



Number 018 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 18-01-2013

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Stemat's YVONNE W moored in Singapore- Pandan
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17-01-2013 The **ITAL MATTINA** outbound from Melbourne off Portsea

Photo : Andrew Mackinnon – www.aquamanships.com ©

Panamax coal freight rates steady on higher fixture activity

Panamax coal freight rates on established routes from South Africa's Richards Bay and Indonesia to India remained stable to higher on Wednesday, following a positive trend seen this week due to higher fixture activity, sources said.

"The dry bulk market looks like it finally caught a break as it remained on the green this week, with more substantial earnings than the week prior," Greek shipbroker Intermodal said in a note on Tuesday.

Improved freight rates were being witnessed in the Atlantic basin, after an overall sluggish start to the year, the broker said.

Both Capesize and Panamaxes in the Atlantic basin saw rates improve slightly on Friday, most likely reflecting thinner tonnage availability combined with cargo interest from the US Gulf, RS Platou Markets analysts said in a daily note on Monday. A Singapore-based source said a Panamax vessel was reportedly fixed from Richards Bay to Paradip Port on the east coast of India "in the low \$14s".

However, with little activity on the South African coal, there is a possibility that vessels are eyeing South American cargoes currently, India-based **Canopus Shipping** said in its weekly note on Tuesday.

Platts assessed the daily Panamax freight rate from Richards Bay to India's west coast at \$13.50/mt and to the east coast at \$14.40/mt, unchanged from Tuesday.

Platts also assessed the daily Panamax coal freight rate from South Kalimantan to India's west coast at \$8.70/mt and to the east coast at \$7.80/mt, both up 10 cents from Tuesday. "As expected, Indonesia-India coal orders showed a steady comeback with regular charterers returning to the market," [Canopus Shipping](#) said.

With a good number of vessels waiting to cater, a healthy competition begins, the broker said. However, with fewer cargoes available on the east coast of India, vessel owners are preferring to maintain their vessels in the Pacific basin, the broker said.

In the East, activity and rates remained low as Australian miners stayed away from the market due to bad weather, although ports reopened during the weekend, RS Platou Markets said. "Cape rates have had an upward movement in all main routes last week even with the cyclone in Australia making its presence more noticeable and limiting the activity around South Pacific," Intermodal said. **Source: Platts**

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Sima Charters [LYNX](#) arriving stern first in the port of Maassluis – [photo : Jan Verweij ©](#)



ANL WANGARATTA inbound Westgate Bridge River Yarra Melbourne. Photo : Bill Barber ©

Panama-flagged ship summoned after dinghy sinks off Kerala

In yet another collision involving a merchant vessel and a fishing boat off the embattled Kerala coast, a dinghy with an outboard motor sank some 18 nautical miles off Beypore, near Kozhikode, after it was reportedly rammed by a merchant ship at 3.45 p.m. on Wednesday.

All three fishermen in the sinking boat leapt overboard and were rescued by a fishing vessel in the vicinity.

The Coast Guard, which launched a Dornier aircraft and two patrol vessels to scour the seas off Beypore to ascertain the incident and investigate the vessels that were transiting the area at the time of the reported accident, has summoned the Panama-flagged merchant ship **Izumo** and Indonesia-flagged bulk carrier **Fenghai** to the Cochin Port for further investigation.

“**M.V. Izumo**, bound for Singapore, was closest to the site of accident around that time. It will be at anchorage in Kochi in an hour where its hull will be inspected for any telltale signs of collision with the dinghy... **Fenghai**, which was heading for Indonesia, has also been asked to change course and present itself for investigation,” a Coast Guard officer told The Hindu. The officer said the accident most likely occurred when the fishermen were trying to save their laid-out fishing net from being destroyed by the oncoming vessel. **source : the Hindu**

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Fairstar's **FINESSE** – Photo : Andre Korver ©

Ocean Carriers Face Strong Supply, Weak Demand

Although shipping lines are starting the year with higher spot rates and lower bunker fuel costs than a year earlier, they still face strong headwinds from weak demand and the record amount of new ship capacity scheduled for delivery.

With spot rates that are 26 percent higher year-over-year as measured by the Shanghai Containerized Freight Index and bunker fuel that is 8 percent lower, the share prices of container shipping companies have surged by 18 percent since the beginning of December, based on Alphaliner's index of 17 main publicly listed liner companies. But carriers still have to cope with the highest amount of new capacity ever recorded, which is expected to boost total container fleet capacity by 9 percent, or 1.75 million 20-foot-equivalent units, after any potential scrapping, Alphaliner said in its weekly newsletter.

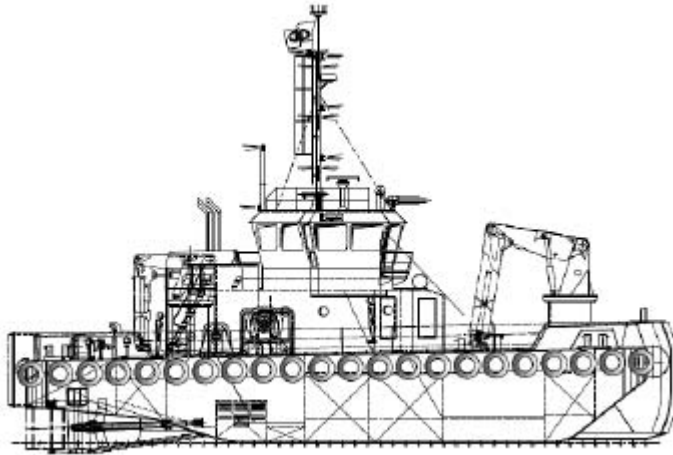
The new ships, which are mostly in the super-post-Panamax sizes that will be deployed on the Asia-Europe trade, will be delivered at a time when the main east-west trades are suffering from falling demand in the European and U.S. markets.

Far East-to-Europe headhaul cargo volumes shrank by 5.0 percent in 2012 while trans-Pacific volumes declined by 0.4 percent, based on preliminary 2012 cargo volume estimates by Alphaliner. "The two key trades are expected to grow by only 1.0 percent and 1.6 percent, respectively, in 2013 from the low base in 2012, with demand growth remaining well below the projected overall supply growth," the French consulting firm said. **Source: JOC.**



The **POS TRANSANT** Mooring on the wharf off Dalrymple Photo : Capt . FRans Bleiksloot ©

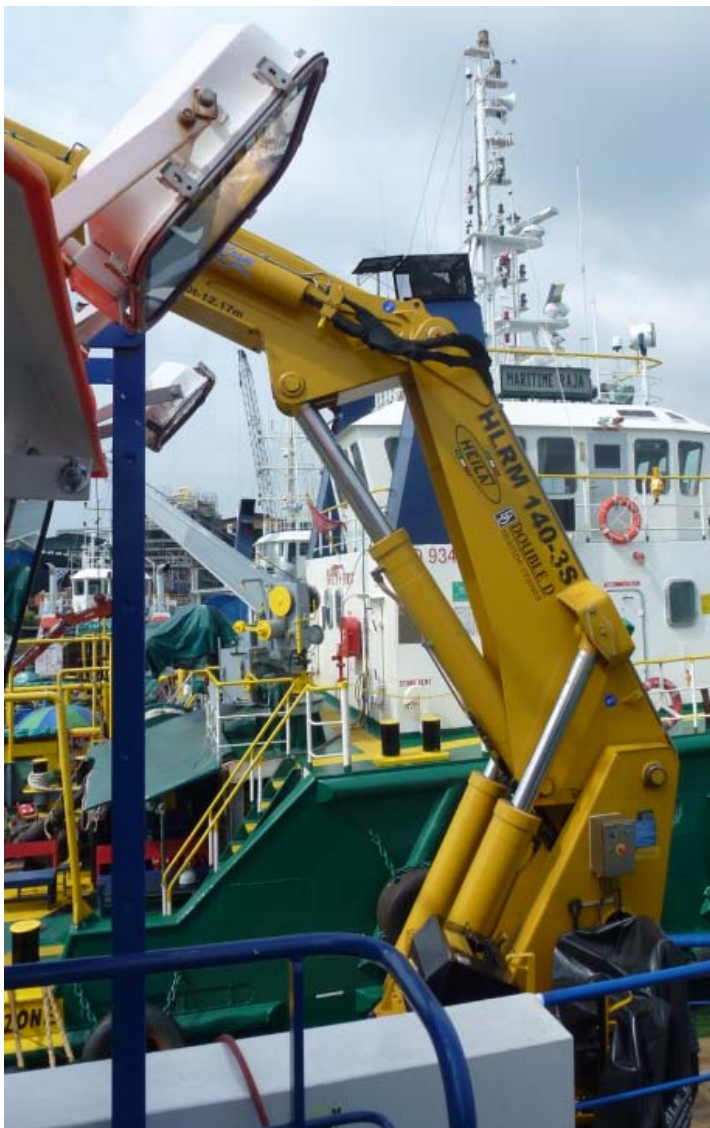
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On the aft is installed 1 **Heila HLRM 140-hydraulic crane**(photo top)

Herewith I would like to thank **Cpt Ron** and the crew for the hospitality during the visit and the Spaghetti !! for the lunch ☺ and wish them safe

sailing at their next assignment **photos : Piet Sinke ©**

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TARKA seen in the port off Mackay – Photo : Capt Frans Bleiksloot ©

North P&I Club reminds shipowners to keep the seas clean in 2013

The 'A' rated 170 million GT [North P&I club](#) has reminded its members that 2013 is the first full year of operation of new international garbage-disposal rules that greatly limit the dumping of garbage at sea. The reminder comes in the latest issue of the club's loss prevention newsletter Signals, published yesterday (16 January 2013).

According to North's loss prevention manager Andrew Glen, 'With very few specific exceptions, the new rules reverse the historical presumption that most garbage can be discharged at a suitable distance offshore. Shipowners thus need to ensure they have the right garbage-disposal procedures and policies in place and continue to keep the seas clean throughout 2013 and beyond.'

In July 2011 the [International Maritime Organization](#) adopted amendments to annex V of the International Convention for the Prevention of Pollution from Ships (MARPOL) in resolution MEPC.201(62), and issued guidelines for their implementation in resolutions MEPC.219(63) and MEPC.220(63).

Restrictions on the disposal of cargo residues and the discharge of hold wash water containing cargo harmful to the marine environment (HME) have been tightened in the revised regulations. 'Not all shippers will be aware of their obligation to notify ship's masters when cargo is HME,' says Glen. 'Shipowners and masters should therefore ensure they are aware of the properties of cargo loaded to comply with the new discharge requirements.'

The revised annex also severely restricts the discharge of other forms of garbage into coastal waters and defined special areas. These include the North Sea, Mediterranean Sea, Baltic Sea, Black Sea and Red Sea areas as well as the Gulfs area, wider Caribbean region and the Antarctic area. In the light of the new regulations North is recommending that all shipowners aim to use port reception facilities as the primary means of discharging all garbage.

'To ensure timely transfer of large quantities of ship-generated garbage to port reception facilities, it is essential for shipowners or their agents to make arrangements for garbage reception well in advance,' says Glen. 'Advice should be provided to the port on the type of garbage to be discharged, on whether it is separated and on the estimate amounts.'

North also flags up in Signals a further tightening of US discharge rules in December this year. The US Environmental Protection Agency's existing programme of vessel general permits for discharges incidental to normal operation is being replaced by a more rigorous regime.

Other topics covered in the issue include preparing for the introduction of the Maritime Labour Convention in August, making better use of voyage data recorders for navigation analysis and training, and a review of the current legal status of electronic bills of lading. **Source: North of England P&I Club**

World's first electric car ferry planned

The world's first electrically powered car ferry will begin operations in Norway in 2015, according to Siemens, which developed the vessel together with Norwegian shipyard Fjellstrand AS, Ship & Bunker reports. The vessel, which will serve the route between Lavik and Oppedal, will be 80 meters long and able to carry 120 cars and 360 people.

The ship's batteries will be recharged in breaks between crossings, and the process will require only 10 minutes.

The ship, which was developed as part of a contest run by Norway's Ministry of Transportation, will replace an existing ferry that uses 1 million liters of diesel per year and emits 570 metric tonnes of carbon dioxide and 12 metric tonnes of nitrogen oxides.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 018

As the winner of the Norway competition, the shipping company Norled has been given the license to operate the ferry route until 2025.

A number of ferry operators have begun experimenting with alternative power as a way to reduce fuel costs and emissions, including a zero-emissions ferry that Germanischer Lloyd SE (GL) subsidiary FutureShip GmbH has developed for use in the Baltic, and a number of liquefied natural gas (LNG)-powered ferries being planned for use in Canada, Spain and elsewhere. **source : POrtNews**

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16-01-2013 the 2006 built VUT flag offshore tug/supply ship **LEONARD TIDE** entering Grand Harbour, Malta on bound to **Palumbo Malta Shipyard Ltd.** Photo : Szabolcs Pocza - www.maltashipphotos.com ©

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Crowley ATB crew make dramatic rescue

The crew aboard **Crowley Maritime Corporation's** articulated tug-barge (ATB) **Achievement/650-8** recently performed a heroic rescue of an injured man who was struggling to stay afloat near the base of the Sunshine Skyway Bridge in Tampa Bay, Fla.



Left to right: Alan Williams, AB; Doug Carson, third mate; Pat McGee, cook; Ron Robinson, chief mate; Chris Farmer, AB/tankerman; Vince Mull, chief engineer; Travis Stringer, AB/tankerman, and Gus Cramer, captain. Not pictured: John Crawford, second mate; Zach Lindsey, assistant engineer, and Charles Jensen, assistant engineer

The on-watch crew noticed a man bobbing in the water on the port side of the vessel around the same time that emergency radio calls from the St. Petersburg Coast Guard were issued. Crowley's Allen Williams, AB, responded by immediately throwing the stranded man a

life ring and Captain Gus Cramer sounded the man overboard alarm. Putting their emergency and safety training to use, the Crowley crew readied the fast rescue boat for deployment while Captain Cramer slowed the ATB's speed to ensure a safe boat launch.

Once in the water, the fast rescue boat, manned by Crowley's Travis Stringer, AB/tankerman, and John Crawford, second mate, motored towards the man, who by then had drifted nearly a mile and was calling for help. Despite the windy conditions and rough chop, the Crowley team managed to pull the badly injured man from the water in less than eight minutes from the initial sighting and wrapped him in a blanket until the St. Petersburg Fire and Rescue boat arrived on scene to perform other life-saving treatments.

Throughout the emergency procedures, Captain Cramer worked closely with Tampa Bay Harbor Pilot Mike Buffington, who helped the Crowley crew perform the slow-down procedure, remained in communication with the Coast Guard and ensured that the ATB remained out of danger by avoiding oncoming vessel traffic and keeping it well within the commercial shipping lanes.

"This crew did a phenomenal job working as a team to save this man's life," said Captain Cramer. "From the guys on the bow, to the men on the response boat, to everyone who kept the vessel safe during the rescue ... it was just a fantastic, total team effort. We did our jobs safely and saved a life in the process."

"It is obvious from this event that the crew was well trained and highly proficient in the execution of their duties," said Mr. Buffington. "Each crew member ... gave full devotion to the task at hand. I am convinced that with the prevailing weather and sea conditions that this individual would not have been recovered from the waters has it not been for the valiant efforts of the captain and crew."

The crew aboard the **Achievement/650-8**, which is part of Crowley's petroleum services fleet, is fully trained and prepared to respond to a variety of incidents. In addition to meeting defined regulatory training requirements, the company's crew members participate annually in company-sponsored safety programs, designed exclusively for mariners. The program provides training in survival tactics, shipboard fire fighting, medical incidents and other relevant topics give the mariners the skills they need to survive in emergency situations.

"On behalf of everyone at Crowley, I want to congratulate this brave crew for putting their training to good use to perform the vital measures needed to save this man's life," said Crowley's Rob Grune, senior vice president and general manager, petroleum services. "These crew members are true heroes and deserve to be recognized for their actions."

Following the rescue, the Achievement/650-8 safely entered the Bay to deliver a load of fuel in the Port of Tampa.

NAVY NEWS



HMAS ANZAC alongside Colombo Sri Lanka met by the Sri Lankan Navy Band. Photo: courtesy Sri Lankan Navy

Myanmar naval ship to take part in Lima 2013

MYANMAR'S despatch of a naval vessel for the **Langkawi International Maritime and Aerospace (Lima) 2013** exhibition best demonstrates its openness towards trade and diplomatic relations with its Asean neighbours.

Defence Minister Datuk Seri Dr Ahmad Zahid Hamidi said that Lima 2013, among other events, was on Myanmar's calendar as the Asean nation prepared for a series of economic and political reforms.

Zahid said this was conveyed to him by Myanmar Defence Services commander-in-chief Vice-Senior General Min Aung Hlaing during a courtesy call at the Ministry of Defence in Jalan Padang Tembak, here, yesterday.

"Min Aung's visit is the first since 1975 by such a high ranking officer and it provides a good start towards military diplomacy, not only towards Malaysia but also Asean and Asian nations in general.

"This opens a big opportunity to explore and expand the defence industry's products and services."

He recalled how Malaysia had assisted Myanmar with humanitarian aid and in overcoming its power supply crisis that hit Yangon and Mandalay, with the Royal Malaysian Air Force sending a C-130 Hercules to ferry generators there last year.

Zahid said Myanmar was now gearing to host the 22nd World Economic Forum on East Asia in June. The forum will be the first leading international gathering of senior decision-makers from industry, government, academia and civil society in Myanmar. the country will also assume the chairmanship of Asean next year and it will have a critical role in guiding the bloc's economies toward the planned economic integration in 2015. Source : New Straits Times

Indonesia to buy frigates from Britain

In a bid to modernise its naval fleet, Indonesia will procure three frigates from Britain, the Indonesian defence minister said Wednesday. Minister Purnomo Yusgiantoro conveyed Indonesia's intention to purchase the ships during his meeting with his British counterpart Philip Hammond,

"The agreement on the purchase of those ships was conducted on transfer-of-technology basis so as to enable Indonesia in producing that kind of ships in the future," Purnomo said. An Indonesian team would be sent to Britain to examine the ship's specifications.

Defence Deputy Minister Sjafrie Sjamsoeddin said the meeting also discussed the issue of joint military exercises.

He said the frigates would not take a significant portion of the 81 trillion rupiah (\$8.4 billion) from the budget allotted to finance procurement of military equipment this year. Indonesia has already sealed contracts with the British defence industry on supply of parts for Hawk jets and Scorpion battle tanks. **source : Xinhua / Newstrack India**

US Navy minesweeper runs aground

A US Navy minesweeper has run aground in a protected marine sanctuary in the Philippines.



The **USS Guardian** ran aground on the Tubattaha Reef on Wednesday night "during normal transit", it said.

The extent of the damage to the ship and the cause of the accident was still not known, it added.

"The government of the Philippines was promptly informed of the incident and offered to assist the US Navy," it said.

The US Navy said on its website that the

224-foot vessel is based in Sasebo, southern Japan but it was not known what the ship was doing in the area when the incident happened. Located in the Sulu Sea about 80 miles southeast of the western island of Palawan, Tubattaha Reef is a protected sanctuary that is popular with divers. **source : Guardian**

SHIPYARD NEWS

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Seaspan Signs Newbuilding Contracts for Fuel Efficient SAVER Design 14,000 TEU Class Vessels at HHI

Secures 10+2 Year Time Charters with Yang Ming

Seaspan Corporation announced that it has signed contracts for the construction of five 14,000 TEU class newbuilding containerships at **Hyundai Heavy Industries Co., Ltd.** The vessels are scheduled for delivery in 2015 and will be constructed using Seaspan's fuel efficient SAVER design. Concurrently with executing the newbuilding contracts, Seaspan signed 10-year, fixed-rate time charters for the vessels with Yang Ming Marine Transport Corporation. After the initial 10-year charter periods, Yang Ming may extend the charter for each vessel up to an additional two years. These five 14,000 TEU class containerships remain subject to allocation in relation to the right of first refusal agreement with Greater China Intermodal Investments LLC, an investment vehicle established by an affiliate of global alternative asset manager The Carlyle Group, and Blue Water Commerce LLC. **Seaspan** intends to fund construction of its portion of these five containerships initially with a portion of the proceeds of its previous Series C and D preferred share offerings and, subsequently over the next few quarters, with debt financing. Seaspan is considering various sources of debt financing to which it has access. **Seaspan** provides the world's major shipping lines with an attractive outsourced alternative to vessel ownership by offering long-term leases on large, modern containerships combined with industry leading ship management and a reputation for safety, quality and innovation. Seaspan's managed fleet of its own and third party vessels consists of 81 containerships representing a total capacity of approximately 545,000 TEU, including 12 ships scheduled for delivery by the end of 2015, up to eight of which will be owned by Seaspan. Seaspan's current operating fleet of 69 vessels has an average age of approximately five years and an average remaining lease period of approximately seven years. Seaspan's common shares, Series C Preferred Shares and Series D Preferred Shares are listed on The New York Stock Exchange under the symbols "SSW", "SSW PR C" and "SSW PR D", respectively. This release contains certain forward-looking statements (as such term is defined in Section 21E of the Securities Exchange Act of 1934, as amended), which reflect management's current views with respect to certain future events and performance, including, in particular, statements regarding: expansion of Seaspan's fleet, including the delivery of newbuilding vessels pursuant to construction contracts; the allocation of newbuilding vessels; financing for vessels; and vessel deliveries. Although these statements are based upon assumptions Seaspan believes to be reasonable, they are subject to risks and uncertainties. These risks and uncertainties include, but are not limited to: the availability and cost to Seaspan of financing its fleet expansion; the financial condition of shipyards, charterers, lenders, refund guarantors and other counterparties and their ability to perform their obligations under their agreements with Seaspan; shipyard construction delays; and other factors detailed from time to time in Seaspan's periodic reports and filings with the Securities and Exchange Commission, including Seaspan's Report on Form 20-F for the year ended December 31, 2011. Seaspan expressly disclaims any obligation to update or revise any of these forward-looking statements, whether because of future events, new information, a change in **Seaspan's** views or expectations, or otherwise.

STX launches ultramodern LNG carrier "Veliky Novgorod" built for SCF Group

STX Offshore & Shipbuilding Co. Ltd shipyard has launched an ultramodern LNG carrier "**Veliky Novgorod**" ordered by Sovcomflot (SCF OJSC) for operation under a long-term charter agreement with Gazprom Global LNG (a Gazprom's unit), Sovcomflot press center reports.

LNG carrier "**Veliky Novgorod**" is the first of two vessels ordered by **Sovcomflot** from **STX Offshore & Shipbuilding Co. Ltd**. The vessel delivery is scheduled for December 2013. The South Korean shipyard at the end of June of the year held steel-cutting for the series second LNG carrier "Pskov", which is scheduled for delivery in 2014.

The ultramodern design Atlanticmax LNG carriers have Ice2 (1C) class, carrying capacity of 170,000 cbm and a set of equipment for operations in low-temperature conditions. This will enable the vessels to exercise year-round transportation of gas from almost all existing LNG terminals, and, in particular, from Russia's first LNG project - "Sakhalin-2". CF gas carriers operate in all major regions of LNG production and use. The vessels are deployed for different Russian and international projects. They deliver and transship LNG, in particular, with ship-to-ship technology.

Currently, SCF fleet includes 8 LNG and LPG carriers, which are engaged in the Russian and international projects. There are six more gas carriers under construction on long-term time charter agreements with major international oil companies. Sovcomflot Group is Russia's largest shipping company and one of the world's leading shipping companies specializing in the maritime hydrocarbons transportation and supporting continental shelf exploration and oil & gas production. The SCF fleet includes 156 vessels with a combined deadweight of around 12 million tonnes. One third of them have a high ice class. The Group specialises in hydrocarbon transportation from regions with challenging ice



conditions. Sovcomflot supports large-scale offshore energy projects in Russia and the rest of the world, including: Sakhalin-I, Sakhalin-II, Varandey, Prirazlomnoye, Tangguh, Escobar, and Peregrino.

The company is registered in Saint-Petersburg and has representative offices in Moscow, Novorossiysk, Murmansk, Vladivostok, London, Limassol, Madrid, Singapore and Dubai.

Source : Portnews

Nacks

clinches bulk order from Oldendorff

Nantong Cosco KHI Ship Engineering Co (Nacks) clinched an order to build 2+2 units of 61,000 dwt dry bulk carriers for Germany-based Oldendorff Carriers, **Seatrade Asia online** reports. The price of the newbuildings is estimated at \$24m a piece. Construction of the new vessels is expected to be completed around the end of 2014. Earlier this month, Nacks won an order to build two 61,000 bulkers for Josco Jiangsu.

\$15 million for Australian shipyard venture in Balamban town

The opening of an Australian defense contractor's shipyard in Balamban town, southwest Cebu highlighted the country's growing reputation as world-class shipbuilders, President Benigno Aquino III said. The President was the guest of honor in the opening of **Austal Philippines'** shipyard facility in barangay Arpili, Balamban town located 43 kms west of Cebu City.

He said the Philippines is now the fourth largest shipbuilding country in the world. "In 2011, our ship exports reached \$638 million," said Aquino, adding that this is 57.9 percent higher from the previous year. About 45,000 Filipinos are employed by shipbuilding companies, he said. Of this number, 250 are employed by Austal Philippines' shipyard operations in Balamban town.

The President led the unveiling of a marker outside the Austal Philippines production facility. In 2011, Austal identified the Philippines as its preferred location to develop a manufacturing facility in the region. That same year, the company acquired the facility in Balamban town. "We saw the potential for creating a center of excellence in delivering world-class ships and support services for local and international markets," said Joey Turano, Austal Philippines Shipyard Operations President and General Manager.

Austal committed US \$15 million for its operations in Balamban to develop a world-class, high technology manufacturing operation in the area. Aquino welcomed Austal, saying the company's presence in the country will help accelerate the growth of the shipbuilding sector in the country. The Austal facility recently finished construction of a

patrol vessel for export to the United Kingdom costing £5 million. Four more ships are scheduled to be completed before the end of this year. These vessels are projected to earn \$70 million and generate jobs to nearly 300 Filipino workers.

Austal already invested an additional \$4.8 million to improve the [Balamban shipyard](#), Aquino said. The President said he takes this as a sign that the company is in the country for the long haul. "Perhaps, one day, you will consider further expanding your operations here and hiring even more of our people," he told Austal officials. PIA-7 **source : Cebu Daily News**

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the [Seabourn Odyssey](#) arriving at Port Chalmers for a one day visit. **Photo : Ross Walker ©**

Rickmers Shipmanagement gets energy certification

Germany's [Rickmers Shipmanagement](#) says it has become one of just a few shipping companies worldwide to receive the ISO 50001 Energy Management System standard certification, demonstrating its commitment to reducing energy consumption and emissions, Ship & Bunker reports.

GL Systems Certification (GL) granted the certification for the company's offices in Hamburg and Singapore and for 10 of its ships, and the company plans to add nine more ships early this year.

« In shipping today, making more efficient use of energy is not only a key factor in a company's strategy to reduce its impact upon the environment, but an essential part of remaining competitive and reducing bunker costs substantially, » said Björn Sprotte, Rickmers' global head of maritime services.

The ISO 50001 certification has been used mainly for industries like manufacturing with high energy consumption. « There is a growing awareness in shipping, however, that managing onboard energy consumption is at the heart of their profitability, » said Philipp Schwarmann, GL's product manager for energy management. The voluntary standard is designed to help companies develop targets and implement policies improving efficiency and services and reducing emissions. **Rickmers' Energy Management System** uses a Ship Energy Efficiency Management Plan (SEEMP) to determine ship-specific baselines and monitor the effects of technical modifications and operational changes. Ensuring efficient communication between the ship, office fleet team and top management has become one of the main focus points for our energy efficiency program, » said Sebastian Sala of Rickmers. « Overall awareness of energy efficiency and transparency of the developed system are crucial. » In June, **ASEA Brown Boveri (ABB)** announced that **Rickmers** was installing ABB energy management systems from on five vessels. **source : Port news**

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the crane vessel "**RAMBIZ**" outbound from Rotterdam with destination VLISSINGEN. The "**Rambiz**" is towed by the **kotug** tug "**RT Magic**" The tow passing Maassluis on the 17th of January 2013 and the banks of the river are covered with snow. **Photo : Kees van Schie ©**

HKLSA & HKSOA Welcome HK Chief Executive's Support for Marine Emission Reduction Efforts

CE's support will help reduce emissions of sulphur and particulate matter

The [Hong Kong Liner Shipping Association \(HKLSA\)](#) and the [Hong Kong Shipowners Association \(HKSOA\)](#) welcome the statements made in the Chief Executive's Policy Address for 2013 in support of reducing emissions in the maritime sector. The announcement that the government will seek to introduce legislation to make switching to lower sulphur fuel compulsory in Hong Kong port and to step up its efforts with the Guangdong Provincial Government to extend fuel switching to Pearl River Delta ports will build on the voluntary action already taken by the shipping industry to reduce emissions in Hong Kong under the Fair Winds Charter ('FWC').

"The pioneering work to switch to low sulphur fuel in Hong Kong under the '[Fair Winds Charter](#)' shows the shipping industry's commitment to work with government to tackle the challenges of marine emissions. We are pleased to see the Chief Executive's support in the Policy Address for action to address this issue, and believe that by working together, government and the shipping industry can achieve significant improvements in air quality in HK," says Tim Smith, Chairman of HKLSA.

The voluntary fuel switch by 14 members of the liner shipping industry and 4 other shipping companies under the FWC has contributed to substantially reduced pollution in HK since the end of 2010. The shipping industry is calling for mandatory regulation of maritime emissions to provide a level playing [field for all operators that is consistent with international regulation, whilst setting progressively tighter emissions standards.](#)



The [GAS PASHA](#) inbound for Teesport **Photo : Tony Fleming ©**

Seaspan chooses CleanBallast

CleanBallast bolsters world's most efficient container vessels. North America's leading containership owner [Seaspan](#), with a fleet serving customers in Asia, Europe and South America, caused quite a stir when it showcased its revolutionary SAVER (Seaspan Action on Vessel Energy Reduction) design of 10,000 TEU container vessels. Pursuing the aim of top-efficiency ship operation and improved operational performances, Seaspan has now decided to equip its Saver class vessels with RWO's ballast water treatment system CleanBallast. The delivery of the first plant to China's Jiangsu New Yangzi shipyard is set for March 2013 where installation will take place. After reaching agreement, both parties were clearly satisfied with the excellent collaboration and result. "Ballast water treatment is a tough financial pill for ship owners to swallow, a lot of money invested with no return other than environmental compliance. We have invested significant time and expertise to research repeatedly what our best option would be. Not just in cost, but reliability, efficacy and quality, too. We are very happy with our choice of CleanBallast, and value the good partnership with this high-quality manufacturer", commented Peter Curtis, Chief Operating Officer of Seaspan Corporation on the deal. "The innovative Saver container ship design definitely deserves an advanced, reliable and sustainable treatment

concept, which RWO could deliver at its best."For RWO, the contract is a highlight in the company's steadily growing ballast water treatment business - and the new contract marks a very good start in a promising year 2013. "Having been awarded this prestigious order, after a long road of comparison and intensive research by the customer, and adding Seaspan also as a customer for our CleanBallast system shows us that our technology is absolutely the right system of choice for owners who want to be really prepared for the future of ballast water treatment", said Peter Wolf, Director Sales & Marketing of RWO.

The CleanBallast technology gained official type approval from the German BSH in 2010, and was submitted for AMS and USCG approval in mid-2012. At last year's SMM exhibition, RWO officially launched a modified version of the system, based on the proven technology but using considerably less footprint. The treatment principle is based on two cleaning steps, consisting of the removal of sediments and bigger particles by self-cleaning deep-filtration disc filters followed by a disinfection step using RWO's patented EctoSys technology eliminating the remaining bacteria and organisms. This new contract builds on the already successful technology with CleanBallast systems having been selected by customers from all over the world. Customers in Belgium, China, Canada, Cyprus, France, Germany, Hong Kong, Japan, South Korea and the Netherlands have already selected CleanBallast systems for a variety of vessels including container, bulker, heavy lift, RoCon, multi-purpose and tankers. **Source PortNews**



.... PHOTO OF THE DAY



Van Oord TSHD "HAM 315" operating on the Palm Jumeriah, Dubai **photo : Geoff Marshall ©**

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