy staff (included 372 naval medical support personnel).

The role of U.S. military forces during any foreign humanitarian assistance event is to rapidly respond to host nations' requests for support to help mitigate human suffering, prevent further loss of life and mitigate property damage. The U.S. Navy-Marine Corps team has a particularly successful history of working with international relief organizations and host nations to respond to natural disasters.

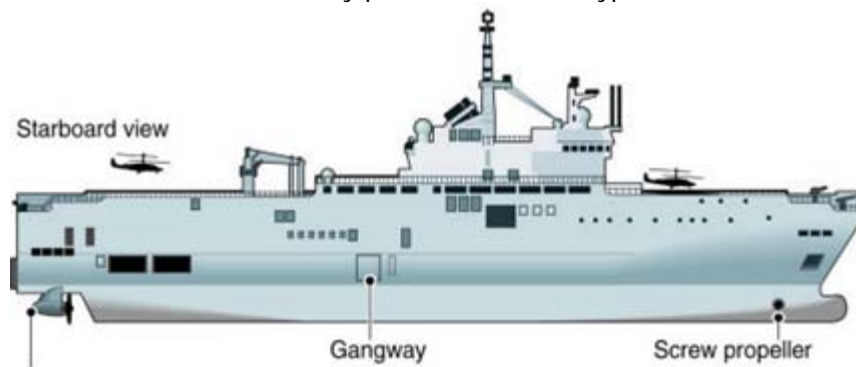


The **GEORGE WASHINGTON STRIKE GROUP** underway – Photo : US Navy

Operation Damayan is part of the broader U.S. Government effort to support the Government of the Philippines's request for humanitarian assistance. This joint team effort includes coordination by the U.S. Department of State and U.S. Agency for International Development, in constant consultation with Philippine authorities. To date, Philippine and U.S. personnel have transported more than 107,000 pounds of relief supplies. Source : US Navy

Russian Defense Ministry plans to order two types of boats in France for Mistral ships

The Russian Defense Ministry plans to order two types of boats in France for Mistral-class helicopter carriers.



"Russia has requested two types of landing vehicles for testing: STM high-speed boats and L-CAT catamarans. The Russian Navy plans to buy both types," a source in the French defense industry told ITAR-TASS on Wednesday, November 13. The official said that a Mistral ship can accommodate four STMs or two L-CATs (E-DARs in French classification) or one L-CAT and two STMs. "There is a possibility that the Russian side may prefer the latter option," he said. Two Mistral-type ships are now under

construction at Saint-Nazaire, France, and St. Petersburg, Russia. A possible purchase by Russia of two more ships from France will be considered based on the performance results of the first two. The warship named **Vladivostok** is to join the Russian Navy in the autumn of 2014. The 1.1 billion euro contract for building two Mistral-type ships was signed by the defense exporting company Rosoboronexport and French DCNS in June 2011. The second ship will be named **Sevastopol**.

The shipyard STX France said earlier it would heave off the first Mistral, an amphibious assault ship, a type of helicopter carrier, being built for the Russian Navy, in September 2013. The shipyard is building two such ships for the Russian Navy under a subcontract obtained from the main contract under the project awarded to DCNS. The shipyard is to build 90 percent of each of the ships and then they will be floated off to be taken to Toulon for completion. Russian enterprises are also involved in the project. The Baltic Shipyard has laid down the keel of one of the two Mistral ships.

The Baltic Shipyard, which is a part of the United Shipbuilding Corporation, laid down the keel of the ship to be named Vladivostok in strict compliance with the approved schedule. A similar ceremony for the second ship named Sevastopol took place in May 2013.

Mistral landing helicopter carriers will perform four tasks at the same time: receive helicopters, land troops, act as a command post and a floating hospital. Each ship will carry a group of 16 helicopters. Six of them can be deployed on the flight-deck at the same time. The cargo deck can accommodate more than 40 tanks or 70 motor vehicles.

Russia is buying the French helicopter carrier Mistral with French equipment, including combat navigation devices, but will arm it with its own weaponry. The Mistral ships will carry upgraded Russian Ka-32 Alligator attack helicopters.

France will transfer a number of sensitive technologies to Russia along with Mistral ships to be purchased by Russia, including the SENIT-9 tactical combat information system installed on the helicopter carriers. In the future, these technologies will be used in the construction of two other Mistral ships in Russia, Rosoboronexport CEO Anatoly Isaikin said. The first Mistral ship will be delivered to Russia in 2014. **Source : ITAR TASS**



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Navy submarine force plans next Arctic exercises for spring 2014

The U.S. Navy's submarine force is preparing for its next Arctic exercises in spring 2014, but there is some uncertainty over whether they will take place due to budget pressures in Washington, a Connecticut-based admiral said Tuesday.

Rear Adm. Kenneth Perry, commander of all U.S. attack submarines based on the East Coast, said in an interview that the exercises offer vital training in a strategically important area with harsh, frigid conditions that present challenges unlike any other ocean.

Perry said an attack submarine in Groton is being readied to participate in the exercises, but they could be jeopardized by military spending cuts brought about by budget crises in Washington. The last Ice Exercise was held in March 2011.

"The ship is preparing to go up there," he said. "Given what we've gone through in the past months, I don't think anything is certain."

The intensity of U.S. submarine operations in the Arctic has tapered off since the Cold War, but American subs continue to keep a presence there and transit the area when traveling between the Atlantic and the Pacific, Perry said.

With shrinking polar ice opening up new opportunities to exploration, nations including the U.S., Russia, Canada and Norway have been trying to assert jurisdiction over parts of the Arctic, which is believed to hold up to a quarter of the planet's undiscovered oil and gas. Last month, Russian President Vladimir Putin pledged Russia will expand its presence in the Arctic, including restoration of a major Soviet-era military base there. Perry, the commander of Submarine Group 2, said U.S. maritime strategy is founded on ensuring it can go where it needs to go "without a

permission slip" and the submarine is the only vessel that can operate year-round in the Arctic. But he described the relationship with other nations there generally as one of cooperation.

"This is an area of the world, in my opinion, that is not primarily and shouldn't be considered an area of plausible military conflict," he said. "This is an area where I believe nations are generally acting in cooperation or at least some mutual understanding of what the environment means for the world."

Automatic budget cuts that started taking effect this year are slated to cost U.S. defense programs a total of \$480 billion through 2021. They are being imposed because Congress failed to reach a budget compromise for reducing federal deficits. **Source : The Republic**

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Leading Chinese yards take 93% of new orders in first nine months

Thirty nine leading Chinese yards accounted for 93.3% of newly received newbuilding orders in the first nine months of this year, underpinning the trend of new orders being concentrated in only a handful of stronger yards. China boasts some 1,600 shipyards countrywide, but 39 leading yards took 35.51m dwt of newbuilding capacity, representing 93.3% of the market's total of 38.06m dwt from January to September, according to the latest figures released by China Association of the National Shipbuilding Industry (Cansi).

In completed tonnage, China delivered a total of 30.61m dwt during the recorded period, down 26.4% compared to the previous corresponding period. The 39 leading yards completed 26.05m dwt of new vessel tonnage, taking up 85% of the country's market share, Cansi figures showed.

As at the end of September 2013, Chinese yards sat on an orderbook of 113.97m dwt in capacity, down 5.7% compared to the same period of 2012 and down 6.6% compared to the end of last year. The 39 yards registered an orderbook of 104.39m dwt, down 2% year-on-year.

Foreign shipowners continued to be the biggest customers at Chinese yards, with 25.8m dwt of completed vessel tonnage exported while 99.49m dwt of existing orderbook has been placed by overseas owners.

By value, 80 stronger Chinese yards completed a total tonnage worth RMB256.39bn in the first nine months, down 12.9% compared to a year earlier. Earnings for the 80 Chinese shipbuilders also dipped during the nine-month period, according to Cansi. Net profit for the 80 companies was reported at RMB4.9bn, a decrease of 53.9% year-on-year, and revenue came up to RMB182.31bn, down 15.8%. Chinese shipyards boast a total shipbuilding capacity of 80.1m dwt with utilisation at only 50-55% during the first nine months of this year, falling from about 75% capacity utilisation in 2012, according to Bao Zhangjing, director of China Shipbuilding Industry Research Center. Bao further pointed out that Chinese yard capacity is anticipated to shrink by 30% in 2015. **Source: Seatrade Global**



06-11-2013 : The **DRAGAO DEL MAR** fitting out at the **Promar shipyard** in Suape Brazil
 Photo : **Klaas Touber** ©

Hyundai Heavy Industries Group Sends Aid to Philippines Typhoon Victims

Hyundai Heavy Industries Group donated **USD 200,000** via the Korean Red Cross in the wake of Typhoon Haiyan which struck the Philippines. A 21-tonne class excavator, a backhoe loader, and operators were also dispatched to the Philippines. Hyundai Heavy's president & CEO Mr. Lee Jai-seong said, "We express our deep condolences to the victims of the typhoon. We will help as much as we can for victims to get back to their normal lives." As a responsible corporate citizen in countries HHI operates in, this aid effort is in line with the support rendered for recent natural disasters in Brazil, Japan, China, and Haiti. **Source: Hyundai Heavy Industries Group**



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ULSTEIN delivers fifth PSV to Seatankers

The fifth of twelve PX105 designed platform supply vessels for Seatankers, '**SEA FROST**' was delivered from Zhejiang, Ningbo, on 13 November 2013, the company said in its press release. The recipe for success is good cooperation between the departments in Norway and China. Structure and system to ensure logistics of drawings and equipment deliveries are crucial," says head of project management in China, James Xin.

"There is always a risk that information can disappear between the designer and shipyard, especially when the distance is great. We are the local team in China to fill this gap. Our responsibility is to follow up on the technical documentation for production and to follow-up the delivery of equipment. Good project management is essential for

success. We make detailed plans for the progress of the project. We keep track of parts and products coming to the warehouse and we know what is done on the project. In this way we avoid unnecessary discussions and make good progress on the project," he says. In addition to James Xin, Charlie Yan and Kelly Jiang are also part of the local project team. They all work for the design and solutions area in ULSTEIN. It is Johannes Røren, based in Norway, who has the overall responsibility for the Sea Tanker contracts that the team is working on now. Both James and Johannes emphasize that good communication is crucial to success on these types of projects:

"When the sale of the design and equipment package is completed, we establish the local site team. On the Sea Tanker projects we deliver a complete product package, detailed engineering and detailed design. We need to keep track of a lot of details. Good project management and good communication is therefore very important," says Johannes Røren. James Xin has worked with project management for ULSTEIN for six years. "I like my job a lot. We've built up a strong and good local team and adopted best practice. We have very good communication with the departments in Norway, " he states, adding: "We are ready for more and new challenges and projects for ULSTEIN".

ULSTEIN delivers twelve design and equipment packages to Zhejiang, 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**

Harland and Wolff strikes oil with rig refit: Workers buoyed by contract worth millions as more deals in pipeline

New temporary workers – around 30% of whom will be recruited from Northern Ireland – will soon be descending on Belfast's shipyard to commence work on the refit of a 360ft oil rig which will be sailing into the city at the end of the month. The structure is so large that Samson and Goliath, Harland and Wolff's landmark yellow gantry cranes, will have to be moved to the side of the yard while the 60-day works programme takes place. David McVeigh, head of sales and marketing at Harland and Wolff, said that the contract, worth tens of millions of pounds, could lead to more lucrative new work in 2014. Aberdeen-based **Dolphin Drilling Ltd** awarded **Harland and Wolff** the contract for the dry-docking of the **Blackford Dolphin** rig earlier this year.

The rig was demobilised in Brazil, and is currently passing the Azores, before it arrives in Belfast later this month for the upgrade and maintenance work. It will then be remobilised for its next drilling contract in the North Sea.

When it ports in early December after a tidal change, 1.2m tonnes of water will be removed from what is still the longest dock in the world, to accommodate it. Mr McVeigh added that the company's work on another vessel last year helped clinch the contract. One thousand workers helped complete the one-month project on the SeaRose "floating production, storage and offloading vessel" for the Canadian firm Husky Energy. The floating factory left Belfast four days early, under budget and with no injuries or environmental incidents before sailing to Newfoundland. The vessel is used to process tens of thousands of barrels of oil every day, making it a multi-million pound asset. "Winning and delivering that project in the way that we did was a real game-changer," said Mr McVeigh. "There are multiple projects at other yards which are delivered late, over-budget or even ending up in court. "Husky were delighted with the work carried out here and when we visited them in Newfoundland they were introducing us to their compatriots and other business contacts because we had done such a good job. "If we succeed in this job then there are three to four even bigger jobs next year that will be up for grabs." **Source : Belfast telegraph**

ROUTE, PORTS & SERVICES

NYK Stolt Tankers orders new parcel tanker

NYK Stolt Tankers S.A. launched as a joint venture company by **NYK** and **Stolt Tankers B.V.**, the tanker division of Stolt-Nielsen Limited, a Norwegian business group — has ordered a 38,000 deadweight ton parcel tanker from **Hudong-Zhonghua Shipbuilding (Group) Co. Ltd.**, the company said in its press release.

On October 29, the shipbuilding company held a signing ceremony that was attended by Wang Yong, president of Hudong-Zhonghua Shipbuilding; Hu Kai, vice-president of China Shipbuilding Trading Co. (International) Ltd.; Hans Feringa, president of Stolt Tankers; and Kenichi Miki, NYK corporate officer.

A parcel tanker is a versatile chemical tanker that can transport various types of cargoes at the same time, and this vessel is the seventh vessel ordered, following the six that NST currently holds and operates. The tanker, which will be completed in February 2017, will have the most advanced eco-ship design and will come equipped with 43 stainless-steel cargo tanks. In addition to NST, NYK and Stolt Tankers have also developed a parcel tanker company within the Asia region, and currently operate 11 parcel tankers around 10,000 deadweight tons under the name of Stolt NYK Asia Pacific Service. NYK will aggressively maintain a competitive fleet with joint venture partner Stolt Tankers in the growing chemical market by operating parcel tankers that offer needed complex, high-quality operations. **Source :**

PortNews

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Port Hedland growth faces difficult berth

IT MUST surely represent one of the most valuable pieces of undeveloped port real estate anywhere in Australia - an otherwise non-descript stretch of mangroves that stand to generate more than \$US12 billion a year in revenues. South West Creek has been earmarked as the site of two new berths at Port Hedland, Australia's key iron ore export hub. Spare capacity at the port is becoming more and more scarce, and the South West Creek site represents one of the last remaining locations capable of squeezing in new berths. Each berth is expected to allow for some 50 million tonnes of iron ore exports. With the benchmark price of iron ore currently sitting comfortably above \$US120 a tonne, that's a huge potential source of income for both the miners allocated capacity at the site, and the state government hungry to grow its pie of iron ore royalties even further. But the will of both the state government and the parties allocated the space far from guarantees the development of the strategically important site. Despite iron ore prices continuing to dangle a very lucrative carrot for the parties, finding a path to the port's development remains a major challenge. Port Hedland's path towards reaching capacity has been clear for a number of years. The growth in exports out of Port Hedland since 2007 shows just how fast exports out of the port have increased. In the month of October 2007, some 9.7 million tonnes were shipped out of the port. Six years later, in October 2013, some 28.9 million tonnes were squeezed out of the harbour's waterways. The port's founding tenant and biggest exporter BHP Billiton seriously considered developing a major new outer harbour at the port to counter the lack of space available within the port, but scrapped the project - which analysts had estimated could cost in excess of \$10 billion - last year amid slipping iron ore prices and a company-wide pull back in capital spending. Although analysts have long been warning that rising iron ore output would overawe demand from China's steel industry, appetite for more tonnes still appears to remain strong. Profit margins on Australian iron ore production still remain robust, providing a strong incentive for existing and new players to grow their output as fast as possible. "In expansion terms, South West Creek is probably the last expandable area in Port Hedland," James Wilson, a resources analyst at Morgans Financial in Perth, told The Australian. "It's certainly one of the last areas that could be developed to a reasonable amount of tonnage." One of the two berth sites at South West Creek have been allocated to Gina Rinehart's Hancock Prospecting and will be used to ship the 50 million tonnes a year of iron ore earmarked to come out of Hancock's Roy Hill mine, if and when the multi-billion-dollar development can secure funding. The second berth was allocated to a group of junior iron ore miners working under the name North West Infrastructure. A series of mergers and acquisitions among those juniors has left just two companies holding that allocation - Atlas Iron, with 31.5 million tonnes a year of allocation, and Brockman Mining, with an 18.5 million tonne per annum allocation. As the last obvious site awaiting development, South West Creek is not

Port Hedland's finest location. Industry sources have told The Australian that the site will require more dredging than was required by other iron ore export berths added at the port in recent years, given the comparatively shallow water in the creek. And development of the berths won't come cheap - Mr Wilson says he wouldn't be surprised if the cost exceed a billion dollars. "One of the biggest hurdles, as with most things in iron ore, is capex. It's not modest, it's very, very big," he said. "But if you can sustain iron ore prices like we are seeing at the minute, it definitely remains a realistic prospect." Funding challenges aside, the likes of Atlas and Brockman continue to face issues over accessing the rail networks that will connect their Pilbara iron ore deposits to the South West Creek site. Atlas and Brockman have held some discussions around working together on a rail solution, but primarily the two have focused on separate discussions with Andrew Forrest's Fortescue Metals Group. Brockman's discussions with Fortescue in particular have deteriorated substantially. Brockman has made applications to the WA Government's Economic Regulation Authority in an attempt to gain access to Fortescue's rail network under the terms of the state agreement that governs the infrastructure, a move which has drawn a hostile response from Fortescue. Fortescue – which in the past fought its own long-running battle with iron ore majors BHP Billiton and Rio Tinto in an ultimately unsuccessful bid to win access to the pair's Pilbara rail network – is now in legal action with ERA and Brockman. The company has repeatedly said that allowing Brockman access to its rail network would effectively represent Fortescue subsidising Brockman's "uneconomic" project. More recently, the ongoing uncertainty around the path of South West Creek towards development has led to reports of a move by the WA government to set a timeline for the new berth to be in development. According to the reports, the government may look to strip Brockman and/or Atlas of their port allocation should they not have the port under construction by 2017. In a statement to The Australian, Atlas chief executive Ken Brinsden said he did not plan to provide "a running commentary" on the issues around its port allocation. "But I do think it is important to note that we are very happy with where we currently sit on all those matters," he said. "We have no concerns about the security of our port allocation and we are confident that we will be able to combine this capacity with our extensive south-east Pilbara resources and a rail solution to deliver the next phase of our growth." Brockman, meanwhile, said through a spokesman it was "confident" in the state government's commitment to junior miners and, in particular, the 50 million tonne per annum allocation to North West Infrastructure. "We expect a reasonable sunset clause milestone to be determined and look forward to working with all the parties to finalise the negotiations for the port documentation so that [North West Infrastructure] can progress the development of the South West Creek facilities in a timely manner," the spokesperson said. **Source : The Australian**



Gujarat Maritime Board's proposed port at Magdalla faces opposition

Environmentalists, NGOs and the residents in Magdalla and nearby villages have opposed the common user port facilities on the waterfront opposite the existing Magdalla port proposed by Gujarat Maritime Board (GMB). Recently, the GMB had invited expression of interest (EOIs) from interested parties for the development of minor ports and port-related facilities and activities through private investment at Bhavnagar port and Magadalla port respectively.

The GMB wants to develop the new port facility in order to cater to industries in Surat and Vapi with cargo facilities for fertilizer, cement and clinker, fruits, soybeans, sugar, coal and general cargo meant for import and export from the port nearby.

Environmentalists have opposed the GMB's EOI stating that the proposed port opposite Magdalla will halt the flow of water in Tapi river thereby flouting the environmental laws. The proposed port is planned in the area having the mangrove close to the ONGC facility. MHS Shaikh, environmental activist, told TOI, "The proposed port in the waterfront opposite Magdalla port would invite problems for the residents of the city. The free flow of water will be halted during the monsoon season and the water will spill out of the river flooding major parts of the city." Jayesh Patel, president, Parivartan Trust, said, "There is no need for developing a second port when the port facilities are already existing at Magdalla." We strongly oppose the move. We have sent our representation to the state government in this regard." **Source : IndiaTimes**

.... PHOTO OF THE DAY



The **TRICA**, while lining up for the lock in Tilbury. - **Photo : Capt. Julian Jager - Master m.v. Norstream ©**

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