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**The VOS POWER passing the Vlieree bound for Harlingen last Sunday afternoon**  
**Photo : Piet Sinke (c)**

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## EVENTS, INCIDENTS & OPERATIONS



Rederij Doeksen's **KOEGELWIECK** enroute from Terschelling to Harlingen – Photo : Piet Sinke (c)

## Cargo ship losses another worry for EU banks

Can a ship float and be underwater at the same time? If it has been financed by a European bank, the answer may be yes. A glut of ships, and slack demand for shipping in the weak global economy, have reduced the value of cargo ships. According to some estimates, as many as half the cargo carriers on the high seas today may no longer be worth as much as the debt they carry — putting them underwater, in financial jargon.

Large vessels that might have sold for about \$150 million new in 2008 fetch about \$40 million today, according to Nicholas Tsevdos, a shipping specialist at CR Investment Management, which helps banks deal with distressed assets. And with cargo fees near record lows, many vessels are not earning enough to make debt payments, either.

As European leaders agonize about how to rescue Cyprus banks, the formerly obscure world of ship finance is a reminder of how much cleanup still lies ahead for the region's banks. The growing fear is that some lenders, almost all of them in Europe, have yet to confront the scale of potential losses from an estimated \$350 billion in loans made to the shipping industry.

"Many banks are still shackled by the leftover effects of the crisis," Christine Lagarde, the managing director of the International Monetary Fund, told an audience in Frankfurt this week, without identifying any specific assets. "This is the weak link in the chain of recovery." She urged banks to take a harder look at their problem loans.

Whether the risk from shipping loans is serious enough to put another torpedo into the euro zone financial system is hard to say because of a glaring lack of detailed information about banks' portfolios of shipping loans.

Andreas R. Dombret, a member of the executive board of the German Bundesbank who is responsible for monitoring financial stability, said he thought the shipping crisis, while serious, did not pose a broad threat to the euro zone. "It's not a concern for the stability of the financial system," he said in an interview. "It's not systemic."

But he and other bank overseers are stepping up pressure on financial institutions to address their problems. Shipping is "a substantial regional and sectoral risk in the banking industry," Mr. Dombret warned at an industry gathering in Hamburg last month. It was one of the few times a bank overseer of his stature had expressed concern about the shipping problem.

Under pressure from regulators, local governments that own most of HSH Nordbank in Hamburg said on Tuesday that they would raise their guarantees for the bank to 10 billion euros (\$13 billion), from 7 billion euros (\$9 billion).

Though only a midsize bank, HSH is the biggest lender to the shipping industry, with more than \$39 billion in outstanding loans. The announcement, by the City of Hamburg and State of Schleswig-Holstein, amounted to an admission that losses from shipping were greater than earlier estimates. **Source: Reuters**



Morning Rush hour at the Maasmond last Sunday - **Photo : Stephan Grol ©**

## **China's first 4 months of new loans support shipping demand in 2013**

China's manufacturing activity is a key driver of demand for the dry bulk shipping industry, which ships industrial raw materials, such as iron ore, thermal coal and coking coal, across ocean. One metric that investors often use to gauge demand is the amount of loans that banks issue to businesses and individuals for projects, property purchases and investments.

### **New loans continue to outpace previous years**

The latest data available from the People's Bank of China shows an increase of 793 billion RMB in loans for the month of April 2013. Although lower than March 2012's figure of near one trillion RMB, April's figure was slightly higher than those during the same months in 2011 and 2012.

On a year to month basis, the number of new loans issued rose to a record 3.5 trillion RMB in April 2013, widening its gap from those in 2011 and 2012. New loans have increased as the government loosened monetary policy in mid-2012 by cutting banks' reserve ratios and interest rates as inflation fell and the economy slowed. Policymakers will unlikely tighten lending as inflation remains low. As new loans are a leading indicator of investment or spending projections over the following months, dry bulk shipping demand should be positively supported in 2013.

Fiscal stimulus unlikely as government emphasizes reform

Additional fiscal stimulus is unlikely, given that the government recently expressed determination to make reforms that will let the private sector take a larger role in the allocation of resources, foster urbanization and promote consumption over the next decade, while guarding the country from financial risks. Although bad loans are questioned, on-going reform should lessen its significance over time as the private sector is generally more concerned with profit motives.



It is also important to note that China is still heavily driven by infrastructure led investments and the government is cautious not to let the industrial sector slip too much as it would cause a negative spillover effect on the entire economy. In the long run, urbanization should continue to support demand for raw materials, such as iron ore and coking coal, that are used to make steel for buildings, even though the golden period of growth has likely ended. The current level of loan issuance shows dry bulk shipping firms, such as DryShips Inc. (DRYS), Diana Shipping Inc. (DSX), Safe Bulkers Inc. (SB) and Navios Maritime Partners LP (NMM), should see higher demand in 2013. But risks remain in the short-term due to industry oversupply and the government's focus on crafting its reform to support sustainable long-term growth. This is also applicable to the Guggenheim Shipping ETF (SEA), which invests in large shipping companies worldwide and performs similar to the Dow Jones Global Shipping Index. **Source: Market Realist**



## Shipping industry faces rough economic waters



Photo : Max Muller ©

The world's largest cargo ship, the **CMA CGM Alexander von Humboldt**, was christened in Hamburg. But crisis continues to grip the shipping industry, and many German companies could go under before the situation improves. The brand new "Alexander von Humboldt" has been a tourist attraction in Hamburg harbor for days: The almost 400-meter-long (1,312-foot-long) giant belongs to the French shipping company CMA CGM and can hold close to 16,000 containers. It was christened in the northern German city on Thursday (30.05. 2013).

Together with its sister ship "**Marco Polo**," the "**Alexander von Humboldt**" shares honors as the world's largest cargo ship. Looking at the skyscraper-sized ship up-close, it's hard to believe that the German sea freight industry is still facing a crisis. But because the hard times began five years ago, after the banking- and economic crisis, Ralf Nagel of the Association of German Ship Owners (VDR) said the industry is, in fact, stuck in "an extraordinarily deep crisis." Back then, there were suddenly significantly fewer goods to be transported and way too many ships.

### **Caught by surprise**

No one expected the crisis, he added. "Everyone was doing better and better, then suddenly the current was cut off. Right now it's no fun running a shipping company," Nagel said.

The sector still hasn't recovered from the nose-dive that accompanied the crisis and while there are some areas that are profitable, the whole business is still facing rough seas, according to Nagel.

"Here and there you can see a light at the end of the tunnel, but it definitely won't be over tomorrow," said Alexander Tebbe of the Auerbach Schifffahrt shipping company in Hamburg.

### **The problem of long-term planning**

There are several reasons the crisis won't be over quickly for shipping companies. Counter-measures do not take hold as quickly as in other industries and when companies order a new ship they have to look three or four years into the future, as that's when it will be delivered. But if orders fall, buyers can be stuck having to pay millions of euros for a ship they can no longer afford.

That's exactly what happened over the last years, Tebbe said.

"People had too much cheap money and ordered so many ships that, looking back today, it partly destroyed the market," he added. While large commercial companies have hardly been hit by the shipping decline, many smaller charter companies have suffered more. In recent years, more than 100 German shipping companies have filed for bankruptcy and hundreds more could follow.



The **CMA CGM ALEXANDER VON HUMBOLDT** arriving in Rotterdam **Photo : Joost Roeland ©**

The commercial shipping companies run along the big harbors of the world like bus stops, reliably and regularly. They have their own large cargo ships, but not as many as they need for their goods. That's why they fall back on the charter companies, which rent out their ships. "If the large commercial companies aren't doing well, they of course pass the pressure on to the smaller companies they rent from," Nagel told DW, adding that it is not clear who will survive the competition. Small charter companies are threatened by bankruptcy, and the two large German commercial companies, Hapag Lloyd and Hamburg Süd, have been openly considering consolidation for economical and competitive reasons for months.

### **Pirates, fuel and banks**

Other factors have also contributed to the shipping companies' woes: high prices for fuel, certain routes that require extra payments for protection from pirate, as well as banks that have become wary of handing out credit as freely as before the economic crisis. Germany's Commerzbank even announced that it would leave the shipping business. Nagel said this posed two problems to shipping companies, "Our companies are under enormous pressure from the market, and at the same time have difficulties keeping their financial partners on-board." He said he expects the crisis to last until 2015. Until then, companies are playing for time. In Germany alone, hundreds of thousands of jobs depend on it, according to Nagel.

### **First signs of hope**

Politicians realized this as well, at least to a certain extent. Taxing the charter shipping companies for additional millions of euros looked like a done deal. But the companies were able to win a delay in the added tax, convincing lawmakers to suspend the levy for now. It will probably only come into effect in 2016. But other measures of help have been rejected by politicians, according to Nagel. He said, however, that there was another indicator of improvement: the number of ships that are scrapped is currently rising: "And the age of these ships is going down as well. The average age of a scrapped ship is now 22 years, whereas two years ago, it was roughly 30." Nagel said selling the steel that the ships were made of is often more profitable than keeping them, and that fewer ships at sea means more work for the remaining fleets.





The **HARRIETT** outbound from Rotterdam – Photo : Ria Maat ©

#### Remaining optimistic

Alexander Tebbe from Auerbach Schifffahrt in Hamburg also said he remains hopeful. He founded his company in 2010, right in the middle of the crisis, and specializes in transporting goods that are too large for the containers on cargo ships, like tree trunks, large steel plates or windmill parts. In Germany, the country with the most freighters, this can be hard to find. Together with his business partner, Tebbe owns three used ships and takes care of the freight himself. Despite the crisis, he said he wants to continue buying ships, and approaches the situation with a healthy dose of optimism. "Our motto is: shipping will prevail," he said. "There will be people and there will be trade. And unless the oceans dry up, this will still be the case the day after tomorrow." Source: Deutsche Welle



The **FRONTIER ACE** outbound from Southampton – Photo : Peter Hollands ©



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## New technology set to help old container ships save energy

A new research project aims to reduce the energy consumption of container ships by 10-20 percent. This will result in considerable environmental and economic benefits. The Danish National Advanced Technology Foundation (Højteknologifonden) has just invested DKK 5 million in a project which is a collaboration between MAN Diesel & Turbo, Maersk Line and DTU Mekanik (The Technical University of Denmark's Mechanical Technology Department). Increasing oil prices have resulted in the massive container ships that carry cargo to the four corners of the world having to sail at a slower speed in order to save fuel. However, the slower speed has implications for the performance of the engine and wear and tear of components, and result in neither engines nor propellers working optimally. As a consequence, the existing fleet has to be fitted with new technology that is energy-optimised for lower speeds and, at the same time, has a lower level of emissions than is the case today.



The **MAERSK NIJMEGEN** arriving in Rotterdam – Photo : “Hans Elbers, [www.fotovlieger.nl](http://www.fotovlieger.nl)” ©

New ships can be designed with highly energy-efficient engine systems but there is no solution for the countless ships already sailing around the world. Therefore, MAN Diesel & Turbo, Maersk Line and DTU Mekanik have pooled their efforts to develop new technology and design new propellers that are adapted for existing container ships. It is the equivalent of renovating an old house for the purpose of saving energy: fitting a new boiler, replacing windows, re-insulation etc.

The target group is the 500 ships that were built for a world with lower energy prices and fewer environmental requirements. The project has the potential to ensure economic gains running to an amount in the double-digit million range per ship. The engine system of a container ship entails advanced interplay between the hull, propeller and the engine itself. Therefore, you can't just replace the old engine with a new, more energy-efficient one. DTU Mekanik has, along with MAN Diesel & Turbo – who design two-stroke engines and propellers – developed a tool that is able to calculate the interaction between the three components so that it is possible to customise the optimal solution for each series of ships.

“In order to re-design propellers and engines, it is crucial that you know the precise conditions relating to the individual ship. Consequently, we have to modify the calculation tools we already have so that they are more capable of modelling the interaction between the ship and its propellers and we can go to the limits in the design of the propellers for the existing ships,” says Poul Andersen from DTU Mekanik.

If the project is a success, the ambition is to test a prototype at sea in order to obtain further knowledge. Commercial and operational considerations permitting, this may be done on one of Maersk Line's ships.

“We are constantly challenging our ships in terms of operation and are seeking ways of making the existing fleet more efficient and environmentally friendly. This project is unique in its holistic approach to propeller design and engine performance optimised for lower speeds. With ambitions of saving 10-20% in energy, the project is, at the same time, an excellent opportunity to strengthen our cooperation on innovation with one of our core suppliers,” says Niels H. Bruus, Head of Global Optimisation and Innovation at Maersk Line. “We expect to be able to cultivate an entirely new area of business entailing comprehensive upgrading and streamlining and that will benefit both the industry and the environment,” adds Niels Freese from MAN Diesel & Turbo. Source: Maersk Line



## "Bommel" and "Brandaris" at the Jazz festival in Kleipeda



On June 1st we had a BBQ on board mtb "[Bommel](#)" while the annual jazz festival took place in the Port of Kleipeda. Crew of the [Bommel](#) and [Brandaris](#) thank you for a wonderful evening with good food, beer, wine and music.

Photo : [Jacob Kiewiet](#) ©

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## Lloyds seeks to sell around \$500 million in shipping loans



Lloyds Banking Group is looking to sell an estimated \$500 million (329.3 million pounds) tranche of its shipping loans as it continues to shrink its non-core portfolio, trade finance sources said. The bank declined to comment. It had about 7 billion pounds of shipping loans outstanding at the end of March.

"Lloyds has been trying to sell off another portion of their loan book and they have been trying to do it below the parapet using specialists," one trade finance source said. "They are taking a piecemeal approach to selling their overall loan book."

In October sources told Reuters Lloyds took a near 50 percent loss on a \$750 million portfolio of shipping loans it sold to U.S. private equity firm Oaktree Capital. "The cleanest solution would have been for Lloyds to have sold (the whole portfolio) at 90 or 95 cents on the dollar and shut it down but nobody was offering them anything close to that," said Basil Karatzas, chief executive of consultancy and brokerage Karatzas Marine Advisors & Co. "Now they appear to be parcelling out the portfolio." **Source: Reuters**



The **GREEN GUATEMALA** in the Aegean Sea – Photo : Ben Hofs ©



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## **Rise in global tanker rates fails to boost Indian shipping industry**

The faint uptick in global tanker rates earlier this month has not helped much in raising the spirits of the Indian shipping industry. The reason — shipping companies had to wade through a tepid freight market the whole of last fiscal, exacerbated by a lacklustre trade, rising fuel costs and over-supply of ships. While some in the industry feel that the pressure on freight rates may begin to ease only towards the year-end, the general expectation is that 2013-14

may not be much different than the last fiscal. Most shipping companies reported flat earnings or dip in profits for the year due to the depressed market conditions. Shipping Corporation of India registered two consecutive years of losses — in the last quarter of last fiscal its net loss was Rs 281.40 crore. Essar Shipping posted a nearly 100 per cent drop in its quarterly consolidated net profit for the quarter at Rs 5 lakh against Rs 55 crore in the year-ago period. Great Eastern's standalone net profit for the year was almost flat at Rs 146 crore.

### **Year-end hope**

"There has been some upward movement in certain tanker rates this month. We have some hopes in the immediate term in the tanker segment, but bulk carrier rates may nudge up only towards the end of the year, when supply of new ships will begin to taper off," says A. R. Ramakrishnan, Managing Director of Essar Shipping.

In its market commentary for the last quarter, Great Eastern Shipping said that the crude tanker market continued to under-perform in the wake of subdued demand from western economies and seasonal refinery maintenance, though the product tanker segment mirrored some strength due to rise in demand of distillate cargoes from the US to South American countries. Charter rates for larger assets in the dry bulk segment were also meek due to lower iron ore imports from Brazil to Asia and reduced coal shipments from Australia due to floods. Great Eastern's time charter yields in the crude carrier segment slumped from \$19,829 a day in the last quarter of 2011-12 to \$17,534 in the corresponding quarter of last fiscal, a drop of 12 per cent, while in the dry bulk category it fell from \$15,130 to \$7827, a fall of nearly 48 per cent. The Baltic Dry Index fell from an average of 1,020 in the first quarter to 841 in the second, then inched up to 944 in the third and slumped again to 797 in the fourth quarter of last fiscal. In its report in February, India Ratings and Research predicted that profit margins of shipping companies, which declined in 2012, would remain under pressure this year due to the dual impact of reduced revenue and high fuel prices. "Companies that embarked on debt-fuelled capex plans during 2007-08 when vessel prices were at their peak are likely to be worse off in 2013 in relation to their debt servicing capabilities," it said.

### **Long-term gains**

Companies which deployed their ships on long-term charters managed to get better yields than those in the spot market. For instance, Essar Shipping, which has over 60 per cent of its fleet in the long-term market, could get a daily earning of \$30,000 for its VLCC (very large crude carrier), while the same asset in the spot elsewhere was struggling to bring home \$10,000 a day. "We could make up for the dull market conditions through increased operational efficiency and better voyage planning. We ensured minimum empty haulage, picking up return cargoes through our network," Ramakrishnan said. The new fiscal started off on a brighter note for large tanker owners, mostly due to increased long-haul voyages. From an average of \$1,344 a day in the last quarter, rates for VLCCs moved up beyond the \$8,000 mark in the second week of May. Shipping analysts say that with new refineries, especially in India, having capability to crack dirty crude, oil companies preferred to bring crude from Latin America for refining due to cheaper costs. Moving crude from Latin America to India would take somewhere around 40 days, while shipping the parcel from West Asia would take just four days. "Increased shale gas movement also boosted tanker rates," Ramakrishnan said.

### **Low oil demand**

However, this positive movement has not significantly cheered up the industry. The International Energy Agency expects oil demand growth to remain muted in 2013 at 0.9 per cent to 90.6 million barrels a day due to unstable European environment, spending cuts in the US and weakening of commodity demand from China.

"On the crude tanker market, there seems to be a little more structural change because of changing trade patterns. We will have to wait and see how the trade evolves. On dry bulk, the supply overhang is quite worrying. We expect a year before the recovery. People are calling for a recovery by 2014," G. Shivakumar, CFO of Great Eastern, told an analysts conference call earlier this month. Indeed, although there has been an increase in scrapping of older vessels, supply overhang continues to be a worry. Close to 7.5 million DWT of dry bulk vessels went to the scrap yard during the January to March 2013 period, but industry captains feel that there should be more scrapping to shorten the demand-supply mismatch. In the tanker segment, less than two million DWT of crude carriers were scrapped during this period, as against nine million DWT in 2012. Against this background, the shipping industry is stepping up on operational efficiency and better voyage planning to steer through what looks like another year of choppy freight markets. **Source: Hindu Business Line**

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THIALF installing the FORTIES ALPHA platform in beautiful weather circumstances seen from the PRESIDENT HUBERT. Photo : Jeroen Geeraerts (c)

## The region is benefiting from the visits of mega cruise ships

Banking on its sunny weather all year round and interesting tourist spots, South-East Asia is becoming one of the preferred destinations for mega-size cruise ships, potentially giving a boost to the tourism industry in the region.

Port Klang Cruise Centre (PKCC) welcomed the largest cruise ship to be based in Asia, dubbed the **Mariner of the Seas**, owned and operated by Royal Caribbean Line last week.

PKCC acting chief operating officer Zamrady Ariffin said each call of these mega-size cruise ships that carried 3,000 passengers and 2,000 crew to Port Klang would potentially bring between RM1mil to RM3mil to the country.

"The tourists on board will have a short excursion to see Kuala Lumpur when the ship call to Port Klang and each of them averagely spend US\$100. "PKCC welcomes about 100 calls of cruise ships per year," he told StarBiz at the maiden call of **Mariner of the Seas** at Port Klang recently. **Mariner of the Seas** follows her sister ship, **Voyager of the Seas**, which made her maiden call last month. Unlike the preceeding ship, **Mariner of the Seas**, however, will be making regular calls during the South-East Asia cruise season which typically begins in the fourth quarter of each year and ends in the second quarter of the following year. For the fourth quarter this year, **Mariner of the Seas** is expected to make at least 12 calls, leading up to around 30 calls for the entire season.



Royal Caribbean regional director, Asia Pacific Kelvin Tan said **Mariner of the Seas** hailed from Royal Caribbean's renowned voyager class which came with innovative, groundbreaking features such as the Royal Promenade and ice skating rink. "She is also almost twice the size of our previous ship here - Legend of the Seas - in terms of tonnage and guest capacity, which will once again redefine the cruise experience and landscape in Asia. "We hope that today's ship tour will demonstrate the enormous growth in tourism opportunities that our ship can bring to Malaysia and further drive the momentum for infrastructure development for larger cruise ships across the region, which is critical for designing attractive itineraries and enhancing cruisers' shoreside experience," he said. The 15 passenger-deck, 3,807-guest **Mariner of the Seas** is the largest and most exciting ship to be based in Asia, after her sister ship Voyager of the Seas which is also now in the region.

**Mariner of the Seas** offers cruisers the renowned Voyager Class activities and entertainment like Voyager of the Seas, such as the ice-skating rink, Royal Promenade – a boulevard of shops and cafes, full-sized sports court, in-line skating track, rock-climbing wall and mini-golf course. In addition, there is a three-tier theatre, themed bars and lounges as well as a mezzanine split level nightclub.

**Mariner of the Seas** also features the unique DreamWorks Animation entertainment programme.

Guests of all ages can interact with 'celebrity' characters like Shrek and Fiona of "Shrek", Alex of "Madagascar" and Po of "Kung Fu Panda" during parades in the Royal Promenade, character breakfasts in the main dining room and photo opportunities. Also new in Asia with this ship is the Barbie Premium Experience for girls to set sail in true Barbie fashion with staterooms decorated in true Barbie fashion and exclusive, themed activities throughout the duration of the their cruise.

There are numerous dining options onboard including the grand three-tier dining room and buffet restaurant which serve a variety of international cuisine with a selection of Asian dishes including Indian food. There are also specialty restaurants onboard, namely Chops Grille Steakhouse, the rustic-style Italian restaurant Giovanni's Table, Boardwalk Dog House for hot dogs and Johnny Rockets 50s' style American diner. As for accommodation, the choice ranges from the luxurious Royal Suites to the unique Promenade staterooms with views overlooking the Royal Promenade. **Source** : The Star

## The Nautical Institute champions industry best practice

The **Nautical Institute** took its AGM to South Asia for the first time on 31 May and 1 June in Colombo, Sri Lanka, with its theme the challenges facing maritime administrations. Speakers and delegates highlighted the need to devise and promote best practice to encourage development of regulation that is realistic, practical and that can be complied with readily. It was concluded that a key to achieving this is the recruitment and retention of capable maritime professionals as marine administrators and this requires competitive salary and career advancement structures to be in place.



Promulgating best practice is central to The Nautical Institute's work. The AGM heard the first report of the Executive Board of Trustees elected by Council under new governance rules introduced last year. This recorded continuing progress towards meeting key objectives identified by members to improve the competency of seafarers and standards of seamanship. Sharing of knowledge and the raising of professional standards were seen as benefits to the maritime industry and society in general by improving safety and protection of the marine environment.

Practical steps have already been taken towards this with the launch of the free publication The Navigator in association with the Royal Institute of Navigation; the creation of an online scheme for continuing professional development (CPD) for Institute members due to be launched later in June and a series of seminars to encourage the reintroduction of mentoring onboard following the publication of Mentoring at Sea – the 10 minute challenge by Captain André Le Goubin FNI.

CPD Online will be launched by The Nautical Institute in June and is designed to meet the needs of individual members, allowing them to formally plan for their future maritime career at sea or ashore and establish goals to

improve performance. It will enable maritime professionals to take control of their own learning and development and demonstrate their professional commitment.

Mentoring was identified by the Institute's President, **Captain Sivaraman (Krish) Krishnamurthi FNI**, on his election in July 2012 as "a means of raising competence and driving up professional standards, both at sea and ashore." All members are now being encouraged to take the 10 minute mentoring challenge and, starting in 2013, all of the Institute's 50 Branches are being encouraged to hold mentoring workshops.

Looking ahead to 2014, the Command seminar series to be held throughout the year will take as its theme navigational competence. Speaking at the AGM, Captain James Robinson DSM FNI Irish Navy (Retired), immediate past President and Chairman of the Executive Board, pointed out that the change in the Institute's membership structure and criteria approved in 2010 was to "encourage a more inclusive meeting of minds to address the issues of today and the future" and that "many members are acknowledged experts in their fields and work for maritime administrations around the world." Several speakers expressed the view that self-regulation based on best practice was a more constructive way forward than enforcement of a prescriptive regulatory regime. In his presidential address, Captain Krishnamurthi commended the initiatives already in place for developing and disseminating best practice and outlined his ambitions for the coming year. He called upon members to get involved in promoting the mentoring campaign for the benefit of the industry. The Institute would continue to identify existing and emerging best industry practices, he pledged, and would establish a "sustained programme" to influence public perception of the maritime profession. Membership of the Institute was, he added, "competency value added".

## ADRIE HAASNOOT MET PENSIOEN



**Adrie** zijn enthousiasme en liefde voor het vak heeft hij aan vele van de jongere generatie over gebracht. **Adrie bedankt !**

Na een werkzaamleven als HWTK bij Heerema en SHL als heilamer expert heeft **Adrie** zijn laatste reis op de **oleg strashnov** gemaakt.



## BC Ferries could switch to LNG

Greg Peterson, Director of Engineering Services at BC Ferry Services Inc (BC Ferries) has said the Canadian west coast ferry operator could switch to liquefied natural gas (LNG) to power its vessels in the future, Ship & Bunker reports.

"If we can do it safely, if we can do it reliably, and if we can do it affordably, then we will have natural gas powering our vessels in the future," he told a record number of delegates on Friday at GreenTech 2013 in Vancouver.

However Peterson explained that factors which may be attractive to other shipping companies looking to make the switch to LNG, such as fuel cost and environmental compliance, were not as significant for BC ferries.

He also highlighted some reasons behind the "love affair" with diesel, and why it might be difficult to switch to an alternative fuel. "Fuel is one of the most important aspects of the company's operating philosophy," said Peterson.

Read in full: <http://shipandbunker.com/news/am/955559-ferry-company-could-switch-to-lng-despite-love-of-diesel>



The **COSTA neoROMANTICA** meets the 317.788 dwt crude oil carrier "**SAMCO TAIGA**" in the Mediterranean Sea bound for Gibraltar. The "**SAMCO TAIGA**" was delivered in September 2012 by Hyundai Samho Heavy Industries Co. Ltd. to Samco IOTA Ltd. in Singapore. Ships main dimensions Loa (Lbp) x Bm x Dm (d) are 333,08 m (319,00 m) x 60,00 m x 30,40 m (22,625 m). Measuring 160.928 GT and 110.502 NT. Main engine model 7RT-flex82T developing 31.640 kW at 80 rpm. **Photo : Marius Esman (c)**

## NAVY NEWS

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U.S. Navy officers, along with veterans, gathered for a photo opportunity during the 71st Battle of Midway commemoration ceremony. The Battle of Midway took place June 4-7, 1942, in which U.S. Navy carrier strike forces



prevented the Japanese from capturing control of Midway Island in the Pacific. The victory proved to be a pivotal point of World War II and is an important marker in naval heritage. [Photo : U.S. Navy \(c\)](#)

## Aust-Japan could co-operate on subs: study

AUSTRALIA and Japan could deepen defence ties by co-operating on Australia's next generation of submarines, a think tank says. The Australian Strategic Policy Institute (ASPI) says Japan's expertise in building submarines suited to Pacific operations could be of interest to Australia as it looks to replace its six Collins boats.

Australia and Japan could also co-operate on ballistic missile defence, with Japan already fielding SM-3 missiles on its Kongo-class warships - a capability Australia is considering for its air warfare destroyers. "In particular, Japan and Australia could increase their defence industry co-operation and ease export controls, a move that Japan has recently taken with the United Kingdom," ASPI says in a paper released on Monday. Australia is currently examining options to replace the Collins submarine replacement, including an all-new design or an evolution of the Collins. "The Australian government has committed to developing a submarine propulsion testbed facility, and it would work to Australia's great advantage if one of the systems tested had significant Japanese input," ASPI said. Overall, ASPI said there were indications Australia-Japan defence relations would expand in coming decades. "Not only because there's a desire for closer ties and a substantially shared strategic view of the world, but also because there'll be a growing need for us to work together to achieve common security goals," it added. Japanese defence co-operation is constrained by its post-World War Two constitution. [Source : The Australian](#)

## Final blocks come together for Air Warfare Destroyers at Adelaide's Techport maritime precinct at Osborne



AUSTRALIA'S first air warfare destroyer is coming together with the final four building blocks of the 7000tonne Hobart- class ship arriving in Adelaide. The AWDs being constructed at the Techport facility at Osborne are made up of 31 steel modules, being manufactured by three Australian shipyards and one Spanish yard. The number of people working on the project is at a peak of 2500. The workers are responsible for eventually bringing three ships into service.

Another milestone was also passed last week with the bridge block being lifted into place. "The bridge is part of one of the most recognisable grand-blocks which was joined to the ship structure on Thursday morning by the AWD Alliance," Alliance chief executive Rod Equid said. The block is a combination of two smaller blocks constructed by lead shipbuilder ASC.

"Weighing more than 200 tonnes, the grand-block was the biggest block added to the ship structure to date. The forward superstructure houses the ship's command hub - the bridge and the operations room (combat information centre)." Mr Equid said the process of putting the blocks together was progressing well. "Two of the four blocks in this delivery by Forgacs are located at the bow of the ship," he said. "The ship's five-inch naval gun will sit on top of one of the blocks, which will also house its ammunition. The forward-most block will make up the forecabin of the ship and will hold the anchor, chain and winch machinery.

"The remaining blocks will be positioned at the aft of the ship and house the helicopter hangar and rudder controls." When the three destroyers enter service with the Royal Australian Navy from 2016, they will represent a significant

increase in capability. The ships will be equipped with the Aegis Weapon system, making them capable of assuming a leading command and control role in the Australian Defence Force and coalition forces. The AWD project is being delivered under an Alliance structure. The AWD Alliance comprises the Defence Materiel Organisation representing the Australian Government, ASC as the lead shipbuilder and Raytheon Australia as mission systems integrator. **Source :** [Adelaide Now](#)



The Russian Submarine [Severodvinsk](#)

## **Elbit to Construct a Submarine Base in Haifa**

Preparations for the reception of the Israeli Navy's new Dolphin submarines are entering high gear: Elbit Systems has won a project for constructing the 'Polygon' - the name given to the new anchorage intended for the submarines at the port of Haifa. The construction of the Polygon is a tremendous project, one that is required in light of the progression of the submarine's construction in German shipyards. Israel has acquired three new Dolphin submarines, which will join the three submarines it already possesses. According to foreign publications, the submarine can carry missiles with nuclear warheads. The first two new submarines are slated to arrive to Israel over the course of the next two years. Israeli Navy teams have begun the reception processes in Germany. The construction of the 'Polygon' is expected to take place in several stages. Elbit Systems is the chief contractor for the large-scale project. The Israeli company Bynet will be responsible for constructing the base's communication layout. The communication equipment will be provided by Cisco and the storage equipment will be provided by NetApp. **Source :** [Israel Defense](#)

## **SUCCESSFUL MARITIME TRADE PROTECTION EXERCISE WRAPS UP IN NZ**

The Royal New Zealand Navy (RNZN) has completed hosting an International Maritime Trade Protection exercise involving participants from 10 nations. Exercise Bell Buoy 13 is the annual inter-Navy exercise for the Pacific and Indian Oceans Shipping Working Group (PACIOSWG) for the protection of maritime trade and shipping.

Exercise Convener, Captain (CAPT) Phil O'Connell of the RNZN says Bell Buoy was aimed at testing the capabilities of the member nations' participants to respond to a range of significant events affecting shipping.

"The fictional exercise scenario was set in the South West Pacific, and included a natural disaster, the grounding of a container ship, acts of sea robbery / piracy and civil unrest. "The dynamic scenario required planning for emergency operations for the provision of humanitarian aid, issuing navigation warnings, and guidance to commercial and military shipping." Exercise events were largely based on recent events in different parts of the world, and provided a realistic setting to the challenges and obstacles faced in maintaining secure shipping routes in the South West Pacific and beyond. CAPT O'Connell says an exercise of this type is relevant to New Zealand as the security of shipping is crucial to our economy.





"Around 85 percent of New Zealand exports by value are carried by sea. With New Zealand being responsible for a large area of the Pacific Ocean, we have an important role in protecting the sea lanes."

Held from 13-23 May 2013, this is the first time the exercise has been hosted by the Royal New Zealand Navy. The exercise was an international affair, bringing together a range of military and maritime trade specialists from Australia, Brazil, Canada, Chile, Korea, Singapore, UK, US, and one observer from Uruguay. "The Navy works alongside other nations to ensure regional security. Bell Buoy 13 was an excellent opportunity to demonstrate New

Zealand's commitment to practise these vital skills alongside our international colleagues who bring a diverse range of valuable experience to the exercise," said CAPT O'Connell. The exercise was based at Devonport Naval Base in Auckland where Exercise Control and Maritime Trade Operations Headquarters cells were established. Field training exercises were also held at a number of NZ ports including Auckland, Tauranga and Whangarei. "Key highlights for the exercise participants included conducting rapid port assessments, working with ship's masters, pilots and port companies to conduct briefings and operating with other nations in a deployed combined joint task force environment," said CAPT O'Connell.

Other exercise activities included planning a range of operations and training. Exercise participants practised giving ships navigation warnings alerting them to pirate activity, ensuring that charts and publications provided consistent advice on what routes to take, who to report to, self-protective measures, and what to do when attacked. The exercise also went beyond a Maritime Trade Operations focus, said CAPT O'Connell. "It required coordination and guidance of merchant shipping to be conducted directly in the context of a multinational humanitarian assistance or disaster relief operation." The participants also tested civilian and military cooperation (CIMIC) doctrine, designed to establish and maintain cooperation between the military, civilians, civil authorities and other non-governmental aid organisations. "The exercise provided a realistic setting to replicate likely interactions between the military, and various government and civilian agencies," said CAPT O'Connell. "This exercise has helped orientate the RNZN Maritime Trade Operations team toward the NZDF objective of a Joint Amphibious Task Force," said CAPT O'Connell. "Naval Reservists working alongside Regular Force Navy and Army personnel quickly integrated into a cohesive team to deliver the Bell Buoy exercise objectives."

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## SOCAR builds new trestle platform

**SOCAR** has started construction of 418 A trestle platform at the Oil Rocks field in the Azerbaijani sector of the Caspian Sea, the company says in its press release. The main contractor of the construction is the Oil and Gas Construction Trust. The project has been prepared by the Oil and Gas Scientific Research Project Institute. The platform will be designed to drill 14 wells and be installed at a water depth of 13 metres. The platform will be equipped with high and low-pressure separators, devices for gas heating, automatic gas distributing, as well as oil and gas measuring. It is considered that the daily debit of the wells to be drilled on the site will be 140 tons of oil and 10 million cubic meters of gas.



The Spanish **NAVIERA ARMAS** Dwt 4,226 Passenger/Ro-ro (vehicles) carrier under dry docking works in Mario López (Cernaival Group) Shipyard in Málaga - **Photo : Enrique Pérez - Cernaival Shipyard ©**

## Nakilat to build 25 vessels per year

Qatar Gas Transport Company (Nakilat) will build at least 25 vessels per year in the near future and hopes to complete the sixth and final phase of the Erhama bin Jaber al Jalahma Shipyard in Ras Laffan by 2015, a senior official told a media briefing recently.

Mohamed Ghannam, managing director, Nakilat, also confirmed that the company had signed up to build a "first-of-its-kind" luxury yacht in a joint venture with the Dutch shipbuilder, Damen. It was also revealed during the briefing that Nakilat Damen Shipyards Qatar (NDSQ) was holding discussions to build water-taxis, although no concrete agreement to this effect has been signed yet. Asked why Nakilat had orders to make vessels for only Qatari companies, Ghannam explained that they were first building their reputation and brand by completing local orders, which could then be showcased to the world that the Erhama bin Jaber al Jalahma Shipyard was a world-class facility, capable of handling

all types of ship-building and repair orders."We believe that our workforce of 5,000 will get doubled in the near future...also, the final and sixth phase of the Erhama bin Jaber al Jalahma Shipyard is expected to be completed by 2015," he said. Apart from Qatar's massive shipyard in Raf Laffan, other countries such as Oman, Bahrain and the UAE (Dubai), too, have huge shipyards. Ghannam said he looked at the shipyards in other countries as opportunities for co-operation, instead of competition. He added that "the GCC market is big enough for everybody and all shipyards in the region have the space to make profits".Nakilat is a Qatari-owned marine company that plays a crucial role in the country's marine industry. It provides the critical transportation link in Qatar's LNG supply chain, overseeing the activities of the country's world-class shipyard and providing services to vessels in Qatari waters. It has the largest LNG shipping fleet in the world, comprising 54 LNG vessels and four LPG very-large gas carriers. Its LNG fleet transports gas to global markets from Qatar's North Field, the world's largest non-associated gas field. The Erhama bin Jaber al Jalahma Shipyard in Ras Laffan involves six phases, of which five are already in operation. Phases I, II & IIA deal with the repair of medium- to large-sized ships (20,000 to 400,000 dwt – or deadweight tonnage) and conversions; Phase III deals with fabrication and maintenance of offshore structures; Phase IV and IVA involve the construction and refit of high-value small ships, including yachts; Phase V is about the repair of small ships; and Phase VI involves the construction and maintenance of fibreglass reinforced plastic vessels. Nakilat-Keppel Offshore & Marine Ltd (N-KOM), a joint venture between Nakilat and KS Investment Ltd, undertakes the entire spectrum of ship repair services, such as maintenance of main engines and overhauling of LNG cryogenic valves. Phase I, II and IIA of the shipyard come under N-KOM. A total of 162 vessels have been repaired at the shipyard, of which 59 were LNG vessels, 15 tankers, 55 small vessels, seven LPG vessels, eight container/bulk carriers, eight jack-up rigs and 10 others. Of the 162, 98 were Qatar Inc projects - including 45 LNG vessels, one tanker, two LPG vessels, 30 small vessels, five jack-up rigs and 15 fabrication projects. The responsibility of building new ships from scratch lies with NDSQ, a joint venture between Nakilat and Damen Shipyards Group. NDSQ currently has a building order of 19 vessels for Qatar Petroleum, Mesaieed. The order includes two 80tonne tugboats, four 55tonne tugboats, two 35tonne tugboats, one 26m Stan Tender 2606, four 22m pilot boats and six 18m mooring boats. At least three of these vessels have already been delivered and more are expected in the next few months, including this coming July and August, officials told the media. Phases IV and IVA of the shipyard come under NDSQ. The media was told that the Phase IVA area of the shipyard for the finishing and refit of high-value vessels, such as super-yachts, includes a 180m-long x 70m-wide x 50m-high hall with two separate, fully climate-controlled bays; it is the most advanced facility of its type in the world. **Source: Gulf Times**

## **Drydocks World and Maritime World to showcase latest projects and services at Nor-Shipping 2013**

Drydocks World and Maritime World, the well-established international maritime service provider, announced its participation in Nor-Shipping 2013, which is one of Europe's leading exhibitions for the maritime and related sectors having wide-ranging industry participation from the region and outside. The event is being organised at Oslo, in Norway from June 4-7, 2013, said in the company's press release.

Drydocks World has had long-standing connections with the Scandinavian countries, having completed several large-scale sophisticated projects such as seismic research vessels to support the maritime, oil, gas and energy sectors. Also, several projects are in the pipeline that aims to transform oil, gas and alternative energy sectors in Norway and the surrounding region in a major way, in the years to come. A case in point is the gravity-based offshore HVDC platform structure being built for Aibel AS, which is a leading supplier of services related to oil & gas and renewable energy. The DolWin beta, one of the largest such structures, will become part of the large DolWin wind farm cluster near Dollart, in the German sector of the North Sea. It will receive alternating current from wind farms, and convert it into direct current before sending it onshore via subsea cables. Highlighting the significant role of Drydocks World and Maritime World in supporting international maritime, oil & gas and energy sectors, HE Khamis Juma Buamim, Chairman of Drydocks World and Maritime World said, "We have been regularly participating in this exhibition, as we understand the importance of the region and the opportunity to network with the international array of exhibitors and visitors to the show. We have a diversified portfolio of services on offer that targets the alternative energy sector, and new areas within the oil& gas sectors, besides our traditional maritime business. We are also interested in making constructive inroads into the region's shipping industry and are keen to work with other organizations engaged in R&D towards developing green, environment-friendly alternative fuels and their commercialization. We are already working with DNV and other companies in this regard and seek to expand the participation from the region."

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The 2013 built LPG tanker **JS COUGAR** (5036gt) sailing out of Brisbane to transfer gas from the tanker **PROGRESS** Moreton Bay, 3 Jun 2013. **Port : John Wilson (c)**

## Abu Dhabi's Khalifah Port reports 35 per cent productivity increase

In less than six months since official inauguration, Khalifa Port Container Terminal has proven itself as a pivot to reshape the economy of the UAE in general and Abu Dhabi in particular, said Martijn Van De Linde, Chief Executive Officer of Abu Dhabi Terminals. "Since the commercial opening on 1st September of 2012, our customers have enjoyed 35 per cent productivity increases at the quayside, so ships spend less time in port," he said. "We have also cut the trucks turnaround time by 64 per cent, so today a truck spends only about 15 minutes at the terminal to pick-



up or drop-off a container". "Another benefit of the semi-automated operations at the Khalifa Port Container Terminal is that it is a much safer environment than the traditional operating modes used in other regional ports. I am exceptionally proud to say that we have not had a single accident leading to injury since we began the first trials a year ago. This is more than two million man hours," he elaborated. Commenting on the port, and what it means to the supply chain John Wylie, the Chief Executive Officer of Agility, Abu Dhabi's largest logistics and trucking company said: "Developing the most cost effective infrastructure and delivery is crucial to maintaining and supporting a healthy supply chain. Since Khalifa Port opened last year, ongoing and transparent dialogue with ADT helped us, the truck turnaround time at the Port is far better and a major improvement on what we experienced in Mina Zayed." **Source:** Gulfnews



The **Tjepke Ekkelboom** of **KNRM** lifeboat station Lelystad.  
**Photo : FLYING FOCUS** luchtfotografie - [www.flyingfocus.nl](http://www.flyingfocus.nl)

## **CSL's 3rd Trillium class laker sets out on her maiden voyage**

CSL's third of four **Trillium Class** self-unloading Lakers, the Thunder Bay, has set sail on her maiden voyage, the Canadian shipping company said in a press release. At noon local time on May 29, 2013, she departed Chengxi Shipyard in Jiangyin, China, and is expected in Montreal in late July where she will operate in the Great Lakes and St. Lawrence Seaway. The vessel is commanded by Captain Michael Despotovich and Chief Engineer Jerry Stemmler, and is expected to take approximately 50-60 days to complete her voyage. The Thunder Bay was preceded by the Whitefish Bay earlier this month, and by the award-winning Trillium Class Baie St. Paul, which began operating in the Great Lakes in December 2012. One additional Trillium Class self-unloading vessels and two new bulk carriers are set to join the Canada Steamship Lines fleet in 2013-2014.

The CSL Group Inc. (CSL) is a leading provider of marine dry bulk cargo handling and delivery services and the world's largest owner and operator of self-unloading vessels. Headquartered in Montreal, Canadian-based, privately-owned shipping company has affiliate offices in Halifax, Winnipeg, Hamilton (Canada), Beverly (USA), Windsor (UK), Bergen (Norway), Singapore and Sydney (Australia).

## LARGE EXERCISE AT TERSCHELLING

Last Monday evening as part of a large exercise, the chartered local traditional sailing vessel **FRANS HORJUS** with onboard 44 persons reported to the Dutch Coast guard whilst sailing off Terschelling that they encountered a large fire in the galley,



The West Terschelling **KNRM** lifeboat **ARIE VISSER** left the port as well the



Paal 8 **KNRM** lifeboat **FRANS HOGEWIND** was launched from the beach , the local fire brigade went to the location of the **FRANS HORJUS** using the **HURICANE** to fight the fire . the passengers included some "heavy wounded" persons were transported by both lifeboats back to West Terschelling and handed over to the local medical teams and ambulances for further transport and treatment. **All photos : Piet Sinke (c)**



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## Bureau Veritas slashes MLC (Maritime Labour Convention) compliance time

Leading international classification society Bureau Veritas has set up a web-based system which will help shipowners to cut certification time for the Maritime Labour Convention (MLC) 2006 dramatically. Bureau Veritas says the system is needed because some shipowners are leaving it until late to seek the necessary MLC certification, said in the press release.

An addition to the services available to Bureau Veritas' clients through the individual private section of its Veristar Info website will allow owners to create and clone the Declaration of Maritime Labour Compliance (DMLC) Part II, the main



compliance document needed, across their fleets and to submit fleet-wide documents easily for review and certification.

Boris Gruden, MLC Implementation Leader for Bureau Veritas, says, "Shipowners have to have MLC documentation in place and certified by a Recognised Organisation (RO) before August 20 this year or risk detention of their vessels. Some have not even begun to work on this yet. They need to work with their flag states to have the norms for their fleet set out in a document DMLC Part I. Then for each ship they have to prepare a DMLC Part II which must be reviewed and certified by the RO, usually class. The DMLC Part II is built on the requirements set out by the flag state and is ship specific but most of it is the same for all ships in any one fleet. We have built a system to automate the process for the owner and to speed review. It is web-based, simple and quick. And owners need it right now because the deadline is looming."

Bureau Veritas is recognised as an RO for MLC implementation by leading flag states. Says Gruden, "We have planned ahead for this to make life easier for owners and have trained a major workforce of auditors in MLC. They are ready to move, and with this new web-based software they can work even faster, so owners needing MLC approval can come to Bureau Veritas assured of speedy service. The deadline is close so they need to act now."



The **AMUR STAR** enroute Amsterdam – Photo : Simon Wolf (c)

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## Reassurance Khalifa Port cuts turnaround times

Khalifa Port has reduced the turnaround time for ships calling at the container terminal by about 35%, and trucks loading and unloading by about 64%, top management has said. Martin van de Linde, ceo of Abu Dhabi Terminals,



said the smoothing of supply chains was helping cap inflation in the emirate through reduced costs for imports as well as helping boost Abu Dhabi exports. **Source: GulfShip News**



BBC Chartering **SJARD** arrived in Brisbane with onboard a gas plant ex Thailand and Indonesia via PNG and departed on Saturday for Pt Kembla. **Photo : Chris Mackey - Southern Cross Maritime Services ©**

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



The Dutch pilot tender **ORION** operating at Maaspilot station – **Photo: Marijn van Hoorn ©**

## **BOEKBESPREKING**

**Door : Frank NEYTS**

### **“Nederlandse koopvaardij schepen in beeld. Deel 14”.**

In de reeks '**Nederlandse koopvaardij schepen in beeld**' (een uitgave van **Uitgeverij De Alk**) worden aan de hand van het mooiste fotomateriaal de schepen die vanaf 1945 deel uitmaakten van de vloten van de Nederlandse rederijen voor het voetlicht gebracht. De vaak nostalgische beelden, voorzien van een toelichting, worden voorafgegaan door een korte beschrijving van de rederijen, waarvan de schepen in het boekje worden getoond.

Recent verscheen in de reeks deel 14. In de loop der jaren heeft de Nederlandse en Nederlands Antilliaanse vlag veelvuldig gewapperd van schepen, eigendom van buitenlandse ondernemingen. Ook heden ten dage biedt een vestiging in Nederland of op Curaçao nog voor menig, vooral Duitse, Scandinavische en sinds een paar jaar ook Turkse reder blijkbaar zodanige (onder meer fiscale) voordelen, dat een belangrijk deel van onze koopvaardijvloot feitelijk in buitenlandse handen is.

In dit tweede deel over 'Tankvaart' komen de in buitenlands eigendom zijnde tankers in beeld die onder de driekleur (hebben) (ge)varen. Opgenomen zijn schepen van Esso, Stanvac, Caltex/Chevron, Mafina, Norness, Nedgulf, Alesio, Odfjell, Essberger, Tarbit, Broström, Thun en vele andere.

**"Nederlandse koopvaardij schepen in beeld. Tankvaart (2)"** (ISBN 978-90-6013-338-5) werd als hardback uitgegeven en telt 204 pagina's. Het boek is met ruim 200 foto's rijkelijk geïllustreerd en kost 24.90 euro. Aankopen kan via de boekhandel of rechtstreeks bij de uitgeverij De Alk, Postbus 9006, 1800 GA Alkmaar, Nederland. Tel +31.(0)72.511.39.65. internet: [www.alk.nl](http://www.alk.nl) In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: [info@agorabooks.com](mailto:info@agorabooks.com)

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