



Number 032 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 01 -02-2013**

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

The advertisement for Ned Marine services B.V. features a large image of a ship's hull on the left. The central text includes 'Perfection for Protection', 'Ultrasonic Thickness Measurements', 'Non-destructive Testing', and the website 'WWW.NEDMARINE.COM'. On the right is a compass rose logo. Below the website are images of ultrasonic testing equipment. The bottom text reads 'Perfection in Inspection' and 'Maritime Equipment'.



The trawler ARGOS GALICIA off Beauchene Island in Falklands. Fishing for Loligo squid. Photo : Angus M. Macleod ©

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IN MEMORIAM

Je trotseerde storm en golven
alleen.....
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Geheel onverwachts is overleden op 28 januari 2013



JOHANNES SLUIMER ~ HANS ~

In de leeftijd van 61 jaar.

Hans is overgebracht naar het rouw centrum van Rijkeboer & de Winter aan het Prinses Juliana plantsoen te Maassluis, alwaar geen bezoek.

De crematie plechtigheid vindt plaats op dinsdag 5 februari om 15.00 in crematorium Beukenhof. Burgemeester van Harenlaan 1450 te Schiedam.

Na de plechtigheid is er gelegenheid to condoleren in de ontvangst kamer

******* HANS, RUST ZACHT *******

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The **NORTHERN JAVELIN** passing the Doel nuclear powerstation along the river Scheldt (Belgium) enroute the Deurganckdock - **Photo : Stefan Lemmens ©**

Salveritas tows the Intervention Semi-Submersible vessel HULL BH307-2 in Extreme Winter Conditions



PQSH SEMCO conquers harsh winter environment - The 12,000 BHP AHT **SALVERITAS** successfully towed the Intervention Semi-Submersible vessel, **HULL BH307-2** out of an icy Bohai Bay, conditions caused by the coldest winter ever in northern China in 42 years. Upon arrival, **SALVERITAS**, a 150Tonnes Bollard Pull AHT, navigated her way through waters with blocks of ice hindering her path into the berth for the hookup. These large blocks of ice measured between 10 to 20 centimetres thick, and were caused by temperatures exceeding -17 degrees Celsius . Navigation were made extremely difficult and dangerous and to prevent the tug from getting stuck in the ice, Capt. Serge Prakhov, the master and his crew of the **SALVERITAS** worked tirelessly over two days to circumvent the large blocks of ice, it was a feat which pushed the crew to the limits.



Meanwhile at Jinzhou and Huludao, the operations team led by EPIC Projects Director **Eric Ng** was preparing for the tow out. To ensure smooth operations and given the extreme weather conditions, lengthy and detailed discussions were held with the operations team of the charterers, the yard, various governmental agencies and the Port Authorities of Jinzhou and Huludao to ensure a smooth and safe departure. Nothing was left to chance.

On the day of the hook up, a high level of co-ordination was required, all manpower needed for the tow out of the massive 122m long x 45m wide x 52m tall Intervention Semi-Submersible vessel, **HULL BH307-2** was on standby. Agents and officials were ready to work on documentation. Due to the existence of large blocks of ice on passage from the yard to Bohai Bay, 2 extra harbour tugs were arranged to help break the ice for a quick turnaround of the **Salveritas** in the anchorage and certainly, the **SALVERITAS** does not have the luxury of time in wintery northern china.

Upon arrival of the **SALVERITAS**, everyone got to work immediately and completed all tasks within a day, working through the blizzard. Though there may have been initial doubt on the success of the operations, on D-day, the **Salveritas** connected safely to the Intervention Semi-Submersible vessel, **HULL BH307-2** in the freezing condition in the anchorage and towed the vessel out of a frozen Bohai Bay without further delays, disproving doubts many have had of this possibility. At **Posh Semco**, it is these challenges which push us to achieve the impossible and to create miracles, we just need a little more time, careful planning and execution, determination and some creative solutions.

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**MARINE
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Wave of mergers on the horizon for shipping industry

Economies of scale seen as key in shielding carriers from downturns

Hapag-Lloyd is in merger talks with Hamburg Sued to create the world's fourth-largest carrier. As the industry struggles with overcapacity, **Maersk Line**, the world's largest container carrier, has higher profitability than rivals because of its size. –



The **BASLE EXPRES** in Southampton – photo : Gary Davies www.maritimephotographic.co.uk ©

The container shipping industry may face a wave of mergers as carriers try to cushion themselves from the current crisis and grow to lower costs and improve access to funding.

Hamburg-based Hapag- Lloyd AG, the world's sixth-largest container line, is in merger talks with **Hamburg Sued**, the No 12, to create the world's fourth-largest carrier. The two lines together would have capacity less than only AP Moeller-Maersk A/S, CMA CGM SA and Mediterranean Shipping Co. While Hamburg Sued focuses on North- South trade, Hapag-Lloyd mainly operates on East-West lanes such as Asia to Europe.

Carriers have struggled to make profits in the past two years because of an overcapacity of vessels, slumping demand and low freight rates. Maersk Line, the world's largest container carrier, has higher profitability than rivals because of its size, suggesting that economies of scale are key in shielding the industry from downturns. The world's top four lines control 41 per cent of global container capacity, according to data provider **Alphaliner SA**. "One reason why you need

a certain size is to be able to be competitive on the biggest trade lanes and to get access to larger tonnage," Kai Miller, Hamburg-based head of the container desk at London ship broker ICAP, said.



The **SAINT ROCH** enroute La Rochelle – photo : Fabien – Montreuil ©

Essar Shipping makes dramatic recovery, nets \$ 6.5 mi profit

Essar Shipping sees a revival

Essar Shipping Ltd (ESL) one of India's largest shipping companies made a dramatic recovery reporting a net profit of \$ 6.5 million in 9 months ended Dec 2012 as against a loss of \$ 3.3 million in the corresponding period in the previous year. Revenue shot up by 25.21% to \$ 457.4 million in 9 months ended Dec 2012 as against \$ 365.3 million in the corresponding period in the previous year.

An integrated logistics solution provider, offering shipping, logistics and oilfield services to customers around the world, ESL operates a diversified fleet of 26 vessels, including VLCCs, Capesizes, Mini Capes, Supramaxes, mini bulk carriers and tugs on the shipping side. The Company has inducted two more Mini Capes Vessels into its growing Fleet increasing the tonnage to 2 million DWT. A sizeable part of the capacity is deployed on long-term contracts and COAs, insulating the company from the volatility of spot markets.

The Oilfields Services business provides contract drilling services to oil and gas companies across the globe. This business owns one semi-submersible rig and 12 land rigs. The semi-submersible rig **Essar Wildcat** continues to perform with ConocoPhillips in Indonesia. The company has two new jack-up rigs on order.

The Logistics business provides end-to-end logistics services, including intermodal transportation. The logistics services includes ships to ports, lighterage services to plants, intra-plant logistics and dispatching finished products to the final customer. ESL owns transshipment assets and provides lighterage support services, besides onshore and offshore logistics services. It manages a fleet of over 4,200 trucks.

Speaking on the results, Mr. A R Ramakrishnan, Managing Director, **Essar Shipping** Limited, said: "The shipping freight markets continue to face challenges and the company is focused on operational efficiencies and optimization of voyage parameters and costs. The Oil-fields service business is maintaining its strong performance and is gearing for higher growth in the days to come".

The company experienced reduction in the profitability during the last quarter on account of subdued freight rates in the crude oil transportation segment of the sea transportation business. The freight markets were challenging, the Baltic index has fallen by more than 60% when compared with the same period previous year. Despite tough market conditions such strong performance is primarily because of the company's strategy to enter into long term charter of the vessels which provides a natural hedge against the cyclical nature of the industry and ensures long-term visibility

of revenues and profitability. Until May 2011, the three entities now operating under ESL and the ports business (all part of the Essar Group) were under one umbrella known as [Essar Shipping Ports & Logistics Limited \(ESPLL\)](#). On 19th May 2011 this company was split into two entities – [Essar Ports Ltd](#) and [Essar Shipping Ltd](#). As mentioned the company ESL is into shipping, logistics and oilfield businesses, whilst the other is into ports. **Source :** [Maritime professional](#)



Yesterday morning in stormy weather and rain the [Damen](#) newbuilding [BOMMEL](#) went to Rotterdam Europoort for trials **Photo : R & F van der Hoek – Lekko ©**

BOSKALIS WESTMINSTER : Boskalis closes debt financing for Dockwise acquisition

With reference to the press release of 30 January 2013, in which [Boskalis](#) announced its decision to make an all cash mandatory public offer for all the issued and outstanding ordinary shares of [Dockwise](#) at a price of EUR 18.50 per share cum dividend, which equals NOK 137 as per the date of this announcement, Boskalis hereby confirms that it has signed the agreements for the required debt financing.

The credit facilities contain a combination of a 3-year term loan (USD 525 million) and a 5-year revolving credit facility (EUR 500 million). The term loan and revolving credit facility have been arranged by a group of BMLAs comprising ABN

AMRO Bank, BNP Paribas, Rabobank, ING Bank, Bank of Tokyo-Mitsubishi UFJ and The Royal Bank of Scotland. ABN AMRO Bank and The Royal Bank of Scotland acted as co-ordinators.

Next to these credit facilities, Boskalis has entered into a bridge credit facility (USD 525 million) with Rabobank and The Royal Bank of Scotland. The bridge facility will be refinanced by a debt capital market issuance. The entire package, combined with EUR 320 million of new equity raised earlier this month, will be used for financing the acquisition of Dockwise as well as the refinancing and replacement of certain existing Boskalis and Dockwise debt facilities. Furthermore, these facilities will provide sufficient room for the new combination to undertake future investments.

STX OSV opts for dry boots



Pronomar are happy about a recent order they got from STX Norway Accommodation AS, a company specializing in the interior outfitting of the accommodation areas of their new-build vessels. They are part of **STX OSV**, a major global shipbuilder, construction both offshore and specialized vessels in the offshore oil and gas exploration.

STX OSV Accommodation AS recently placed an order with Pronomar for their efficient boot drying panels to be installed on one of their trawlers. The boot drying panels, in total for 20 pairs of boots, are made from high-quality stainless steel and will make sure the crews boots will be perfectly dried and maintained on a daily basis.

By drying the boots properly and efficiently, you not only improve the people's health and motivation which in turn leads to an excellent work environment, but it also helps to save money in terms of purchasing costs for boots, as it goes without saying that if the boots are always kept in dry and well looked after condition their lifetime will be prolonged considerably. We consider the facts that the drying panels are absolutely maintenance free with a 10 year warranty as well as the stylish stainless steel design the icing on the cake.

Pronomar are very pleased this cooperation with STX OSV and trust the crew on board the trawler will benefit from dry boots on a daily basis. You want to know more? Do not hesitate, browse through our website and contact us for more information! www.pronomar.com We look forward to hearing from you!

Offshore lifting trials with crane barge Conquest MB1 and Cargo / supply vessel Abis Dublin successfully completed!

deugro, **Amasus shipping** and **Conquest Offshore** joint forces to perform feeder lifting trials, offshore the Netherlands.

deugro Denmark A/S, together with partners **Conquest Offshore** and **Amasus Shipping / Abis Shipping**, have developed a plan for the installation of offshore windpark components. The unique approach of this plan is the use of a standard offshore barge with a 1.500 tons offshore crane (**Conquest MB1**) that will stay on location and will do the actual installation work on site (at present foundations and transition pieces only).



The supply of all heavy components from the fabrication yards will be carried out by "open-top" cargo vessels (**Abis Dublin** or sister vessels). The design of these vessels enables large structures to be transported offshore in an "open top" condition. The vessels are further fitted out with DP systems which enable offloading operations offshore without the added limitation / risk of mooring the vessel alongside the barge.

In this concept the time loss for transporting

components on board the installation vessel from a nearby port is eliminated. The added advantage is that the feeder vessels can haul components from the actual fabrication sites instead of from a nearby "feeder" port. The lifting trial has been carried out in the Flushing / Westerscheldt area in December 2012 to proof the feasibility of offshore lifting operations from a free floating vessel to a crane barge.

Two approximately 200 ton test weights were unloaded by heavy lift crane barge **Conquest MB1**, from the DP feeder vessel **Abis Dublin**. The test lifts was successfully performed in weather conditions with waves of 0.5 to 1.5 meter, waveperiods of 2 to 9 seconds and windspeeds of 23 to 29 knots (12 to 15 m/s. 6 to 7 beaufort).

Siri Marine monitored and recorded all motions during the lifting trials, including wave induced vessel and barge motions and especially heave motions of the vessel and the crane hook. **Conquest Offshore B.V.** is a Dutch Joint Venture between **Concordia Offshore** and **Zwagerman Offshore** which developed the new built 1500 ton offshore heavy lift crane barge, Conquest MB 1, equipped with an accurate and fully automated anti-heeling system and a free deck space of 3700m² for 9000 tons of cargo.

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The **DAMEN Shoalbuster 2509, BOMMEL** during bollard pull tests in Rotterdam-Caland canal – photo : Jan Oosterboer ©

Seamen's Union launches 48 hour strike action in Greece affecting key ports

Inchcape Shipping Services (ISS), the world's leading maritime services provider, is advising of 48 hour strike action in Greece by the Seamen's Union from 0600 on Thursday 31 August until 0600 on Saturday 2 February 2013.

ISS Greece has confirmed that the strike disruption means that there will be no assistance by tug boat crews with berthing and sailing movements for vessels calling at the ports of Piraeus, Aspropyrgos, Eleusis and Lavrion and pilots have also confirmed they will be joining the strike from 12.00 until 16.00 on 31st January. Vessel movements at Thessaloniki will not be affected as the local towage company will not be joining the strike.

Says Christos Makrialeas, Managing Director ISS Greece: "This 48 hour strike by the Seamen's Union in Greece will affect all ports and Islands as local ferries will not be operating, and at the same time all vessel movements at the ports of Piraeus, Aspropyrgos, Eleusis and Lavrion." **ISS Greece** will continue to monitor developments on behalf of ship owners and operators and will keep customers updated. Any further updates will be posted on www.iss-shipping.com.

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HAL's **ROTTERDAM** moored in Dubai – Photo : Fred Claessen ©

China Merchants gets loan of up to \$1bn

China Merchants Holdings (International) (CMHI) has secured a loan of up to \$1bn from its parent company China Merchants Group. CMHI inked the loan facility on Tuesday with China Merchants Union, wholly-owned by China Merchants Group. "The loan facility would provide additional liquidity to the cash flow of the company," said Hong

Kong-listed port operator **CMHI**. The loan facility is attached with a 3.8% interest a year with each drawdown of at least \$200m within five years. **Source: Seatrade-Asia**



Fishery Officer leaving trawler **VENTURER** in Falklands Waters – **photo : Graham Parker ©**

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Situation in Egypt (Update)

ther to our previous report, kindly note that the past situation experienced in the cities of Port Said, Suez and Ismailia has become more stable and is now under better control. The civil unrest experienced in these cities has ceased and no longer poses a threat, while the reinforcement of security has created a more safe atmosphere in the area.

Accordingly, curfew hours have been changed and will be imposed from 2:00 hours to 5:00 hours in Port Said and from 1:00 to 5:00 in Suez. Despite the curfew hours, services and procedures pertaining for transits as well as port calls will be rendered normally.

As mentioned before, transits will be running as scheduled and this will not in any way have an affect on the vessel movements in the canal nor will it delay any convoys. All other services will be also running in its normal due course as well as all arrangements made in regards to crew changes/ parcel deliveries etc. Reverting further of any developments/ updates. **Source : Dominion Shipping Agencies (Egypt)**

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NAVY NEWS

USS Cheyenne attack submarine to visit Subic today



The **USS Cheyenne (SSN 773)**, a Los Angeles-class submarine, will arrive today in Subic Bay for a routine port visit. The Cheyenne will replenish supplies as well as offer its crew an opportunity for rest and relaxation. The **USS Cheyenne**, named after the town of Cheyenne, Wyoming, is assigned to the US Navy's Seventh Fleet. It is home-ported in Pearl Harbor, Hawaii. **Photo : US Navy ©**

Navy to dismantle minesweeper stuck on coral reef in Philippines

A badly damaged minesweeper stranded on a World Heritage-listed coral reef in the Philippines for nearly two weeks will need to be dismantled before it is removed, the US Navy said Wednesday. The drastic measure of pulling apart the 68-metre (224-foot) **USS Guardian** was proposed in a salvage plan to Philippine authorities, navy spokesman Lieutenant Commander James Stockman said in a statement.

"The US Navy has presented a salvage plan... that involves the dismantling of the ship. This was determined to be the best option and would involve the least damage to the Tubbataha Reef," he said. The **Guardian** became grounded on the Tubbataha Reef, a UNESCO World Heritage Site in a remote part of the Sulu Sea, on January 17. The US Navy had previously said the boat,



which has a wood and fibreglass hull, was too badly damaged to be towed away, but had not come up with a firm alternative plan as to how it would move the vessel off the reef.

Thousands of litres of oil on board the Guardian have been removed but the vessel is being battered by huge waves, causing it to gouge a destructive trail along the reef, according to superintendent of the Tubbataha marine park Angelique Songco. She said dismantling the ship would further damage the reef but letting it remain there longer would lead to even more harm. "It will cause more damage the longer it is left there," she said.

The head of the Philippine office of the World Wildlife Fund, Jose Maria Lorenzo Tan, agreed the ship should be dismantled if there was no other way to shift it off the reef. "If this is the only option, then the sooner they can remove it, the better. They cannot risk that the ship simply break apart," he said. The US Navy has repeatedly apologised for the incident but has refused to explain publicly why the Guardian was sailing so close to the reef. This has fuelled anger over the incident in the Philippines, a former American colony and important US ally in the Asia-Pacific region. Vessels sailing into the marine park need permission, but Philippine authorities said the crew of the Guardian had made no request to enter and had even ignored radio messages from government rangers that it was about to hit the reef. **Source : Rawstory**



28-01-2013 - The German Braunschweig- class **ERFURT (F262)** passing Vlissingen outbound

Photo : Wim Kosten – www.maritimephoto.com (c)

FNS Nivose visits Cape Town

Special report by Bob Johnston

The surveillance frigate **FNS 732 "Nivôse"**, arrived at the V & A Waterfront in Cape Town on 30th January 2013, and after replenishment of supplies, will depart early February for an extended patrol in the Southern Ocean Area.



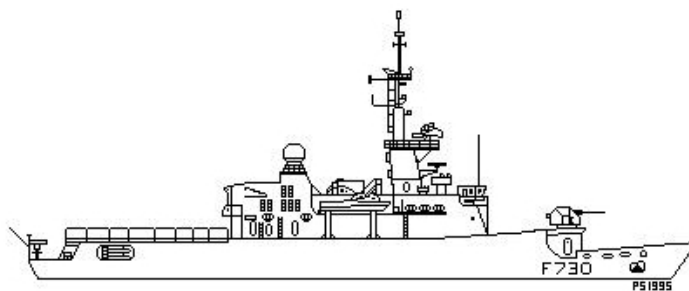
Her homeport is Port-des-Galets in La Réunion. With an overall length of 93.5 meters and breadth of 14 meters, the frigate "**Nivôse**" displaces 2950 tons. She is armed with anti-surface MM38 Exocet missiles, one 100mm and two 20mm multipurpose guns and fitted with a Eurocopter Panther helicopter. The frigate is propelled by four 2200 HP diesel engines and fed with three diesel generators. The crew is composed of 97 sailors of which 15 officers, 61 petty officers and 21 seamen.

Along with several other media personnel, we were addressed by Captain S Majou and Captain Jean-Claude Barrere, French Defence Attache, regarding the various roles that this surveillance vessel undertakes which include,



but are not limited to, the surveillance of maritime area with ability for recognition and localization of illegal vessels in various weather conditions, the navigation and fishing police in Austral and Antarctic French economic areas as well as public service operations and the enforcement of France's international defence agreements. As fighting the plague of piracy has become a major issue in recent years, the frigate is also participating to the European Union Operation Atalanta in the Indian Ocean, and has had several successful missions in this regard.

Finally, the "**Nivôse**" is also contributing to France influence from Africa to Australia and Southeast Asia by ensuring the bilateral relationships with regional powers through port visits and joint maritime exercises such as Oxide with the South African Navy in 2011. **Photo's Bob Johnston ©**



SHIPYARD NEWS

Aker Shipyard christens 'Florida' tanker

Representatives from the [Crowley Maritime](#) Corporation and Philadelphia's [Aker Shipyard](#) spent an unusually warm January morning christening The [Florida](#), the tanker [Crowley](#) has acquired from [Aker](#).



Built in and owned and crewed by the United States, the [Florida](#) will operate in the Gulf serving a major oil company. Crowley is one of the largest U.S.-flagged petroleum transportation companies in the nation, and the tanker is no slacker either. At 45,800 deadweight tons, the Florida weighs about as much as 49,320 Liberty Bells. **Source :** [newsworks](#)

Goa Shipyard holds keel laying ceremony of the second of the New Class Offshore Patrol Vessels

Keel Laying ceremony of the Second of the New Class Offshore Patrol Vessels (OPVs) indigenously designed in-house and being built by Goa Shipyard Ltd (GSL) for the Indian Coast Guard was held at GSL on 28th Jan 2013, according to press release.

VAdm MP Muralidharan AVSM & Bar, NM Director General Indian Coast Guard, did the honours in the presence of RAdm (Retd) Vineet Bakhshi VSM, Chairman and Managing Director, GSL, IG SPS Basra YSM, PTM, TM, Commander Indian Coast Guard Region (West), DIG S D Bhanot ,TM COMDIS(Goa) , Senior officials of the Coast Guard and GSL. The Keel laying ceremony for the Second of the New Class OPVs comes on the heels of Commissioning of the Indian Navy's largest Patrol vessel '[INS Saryu](#)' at GSL on 21st January 2013.

It is noteworthy that the contract for the construction of six nos. OPVs for the Indian Coast Guard was signed on 9th May 2012. The first keel laying ceremony to mark the commencement of the series construction of the new class OPVs for the Indian Coast Guard was held at GSL on 28th September 2012. These vessels for the Indian Coast Guard are based on in- house design of [Goa Shipyard Ltd](#). When commissioned, these vessels will be the most advanced Patrol Vessels in service with the Indian Coast Guard.

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The 1999 built CYP flag offshore tug/supply ship **SEA BEAR** entering Grand Harbour, Malta on Tuesday 22nd January, 2013 bound to Wine Wharf for receiving bunkers/stores before heading to Rio de Janeiro, Brazil.

Photo : Mr. Szabolcs Pocza - www.maltashipphotos.com ©

Egypt's Suez Canal to raise fees from May

Egypt's Suez Canal Authority said on Thursday it was raising fees on shipping through the waterway by between 2 and 5 percent starting on May 1, boosting revenues for the cash-strapped government.

Tolls were raised in 2012 for all ships passing through the canal, a major source of hard currency for Egypt and vital to world trade, by 3 percent starting March 2012, saying at the time it had not raised fees in the three previous years.

The authority said this year's decision to raise tolls was taken after studies into prospects for growth in the world economy and global trade.

Egypt declared a state of emergency in three cities that lie along the Suez Canal - Port Said, Ismailia and Suez - after violent anti-government protests there. But the canal authority said the waterway was unaffected and has pledged to keep traffic running smoothly through the waterway.

Fees for tankers carrying oil, petroleum products, liquefied natural gas (LNG) and chemicals, as well as bulk carriers, would rise by 5 percent, while fees for container ships and car transporters would be 2 percent. Other ships would face a 3 percent rise in fees. **Source: Reuters**



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As u may be aware Brisbane port was shut down due to the high winds and seas basically fm Sunday till Tues mrng. Locally based cruiseship "**Pacific Dawn**" bravely departed for Noumea Sat afternoon (she had berthed at the Fisherman Island grain terminal as wind too strong to proceed upriver to the cruise terminal). Wud have headed straight into the heavy weather until well out into the Coral Sea but if she had not gone when she did she wud hv been trapped for a further 36hrs as was the case with "**Seven Seas Voyager**". Latter vsl delayed her departure till 0600 Sunday by which time conditions had deteriorated with wind gusts to 120km/hr. So she only made it out into the bay as far as Moreton Island and spent the next 30 hours at anchor in the lee of the island. She was the first vessel too depart when conditions moderated on Monday. But nothing else moved until Tues morning when there was a flurry of departures starting at 0500 and inbound vessels taking pilots fm 0800, above seen the **JEPPSEN MAERSK** outbound **Photo : Chris Mackey - Southern Cross Maritime Services**

Despite lighter winds there was still a decent swell running this mornng at the entrance to the bay off Caloundra where attached pics were taken in very bright hazy conditions. Way to rough for the jet ski but wud have loved to have been up in a chopper – but they all too busy rescuing people from flooded homes and attending to damaged power lines!



WORKFOX 5 at the **Bow Terminal**, Westhofhaven in Vlissingen.

Photo : Peter Hollander - mv Abis Dublin ©

Unifeeder hurt by operational problems at the Rotterdam terminals

During the past weeks we have been facing serious operational delays at the terminals in Rotterdam, primarily at the ECT Delta. The delays are mainly due to adverse weather conditions but also due to congestion, irregular schedules of mainliner vessels and insufficient resources at the terminals, according to Unifeeder.

Unfortunately, this situation affects our entire network and causes delays, short shipments and changes to our schedules with short notice. Moreover, we are also facing additional costs as a result of our vessels laying idle in Rotterdam awaiting berth and operation, as well as overtime costs in the wayports.

We are doing our utmost to secure the best possible service under the given circumstances, however, as we have not been able to obtain a clear prospect for when the situation will be normalised at the terminals, we unfortunately foresee the present challenges to continue for a while to come. Please contact your local Unifeeder office for specific information on how the operational situation at the Rotterdam terminals will affect our various services. **Source : PortNews**

Pakistan to transfer Gwadar port's management to China

Pakistan will transfer the management of the strategically located Gwadar port from Singapore to China. Analysts said the move aims to give a badly needed boost to bilateral trade and regional development and does not target any country.

Because Singapore's PSA International has not developed the deep-sea port on the Arabian Sea "as desired", Pakistan's Cabinet agreed to transfer the port's management to Chinese Overseas Port Holdings Ltd, Information Minister Qamar Zaman Kaira told reporters in Islamabad on Wednesday.

"We hope that the Chinese company will invest to make the port operations help Pakistan support its economy," said the minister, adding that both companies have finalized the deal and that the transfer will happen soon.

Beijing on Thursday underlined its support to the development of the neighboring country, saying that Chinese companies have been engaging in international programs in many sectors.

"China will actively support any program that benefits China-Pakistan relations and the prosperity of Pakistan," Foreign Ministry spokesman Hong Lei said at a regular news conference.

China provided about 75 percent of the initial \$250 million in funding for the construction of the port in Pakistan's southwestern Baluchistan, a province dogged by security problems.

Meanwhile, Kaira also said that Islamabad would be "more grateful to the Chinese government if a naval base was being constructed at Gwadar for Pakistan". China's Foreign Ministry said it was unaware of any such request, according to AFP.

The port is close to the Pakistan-Iran border and the Strait of Hormuz. About 60 percent of China's energy requirements are shipped through the strait.

Wang Weihua, a researcher on South Asia at the Shanghai Institutes for International Studies, said the Gwadar project as a port, and not as a naval base, may provide supplies for Chinese merchant ships and escort vessels, as well as serving China's energy interests in the Middle East.

He said that the transfer of the port management does not represent a threat to any country.

Meanwhile, Chinese investment can help Islamabad to better develop the Baluchistan province and help boost Islamabad's influence in the Muslim world, said Wang.

The sparsely populated province is rich in natural resources, but violence, sectarianism and separatist insurgencies have stymied its development and probably the Singaporean company's business, observers said.

According to PSA's Gwadar website, no ship has called on the port since November.

Pakistan expects the port to be a hub for trade and economic activities in the region, to enable high-volume cargo to and from landlocked Central Asian states, and to create jobs for impoverished local people, Indian newspaper Dawn reported.

Liu Xiaoxue, a researcher on South Asia at the Chinese Academy of Social Sciences, said the port can stimulate the development of the bilateral free trade agreement, which was signed in 2006 but has not achieved as much as Islamabad expected.

"Still, it's a little early to talk about the energy corridor as the cost of land energy transportation and risk of insecurity is still higher than maritime transportation," Liu said. **Source : ChinaDaily / AFP**

OLDIE – FROM THE SHOEBOX



The **ORCADES** " built in 1937 for Orient line for the London to Australia service sunk by German sub **U-172** off Cape Town. **Photo : collection Andrew Moors / RNLI Harwich lifeboat.**

.... PHOTO OF THE DAY



of Sydney Heritage Fleet's historic steam tug **WARATAH** passing HAL's **OOSTERDAM** which was in port on Australia Day for the celebrations. **Photo : Ian Edwards - www.shiphoto.com.au ©**

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