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The POLARSTERN in the port of Cape Town – Photo : Ian Shiffman (c)

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The **SEAHORSE** outbound from Rotterdam – Photo : Monique Davis-Mulder(c)



The crew of the **TSHD UTRECHT** wishing everybody Happy New Year , Fred and Rita Claessen (www.maritimememories.nl) wishing all readers a happy new year



A prosperous New Year from the Technical team onboard the **SEABOURN ODYSSEY**

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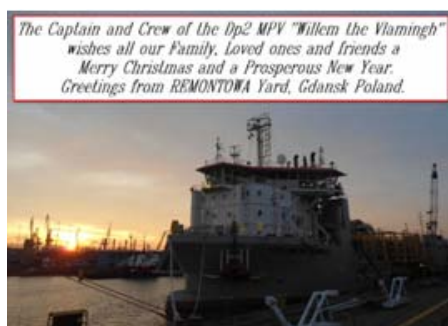


Earlier this week Landfall's tug "**NEPTUN 10**" transited Bosphorus Strait with a remarkable and beautiful tow, being the newbuilding sailing/training vessel "**SHABAB OMAN**". The hull of this nice sailing ship was built by **Damen Shipyards** in Galati, Romania and **Damen Shipyards** chartered Landfall's "**NEPTUN 10**" to bring this precious tow safely to their yard in Flushing/Vlissingen, the Netherlands for further outfitting and completion. Based on an average speed of approx. 7.5 – 8.0 knots, these two beauties are expected to arrive in Flushing on 10th/11th January 2014, of course "weather permitting". **Source / Photo : Landfall Marine Contractors bv**

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The **COSCO NAGOYA** arrived in Le Havre last Wednesday morning with some storm damage to her cargo
Photo : Fabien Montreuil ©



The Volunteer Crew of the tug **ELBE** in Maassluis wishing all readers Merry Christmas and the best wishes for 2014 , The Captain and crew of the DP2 MPV **WILLEM DE VLAMINGH** wishes al our family, Loved ones and friends a Merry Christmasand a prosperous New year , greetings from the Remontowa yard in Gdansk Poland and the **LORELAY** and its crew like to wish you a Merry Christmas and a prosperous 2014. [Click on the cards !](#)

forgotten rescue hero remembered

A CEREMONY has honoured the forgotten hero of a Wirral lifeboat disaster. In 1810, eight out of a ten-man strong lifeboat crew from Hoylake died trying to reach a stricken ship in Liverpool bay during a bad storm. The lifeboat they were in capsized and the crew drowned trying to reach the ship, **Traveller**. Seven names were put on a plaque to remember those who selflessly went to help others in need. But until now the eighth man's name was not known and as a result remained a mystery to researchers who were piecing together the full details of the event.

The missing man has now been identified as Nicholas Seed, and his name has now been added to the list of men who went out on that fateful journey to help the **Traveller**. Yesterday, 203 years to the date of the disaster, members of the RNLI at Hoylake paid tribute to the fallen men in a special ceremony at the Hoylake Lifeboat station.

Volunteer deputy coxswain and spokesman for Hoylake Lifeboat Station, Steve Armitage, said: "It was 1810 when the disaster occurred. There were 10 guys on board – 11 including the captain – and eight of them drowned and two swam ashore. "An inquest was held and the seven guys who died and their bodies recovered were buried in St Bridgets, in West Kirby, according to newspaper reports at the time.

"The eighth man was obviously found but he had been buried in Wallasey and wasn't included in the rescuers. It was a lady called Carol Hunter and another called Anita Lyons who led to the name being discovered. Anita read through the archive at St Hilary's, in Wallasey, which said Nicholas Seed's body had been recovered from the sea. We didn't know his name so we couldn't put him on the plaque which we now have."

He added: "It is satisfying to add his name to the list. It's important and it's remarkable that it's taken all this time to come to light. These are men who put their lives on the line to rescue others, something which still happens today."

The names of the other men who died in the Hoylake lifeboat disaster, which wiped out two generations of families, were: John Bird Snr, John Bird Jnr, Henry Bird (son of John Bird Snr) and Henry Bird (son of William Bird), Richard Hughes, Thomas Hughes (son of Richard) and Joseph Hughes (brother of Richard).

Captain Joseph Bennett survived the disaster. The commemorative plaque is underneath a statue of him at Hoylake Lifeboat station. The bronze statue was unveiled in 2010 and is the creation of local sculptor Paul Bearman. It depicts him standing at the helm of the boat as it sinks. [Source : Liverpool Echo](#)



Fishing trawler sinks after collision with Naval warship

A fishing trawler sank after colliding with Navy's frontline frigate **INS Talwar** near Ratnagiri district of Maharashtra injuring four of the 27 persons on board the civilian vessel, Navy officials said on Tuesday.

This is the fourth mishap involving a naval warship this year including **INS Sindhurakshak** accident where the vessel sank inside the Mumbai harbour after an explosion in its torpedo section. **INS Talwar** collided with an unlit fishing trawler near Ratnagiri coast in Maharashtra around 2130 hours last night in which all the 27 occupants of the civilian vessel fell in the sea, the officials said here. All the persons in the trawler were pulled out by **INS Talwar** and dropped on the shore after being provided required medical attention, they said. Four of the civilians, who are fishermen, suffered minor injuries in the mishap, sources said. The Navy has ordered a Board of Inquiry to ascertain the reasons behind the incident, sources said.

Navy sources said the mishap took place as the fishing trawler was operating without lights and could not be seen in the dark. The fishing vessel suffered extensive damage and sunk right on the spot. This year, Navy warships have been involved in four mishaps. **Source : Zeenews**



The **CALEDONIAN SKY** at anchor off Port Arthur on the Tasman Peninsula south east of Hobart, Tasmania, Australia.

Photo : Glenn Towler ©

REDDINGS DIENSTEN IN ACTIE VOOR KITE SURFER

Op 23 december rukte De **Monsterse Reddingsbrigade** tezamen met de **KNRM Ter Heijde** uit met de MNS140, een boot en een Jetski voor een kitesurfer in de problemen ter hoogte van de Zandmotor voor de kust van Ter Heijde. Door de snelle reddingsactie is de surfer gered uit het water. Naar zijn kite is lang gezocht maar deze is niet meer aangetroffen. **Jeroen Kuipers** maakte de volgende film <https://www.youtube.com/watch?v=s3avBSrHW6Y> van de actie

PONT AVEN ON MINI CRUISE

The Brittany Ferries ferry **PONT AVON** conducted a mini cruise from Portsmouth to Antwerp and back to Portsmouth, the vessel with onboard 1033 passengers + crew departed 24-12 from Portsmouth and departed again from Antwerp December 26th at 21:00 hrs bound for Portsmouth.



Above the **PONT AVON** seen passing Terneuzen enroute Antwerp
Photo : Marcel, Paul en Philip van Luik - www.shipsoffterneuzen.nl ©

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The **SILVER WIND** in Cape Town – Photo : Ian Shiffman ©

Time To Take A Look At Shipping?

Capesize Vessel Rates Indicate “Yes”

Earlier this month, the Baltic Dry index hit 2,230, a 52-week high and good news for the shipping industry, which has been grappling with low rates for some time now. What's more, rising demand for oil and refined products within Asia has driven tanker rates to a three-and-a-half year high. Furthermore, the rate for Jones Act tankers also hit an all-time high last week, as surging domestic US oil production squeezes the market for US flagged vessels — Under the Jones Act only US flagged vessels are allowed to transport cargo between US domestic ports.

Shipping Stocks

All of this is great news for the global shipping market, implying that the industry's outlook is starting to improve. Additionally, along with rising day rates and increasing demand, the number of new tankers and drybulk ships entering the global fleet is starting to decline, ending several years of market oversupply. With green shoots rising in the shipping sector, could it be time for contrarian value investors to take a look? One of the financial world's most famous contrarian value investors, George Soros seems to think so.

Soros' [Soros Fund Management](#) revealed that it had built up positions within six shipping companies during the third quarter. The multi-billion dollar hedge fund took positions in [DryShips Inc.](#) [Diana Shipping Inc.](#) [Navios Maritime Partners](#) [Navios Maritime Holdings Inc.](#) [Safe Bulkers, Inc.](#) [Baltic Trading Ltd](#) and [Ardmore Shipping Corp](#)

Of course, for value investors there are many opportunities within the shipping sector. With the industry still suffering a hangover from 2008, many shipping stocks currently trade below their book value per share.

However, some shipping companies are stronger than others and [Diana](#) is one of them. Specifically, [Diana](#) has a low debt-to-equity ratio of only 37%, debt-to-assets of only 26% and cash of \$315 million, which covers current liabilities six times and nearly covers the company's whole \$466 million debt pile. [Diana Shipping Inc.](#) book value per share stands at approximately \$15.30 so the company looks attractive based on its strong financial position and discount to book.

Nevertheless, [Diana Shipping Inc.](#) current rate of cash burn is worrying. In particular, the company has spent \$130 million during the past four quarters funding operations and this has come out of cash in the bank. Still, with day rates improving, Diana should see some improvement during the next few quarters and the company has a solid financial cushion behind it. The other shipping company that looks attractive for value investors is [Knightsbridge Tankers Limited](#) [Knightsbridge](#) is effectively a shell company, having entered into management agreements with [Frontline Management Ltd](#), a subsidiary of [Frontline Ltd](#). Under this agreement, [Frontline](#) is responsible for managing all of [Knightsbridge's](#) operations. [Knightsbridge's](#) fleet is composed of four Capesize vessels with a further four on order. My thesis for [Knightsbridge Tankers Limited](#) suitability as a play on shipping hinges on the fact that Capesize vessel shipping rates have exploded to a near three-year high during the past year. This should, over the next few quarters depending upon charter agreements, filter through to the company's bottom line over the next few quarters. [Knightsbridge Tankers Limited](#) book-value-per share is around \$10.50. [Source: Value Walk](#)



The [GOLAR ARCTIC](#) in Cape Town for bunkers – Photo : [Ian Shiffman](#) ©

NYK to Build Japan's First LNG-Fueled Tug

NYK will build a tugboat¹ featuring a dual fuel engine² that can be powered by either liquefied natural gas (LNG) or heavy oil. Other than LNG carriers, this tugboat will be the first building in Japan of an LNG-fueled vessel.

NYK has enhanced its initiatives to mitigate environmental loads through the practical realization of environment-responsive technologies such as solar-powered systems and air-lubrication systems.³ In 2011, NYK established a team in the company's Fuel Group to research next-generation fuel alternatives to heavy oil, and looked into building an LNG-fueled vessel with the cooperation of **Nippon Kaiji Kyokai** and others, based on the results of a survey conducted by the Japan Railway Construction, Transport and Technology Agency. LNG received attention as a possible alternative to heavy oil because LNG does not emit any SOX and produces far less CO₂ and NOX compared to heavy oil. In fact, using LNG as a fuel will cut this tugboat's emissions of CO₂ by about 30%, NOX by about 80%, and SOX by 100% compared to using heavy oil.⁴



This project will be subsidized by Japan's Ministry of Economy, Trade and Industry and Japan's Ministry of Land, Infrastructure, Transport and Tourism. **Tokyo Gas Co. Ltd.** will supply the LNG, and with the support of Tokyo Gas, NYK will make arrangements for a safe LNG supply system. The **NYK Group** will aggressively continue to encourage initiatives to mitigate environmental loads by vessels.

Source: Nippon Yusen Kabushiki Kaisha



Tanker captain and chief engineer kidnapped by pirates off Nigeria

GREEK authorities report that the Ukrainian master and Greek first engineer of the 6,500-dwt Marshall Islands tanker **Althea** have been kidnapped after the ship came under fire off the west coast of Africa, according to London's Tanker Operator. The Greek Merchant Ministry said about 10 armed pirates boarded the tanker about 35 nautical miles south of Nigeria. Shipmanager **Medtankers** said its 18 officers and crew were on board, all Ukrainian except for the engineer. Pirates stole personal items from the crew and left the ship's oil cargo untouched. No injuries were reported.

Source : Asian Shipper

Dredger – Home for Survivors



For 31 days, a rusting dredging ship tossed by Typhoon Haiyan 100 metres inland into a coastal shanty town was home for seven-month-pregnant Rosita Pica and her family.

Along with 38 other families, they shared cramped spaces inside the vessel that was also home to many dead bodies. The stench of decomposition mixed with the smell of crude oil and other odours was overpowering even more than a month later. Living conditions were bad, but there was no other choice for the 34-year-old mother of five and 190 other

survivors, mostly children. Their homes had been destroyed and debris was strewn all over. There was nowhere else to shelter them from the rains and looters roaming the city in the early days of the emergency. "We had to endure it all. We had nowhere else to go," said Rosita, a survivor of Haiyan, the strongest cyclone to ever hit land, killing more than 6,000 people, uprooting trees and power poles and demolishing even concrete structures along its path. **Source : Dredging Today**



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The pilot tender **ENDEAVOUR** operating at Christmas day at Maaspilot station **Photo : Jeroen Borst ©**

Icy Christmas for Trapped Russian Cruise Ship

A Russian cruise liner with 74 crew and passengers faces a chilly Christmas after being trapped amidst ice flows off the coast of Antarctica, the Australian Associated Press reported on Wednesday.

All on board the **Akademik Shokalskiy** are accounted for and uninjured, a representative of the Australian Maritime Safety Authority said. The ship sent a distress signal alerting the agency of the situation. Three icebreakers have been dispatched to rescue those on board the stranded ship, but it will take at least two days for the closest of them to arrive, the Authority said. A team of scientists and tourists on the **Academic Shokalskiy** had been retracing the steps of the famous Australasian Antarctic Expedition 101 years ago. The fare for tourists was \$15,000 each, according to tour agency Expeditions Online's website. The ship, built by a Finnish shipyard for the Soviet Union in 1982 for Arctic research, is described as "fully ice-strengthened" by the tour agency. The vessel, chartered by the Australian company **Aurora Expeditions**, is owned by the Russia government and is based out of Vladivostok. Two reporters for the British media outlet The Guardian are accompanying the month-long expedition. Their travel blog, Antarctica Live, has over a dozen posts since the expedition began on December 9. No update has been made since the distress call was sent. **Source : RIA Novosti**

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The **HAMMONIA ROMA** docked in Mazatlan, Mexico December 24th, 2013.- **Photo : Ronald de Bloeme** ©

Maritime tragedies mark year 2013

The Philippines has a long history of sea mishaps. It has kept this sad tradition in 2013 with another maritime disaster that took place in the vicinity of Lawis Ledge, known as a disaster-prone area in Talisay City, Cebu. It was the top news story of 2013 on maritime incidents followed by the grounding by the **USS Guardian** and Chinese fishing boat **Ming Long Yu** in the Tubbataha Reef and the shooting incident in Balintang Channel.

COLLISION

The **M/V St. Thomas Aquinas** sank when it collided with the cargo ship, **M/V Sulpicio Express 7**, with greater loss of lives at sea. There are still bodies trapped inside the sunken ship.

The cargo ship, owned by Philippine Span Asian Carrier Corp. (PSACC), formerly Sulpicio Lines, did not sink, but its bow cracked open as a result of the collision. The collision happened in calm waters on Aug. 16 in which no one was prepared for such a major disaster. The sea mishap the narrow strait is a dangerous area for ships.

FINAL TALLY

Before the Philippine Coast Guard (PCG) terminated the search and retrieval operations, 116 bodies were found and the number of survivors remained steady at 733. Twenty-one individuals remain unaccounted for. On board the ill-fated ship were 870 passengers and crew while the cargo ship had 36 crewmembers.

The passenger ship came from Butuan and was headed to Cebu while the cargo ship was coming out of Cebu and was proceeding to Davao when the incident happened.

BLAME GAME

The two captains – Rolito Gilo of **Sulpicio Express Siete** and Reynan Bermejo of **M/V St. Thomas Aquinas** – blame each other for the sea mishap.

A parallel probe of the collision by the Special Board of Marine Inquiry (SBMI) and Maritime Industry Authority (Marina) is ongoing and will determine how these ships were not able to avoid each other in Lawis Ledge.

USS GUARDIAN

The Philippine government's mettle was tested when two foreign vessels run aground at the Tubbataha Reef, a Unesco World Heritage site known for its marine life, in January and in April. The **USS Guardian** inflicted damage on the section of the coral reef and the U.S. Navy later said the crew and faulty navigational aids were to blame for the grounding. President Benigno Aquino III demanded the U.S. to answer for the damage and for removing the vessel with out further harming the reef. The U.S, in return, responded positively and agreed to dismantle the Navy ship from the bow, the deck, the funnel and other parts of the ship until it was removed off the reef.

MING LONG YU

The PCG had to deal with the grounding of a Chinese fishing boat on the northern atoll of Tubbataha Reef. The vessel was carrying 12 Chinese crewmen. Personnel of PCG found 400 boxes loaded with pangolins inside the cargo hold of Ming Long Yu when they conducted an inspection on the 48-meter vessel. "The pangolins were already processed. These were skinless like a dressed chicken," Commodore Enrico Efren Evangelista, head of PCG Palawan district. The government took swift legal action against the Chinese fishermen, charging them with poaching and other violations of the marine park's rules.

BALINTANG SHOOTING

On May 9, a shooting incident took place involving patrolling personnel of the PCG and the Bureau of Fisheries and Aquatic Resources (BFAR) on board MCS-3001 and a Taiwanese fishing vessel **Guang Ta Hsin-28** at Balintang Channel near the Batanes group of islands. The incident resulted in the death of Hung Shih-cheng.

Eight PCG men, Commander Arnold de la Cruz, Petty Officer 2 Richard Fernandez Corpuz, Seaman 2nd Class Nicky Reynold Aurello, Seamen 1st Class Edrando Quiapo Aguila, Mhelvin Bendo, Andy Gibb Ronario Golfo, Sunny Galang Masangcay, and Henry Baco Solomon are facing homicide charges filed by NBI. In its report, the NBI said indiscriminate firing using high-powered guns showed "a common design to disregard the rules of engagement."

Source : Manila Bulletin

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Latest DoD Navy Contracts

The latest US Department of Defense, Navy, contracts include: to Defense Support Services LLC for 'COLDS' cargo training, and to Hornbeck Offshore Services for the time charter of an offshore supply vessel for submarine rescue diving support services. Details as follows:

'COLDS' training

Defense Support Services LLC, Mount Laurel, N.J., is being awarded a \$24,903,892 indefinite-delivery requirements contract for instructional support services to conduct basic and advanced courses on the Navy's Cargo Offload and Discharge System (COLDS). The contract includes the the operation and maintenance of Navy Lighterage and Improved Navy Lighterage System powered and non-powered craft, other COLDS subsystems, and continued Contractor Instruction, Maintenance, Operations and Training Support, which yields qualified COLDS graduates.

Offshore Supply Vessel Charter



The **HOS DOMINATOR** in Port Fourchon – Photo : **Piet Sinke** ©

Hornbeck Offshore Services, LLC, Covington, La., is being awarded an \$8,080,209 modification under a previously awarded firm-fixed-price contract (N00033-11-C-2000) to exercise a one-year option for the time charter of one offshore supply vessel, **HOS DOMINATOR**.

The ship's primary mission will be to provide submarine rescue diving and recompression system support service, in support of Commander, Submarine Forces, U.S. Pacific Fleet. Work will be performed at sea on the U.S. East Coast, U.S. West Coast, Hawaii and Alaska, and is expected to be completed by December 2014. Source : **MarineLink**

U.S. Navy Festivals of Lights



USS Michael Murphy (DDG 112), moored pierside in her homeport of Pearl Harbor, Hawaii, participates in the annual Pearl Harbor Festival of Lights, Dec. 17. The guided missile destroyer was named after Lt. (SEAL) Michael Murphy, a Medal of Honor awardee who was killed in action in heavy fighting in the Hindu Kush mountains of Afghanistan in June 2005

The aircraft carrier **USS Carl Vinson (CVN 70)** displays holiday lights while moored at its homeport at Naval Air Station North Island, Coronado, Calif.



The Wasp-class amphibious assault ship **USS Bataan (LHD 5)** displays holiday lighting while moored at her homeport of Naval Station Norfolk, Va., Dec. 20. The ship was decorated as part of Naval Station Norfolk's annual holiday celebration. [All photo's : US navy](#)



UAE navy takes delivery of third corvette

The United Arab Emirates Navy has taken delivery December 24th of the third Corvette (**Al Dhafra**) from Abu Dhabi Shipbuilding Company, the leading shipbuilder and naval support services provider in the Gulf region. The vessel, part of the six Corvette Class Programme for the UAE Navy, was delivered in a grand ceremony Tuesday.

Vice Admiral Ibrahim Salem Al Mushrekh, commander of the navy, signed the delivery paper of the **Al Dhafra** and then took a tour of the vessel and raised the UAE flag on it. The warships are a unique class of vessels with multi-mission capabilities, including coastal patrol and surveillance, mine detection and avoidance, helicopter operations, as well as anti-air and anti-surface capabilities.

It is the biggest warship construction programme in the region consisting of six state-of-the-art warships for the UAE navy. Each of the 72-metre highly-advanced ships can be deployed for various missions. The key features of the warships include a stealth-like superstructure, a helicopter landing deck and a hangar. They will also be fitted with anti-ship missiles, air-defence missiles, 3D surveillance, navigation and fire control radars and a multivendor electronic warfare suite. [Source : Business Standard](#)

Navy ship to help fight piracy

The navy frigate **Te Mana** has joined a multinational operation to combat piracy off the coast of Africa and the Middle East. **Te Mana** is partway through a three-month deployment in the Gulfs of Aden and Oman to deter pirate boats plundering the many merchant ships passing through. Commanding officer Shane Arndell says **Te Mana** has not encountered any pirates yet but any it does find are unlikely to try to engage the frigate in a fire-fight. Mr Arndell says the fishermen the naval officers have encountered have been pleased to see the frigate, because pirates will sometimes steal their fuel and even their boats. **Source : Radio New Zealand**

Russia completes first-phase Gepard 3.9 frigate contract



A delegation from Vietnam's Ministry of Defence joined representatives from Rosoboronexport Group and Zelenodolsk Shipyard recently appraised and approved the first phase of a contract to build two Gepard 3.9 frigates. Zelenodolsk Shipyard has already built the hull and superstructure of the first frigate equipped with anti-submarine weapons. Both sides also discussed issues relating to defence and technical cooperation. **Source: VOV**

A photograph of a Redwise ship, a large blue and yellow cargo vessel, sailing on the sea. The ship has 'WOTI' visible on its side.

Merry Christmas and a Happy New Year

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Sri Lankan Navy Commander Visits Iran's 'Younus' Submarine

Sri Lanka's commander for navy operations visited Iran's Tareq-class submarine, '**Younus**', which is a part of the country's 28th fleet of warships which has berthed in the Sri Lankan coastal waters since three days ago.

"We could host a submarine in Colombo port after a long time and it was a rare opportunity for us to visit such a submarine," the Sri Lankan navy commander said after visiting the submarine on Wednesday. During the tour, the Iranian commanders informed their Sri Lankan counterparts of the Islamic Republic of Iran's military capabilities.

In 2011, '**Younus**' submarine managed to set a new record in sailing the international waters and high seas for 68 days.



Iran's **Younus** submarine, sailing alongside warships of the 14th fleet of the Iranian Navy, returned home in early June 2011 following an over two-month-long mission in the Red Sea and the Gulf of Aden. **Younus** is now a part of the Iranian Navy's 28th flotilla of warships which had docked in Mumbai port before berthing in Colombo. The 28th Flotilla comprises **Alborz** destroyer, **Bandar Abbas** carrying the 212 combat choppers and

Younus. The 28th Fleet of the Iranian Navy berthed in Mumbai early December. During its stay in Mumbai port, the flotilla was visited by Commander of India's West Navy Admiral Shekar Sinha. After the visit, he underlined the need for the deepening of defense cooperation with the Iranian Navy, specially in the Persian Gulf and the Indian Ocean.

"The Indian Navy has full readiness to expand relations between the two countries' navies and exchange of a flotilla to Bandar Abbas port," Admiral Sinha said in a meeting with Commander of the 28th Flotilla Captain Babak Balouch in Mumbai port earlier this month.

He reiterated that the two countries' navies have a lot of potential for joint cooperation, and said, "We welcome expansion of such collaboration. During its sailing towards India, the 28th flotilla also rescued a Liberian ship heading towards Fujairah port in the UAE by repelling the pirates' attacks against it" **Source : FARS**

Ivan Gren Landing Ship to Join Russian Navy in 2015



The **Yantar shipyard** in the Russia's western-most region, Kaliningrad, said Tuesday that the delivery of a new large landing ship to the Russian navy had been delayed until 2015. "The mooring trials are expected to begin in August-September of 2014, while the delivery of the ship to the navy is planned for 2015," said Yantar spokesman Sergei Mikhailov.

The construction of the **Ivan Gren** landing ship started in 2004, but has been delayed due to a lack of financing and skilled workers. The ship was floated out in May last year, but the construction is still way behind the schedule despite reassurances by the navy's commander, Adm. Viktor Chirkov, that the vessel

would be commissioned by the end of this year. The \$160 million vessel has a displacement of about 6,000 tons and will be able to carry up to 13 main battle tanks or 36 armored personnel carriers, or 300 naval infantry troops. Plans to build three more ships of the same class are under consideration. Along with **Mistral-class** amphibious ships being built in France, vessels of the **Ivan Gren class** will form the core of the Russian Navy's landing fleet, according to the Defense Ministry. **Source : RiaNovosti**

Indian Navy To Acquire Four Landing Platform Dock Ships

The Indian Navy recently put out to tender a contract for the domestic construction of four landing platform dock (LPD) ships at an estimated cost of \$2.6 billion U.S., according to my colleagues at Defense News. Two of the ships will be built in a private shipyard depending on which firm wins the contract, while the other two will be built by the state-owned Hindustan Shipyard Limited (HSL). Each of the competing yards has teamed up with an international builder, which includes Spain's Navantia and DCNS of France, according to the report.

Estimated to be in the range of 20,000 tons, the vessels, once built, will grant the IN a modernized amphibious lift capability that had previously been lacking considering the range of the Indian Navy's area of responsibility. It is expected that the ships will be no more than 215 metres in length, and will feature well decks, as the tender specifies that they should be able to operate traditional and air-cushion landing craft, the report noted. **Source : Ottawa Citizen**

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General Dynamics Awarded \$122 Million for Virginia-Class Submarine Procurement

The U.S. Navy has awarded **General Dynamics Electric Boat** a \$121.8 million contract modification to buy long lead-time material for three Virginia-class submarines, SSN-793, SSN-794 and SSN-795. Electric Boat is a wholly owned subsidiary of General Dynamics (GD). The contract provides funding for steam and electrical-plant components, main propulsion unit and ship-service turbine generator sets, as well as miscellaneous hull, mechanical and electrical-systems components to support construction of the submarines. With the modification, the contract has a value of \$716.5 million. It was awarded initially in April 2012.

Recognized as a model defense-acquisition program for its technical excellence and schedule performance, the Virginia-class submarine program provides the Navy with the capabilities required to dominate both the open ocean and the littorals. In partnership with the Navy, **Electric Boat** is successfully pursuing its goal to reduce ship costs without decreasing capabilities through overall efficiency improvements, decreased ship-construction labors costs and shortened ship-construction cycle times.

ROUTE, PORTS & SERVICES



3 different types of MODUs seen from the rig **Ensco 6004**. In the front: Odebrecht's drilling ship **Norbe IX**, in the middle: Semi-Submersible drilling rig **Ensco 6003** and at the back: Sevan's cylindrical hull design drilling rig **Sevan Brasil**. Photo : Auke Ruijg - Campos Basin - Brazil. ©



Happy and safe new year to all.

From France Marc Ottini and Robbie en Joke Verkamman from Arnhem (The Netherlands) wishing all readers a Happy

New Year SAL would like to say special Christmas and new year wishes to all seamen, family, friends & business

partners Capt and the crew of the DONAUGRACHT wishing all readers Happy and safe new year !

CLICK on the cards



Dockworkers urged to support 13 January action week for Port of Lisbon

The European Transport Workers' Federation (ETF) and International Dockworkers' Council (IDC) have pledged their support in a meeting on 17 December, for dockworkers in Lisbon who have been under prolonged attack from their government and employers, the ETF said Monday in a media release.

Working conditions for Portuguese dockworkers, particularly those at the port of Lisbon, have been deteriorating since the government adopted the new Port Law on 1 February this year. The ETF and IDC heard reports that the bargaining process has been frozen, and that employers have attempted to establish a new labour pool of non-union workers to replace existing professional dockworkers. On top of this, 47 dockworkers at Lisbon port have reportedly been dismissed with no rightful reason.

The ETF and IDC promised to support the union in tackling these deteriorating conditions, particularly to press for social dialogue, an end to union-busting, and the reinstatement of the 47 dismissed dockworkers as key aims for the

campaign. Both organisations and the ITF see the Portuguese situation as part of a bigger challenge faced by dockworkers all over Europe. European legislation and infringement mechanisms have been used to try to undermine national laws and dockers' conditions elsewhere including in Spain and Greece. More recently, the Belgian government has also come under pressure.

The campaign will pick up during the week of 13 January, when dockworkers across Europe are due to take action at their local Portuguese embassy. Affiliates are urged to show their support for the workers in Lisbon and their determination to defend the rights of dockworkers across Europe by seeking to meet with the head of the embassy and staff responsible for labour relations to highlight the concerns above. **Source : PortNews**



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A busy Kiel canal on Christmas day – **Photo : Jan van Vuuren ©**

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"K" Line to invest in four additional next generation car carriers

"K" Line announces it has just decided to order four additional new next generation car carrier vessels on top of its recent identical 4-vessel shipbuilding contracts placed with **Shin Kurushima Dockyard Co. Ltd** and **Japan Marine**

United Corporation. In total, each company will be building four new "K" Line next generation car carriers, respectively, with delivery starting in 2015 and continuing through the first quarter of 2017, the company said in its press release. By adding this series of eight new ships with better stability of the vessel and better fuel efficiency, we continue to deliver value added efficiency and capability of handling an even wider variety of cargo mix to assure our services successfully meet the needs of our valued customers in order to be best suited for not only passenger cars but also other RORO cargoes. **Source : PortNews**

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The **CITY OF BEIROET** at the Westerschelde – **Photo : Walter de Groot ©**

Cape Wind and Siemens enter major offshore wind turbine supply agreement

Siemens and Cape Wind have signed a major contract in which Siemens will supply Cape Wind its industry-leading 3.6-megawatt (MW) offshore wind turbines, an offshore Electric Service Platform (ESP) and a service agreement for the first 15 years of commercial operations, Siemens USA said in a news release.

Siemens, the world's leading offshore wind turbine manufacturer, will fabricate, install and commission its 3.6-MW offshore wind turbines for Cape Wind. The Siemens 3.6-MW offshore turbine has been the 'workhorse' of the global offshore wind industry and has had an unparalleled track record on performance and reliability. It has been the leading turbine used at existing offshore wind farms and it is going to be used in at least eight other offshore wind farms currently under construction or approaching construction.

Siemens is also providing Cape Wind with a long-term maintenance program for the wind turbines and ESP for a period of 15 years. Siemens will hire locally to fill the majority of its operations and maintenance positions at Cape Wind's future service headquarters on Falmouth Harbor on Cape Cod.

Siemens Energy has a strong presence in the U.S. with approximately 60,000 employees and hundreds of millions of dollars invested in manufacturing, service and office locations. Siemens opened its North American Offshore Wind Office in Boston in 2010 to be closer to its U.S. and Canadian customers, and specifically to work with Cape Wind. Project management for the Cape Wind project will be managed from the Boston office, while the ESP scope of work

will be managed from the Company's Transmission operations in Cary, North Carolina, and the long-term maintenance program will be managed from the company's Americas headquarters located in Orlando, Florida.

Siemens is subcontracting the manufacturing of the ESP to Cianbro to be fabricated in its facility in Brewer, Maine. The ESP was designed for Cianbro by Moffatt and Nichol Engineers of Norfolk, Virginia. The ESP will be located toward the center of the offshore wind farm site and it will transform the voltage of the electricity produced by the wind turbines.

The Siemens Energy Sector is the world's leading supplier of a broad spectrum of products, services and solutions for power generation in thermal power plants and using renewables, power transmission in grids and for the extraction, processing and transport of oil and gas. In fiscal 2013 (ended September 30), the Energy Sector had revenues of EUR26.6 billion and received new orders totaling approximately EUR28.8 billion and posted a profit of approximately EUR2 billion. On September 30, 2013, the Energy Sector had a work force of approximately 83,500.

Cape Wind will be America's first offshore wind farm and will help catalyze a domestic offshore wind industry and related supply chain. Cape Wind has sold 77 ½% of its power output in long term Power Purchase Agreements to National Grid and NSTAR, the two largest electric utilities in Massachusetts. Cape Wind has announced it is purchasing a marina on Falmouth harbor on Cape Cod to serve as its maintenance and operations Headquarters. Cape Wind is the first U.S. offshore wind project to be fully permitted, and to have been issued a commercial lease and received approval for its Construction and Operations Plan by the U.S. Department of Interior. Cape Wind is currently in its financing phase. **Source : PortNews**

Tisbury reviews ferry embarkation fee project requests

The Tisbury embarkation fee advisory committee (EFAC) is considering a list of 20 requests from several town



committees and departments to fund projects with **Steamship Authority (SSA)** passenger ticket surcharge fees. The committee will make recommendations to voters at annual town meeting this spring.

The list includes salaries for seasonal police officers to direct traffic around the SSA terminal, beautification projects around downtown Vineyard Haven, and harbor dredging. In the past, the embarkation fee has been used to purchase a new fire truck, a police cruiser and an ambulance.

The state imposes a 50-cent per passenger ticket surcharge on all passenger ferry operations that carry more than 100 passengers. The

money is distributed on a quarterly basis to eight SSA port towns, including Tisbury, Oak Bluffs, Falmouth, Nantucket, and Barnstable.

The law requires that embarkation fees be used only for mitigating the impact of ferry service on the city or town. Those uses include providing harbor services, public safety protection, emergency services, and infrastructure improvements. Town officials have applied the definition broadly.

Tisbury usually receives about \$245,000 annually in embarkation fee funds, according to treasurer and tax collector Tim McLean. At annual town meeting last April, Tisbury voters approved a laundry list of six items totaling about \$243,500.

This year's funding requests total \$353,175. With embarkation fee revenue for fiscal year 2015 (FY15) expected to be about \$240,000, that leaves a cut of \$113,175 and some hard decisions for the EFAC. "We'll have a meeting at the end of the month or in early January to discuss the requests, and then make some value judgments," Selectman Tristan Israel, who serves as the board's EFAC representative, told The Times in a phone conversation Monday.

Mr. Israel said there may be more money. "We have a committee policy that after 18 months, money for any previously approved projects that goes unspent will go back into the embarkation fee fund and be used towards something else."

The projects

In the past, Tisbury town officials have used the legislation's definition to include almost any emergency services spending. For example, in 2005, voters spent \$239,395 to help purchase a new fire department pumper truck and a new police vehicle, reasoning that they could be needed to respond to a ferry-related emergency.

Last week, selectmen reviewed the EFAC's list of FY15 embarkation requests. Most of the project requests came from the town's fire, police, emergency management, ambulance, and harbor departments.

Among the requests, police chief Dan Hanavan asked for \$55,000 in salaries for additional summer traffic officers in the vicinity of the SSA, and ambulance coordinator Tracey Jones asked for \$45,000 for wages and uniforms for four additional EMTs for the summer season. Fire Chief John Schilling requested \$20,500 to replace a utility rescue boat and \$11,875 to replace personal protective equipment. Harbor master Jay Wilbur asked for \$18,000 to replace the harbormaster's vehicle, \$15,000 to improve the patrol boat's fire fighting equipment, and \$10,000 to replace dinghy docks at Owen Park.

Emergency management director Chris Cini requested \$2,600 for a computer data network and hardware. The town's beautification committee requested \$14,000 for flowers and plantings and their maintenance on Main, Water, and Union Streets, from spring through fall. The dredge committee asked that \$50,000 be earmarked for the town's dredge debt and/or stabilization fund.

Making the decisions

The committee will put together a list for the selectmen, who will vote on a final list and send it back to the committee for final review and recommendations. Voters make the final decision to approve or disapprove projects at town meeting. Finance and advisory committee representative Jynell Kristal, the wife of selectman Jeff Kristal, is the committee chairman. In addition to Mr. Israel, the current committee members include Harbor Management Committee representative Melinda Loberg, and at large representatives Peter Goodale and municipal finance director Tim McLean. **Source : MVTimes**

OLDIE – FROM THE SHOEBOX



The **C3-S-A5 type** general cargo vessel **ROEPAT** was part of the fleet of The **Stoomvaart Maatschappij Nederland** ("Netherlands Steamship Company") or SMN, also known as the **Nederland Line** or **Nederland Line**, was a Dutch shipping line that operated from 1870 until 1970, when it merged with several other companies to form what would become **Royal Nedlloyd**. (**Nedlloyd** itself later merged with **P&O** to become **P&O Nedlloyd**, now a part of **Maersk**.) The company's motto, **Semper Mare Navigandum** ("Always sail the seas"), conveniently fits the same initials. The **ROEPAT** was built as the 149,8 mtr long and 21 mtr width **DRENTHE** and launched May 14th 1946 at the **Sun Shipbuilding yard** in Chester, Pa the same year, 1946 she was renamed in **ROEPAT**, the cargo ship ended her life in March 1967 when she was broken up at **Chi Ho Fa Steel & Iron Co** in Kaohsiung (Taiwan)

Photo : Harry Stott ©

.... PHOTO OF THE DAY

Sorry no photo of the day today in view of size of the newsletter not to exceed the 1395 KB

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