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**The SOUTHERN ATLAS at the River Seine – photo : Fabien montreuil ©**

## EVENTS, INCIDENTS & OPERATIONS



The 1977 Built Belgian pilot cutter **LOODSBOOT 6** seen doing her final miles at the Gent – Terneuzen canal enroute the **Van Heijghen** scrapyard in Gent , after serving for many years the pilots at the pilot stations and serving ships entering en leaving the Westerscheldt river photo : **Sjaak Klaassen - Klaassen F&V Production (c)**



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## Gloomy outlook for Asia-Europe box trades: Alphaliner

Painting a gloomy picture for the start of the Year of the Water Snake French container analysts Alphaliner reckon overcapacity in the Asia-Europe trades is here to stay. "Far East-Europe freight rates are expected to come under pressure after the Lunar New Year, which falls on 10 February this year," Alphaliner noted in its latest weekly report. With demand expected to fall sharply following the holidays in most parts of the Asia, carriers are planning to cancel at least 15 sailings in Weeks 7 and 8. Weekly capacity is expected to be reduced by 20% and 47% respectively in the two affected weeks, based on Alphaliner's survey of carriers' schedules.



However, with regular weekly sailings to resume in March, the demand and supply balance on the trade is expected to weaken further, the French firm predicted.

In a stark warning to liners with heavy exposure to this tradelane, Alphaliner wrote: "Excess capacity continues to be the main challenge for carriers on the [Asia]-Europe route". 51 vessels of over 10,000 teu are due to be delivered in 2013, with the vast majority of these ships planned for Asia-Europe trades. In a sign of the likely tough times ahead Asia-North Europe forward rates on the Shanghai Shipping Exchange for the first half of 2013 are trending below current spot rates. **Source: Sino Ship News**



The **FAR SAPHIRE** moored at Stavanger **Photo : Rodrigo Patzlaff ©**

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## Vessel data `not double checked'

The inquiry into the **Lamma IV** disaster was told by a Marine Department supervisor that he did not normally double check calculations submitted by subordinates if final figures conformed with statutory requirements. Senior ship surveyor Leung Wai-hok said yesterday he would sign documents if inspectors confirmed shipyard data. Leung said he generally referred to building plans of vessels to verify data. However, he could not remember if he had seen those of the **Lamma IV**, which sank on October 1 after a collision with another vessel, with the loss of 39 lives. The inquiry heard earlier of conflicting figures between specifications and those submitted by the shipyard. Senior ship inspector Ho Kai-tak said he wrongly believed the calculations of **Cheoy Lee Shipyard**, which built **Lamma IV**, concerning the length of the steering gear compartment. "I don't remember if I had come across the building plan at that time," Ho said. "But I checked it after the incident and realized there were problems with the calculations."

Leung admitted he did not notice the mistakes at the time and, believing the data to be basic, did not recalculate them as his verification was the last stage of the inspection process. He also said it was the responsibility of his colleagues to check whether the vessel had a watertight door. Previously, the inquiry heard how inspectors did not check if there was a watertight door between the steering gear compartment and tank room.

"To calculate a vessel's stability, the steering gear compartment and tank room should be calculated as one. But in data provided by Cheoy Lee, the two were calculated individually." Leung assumed there was a watertight door between the compartments based on the data. However, the vessel still should not have sunk based on verified data. The inquiry continues – source : [Hong Kong Standard](#)



The 1961 built TGO flag supply vessel **COM R** berthed at Pinto 5 Wharf, Grand Harbour, Malta on Monday 21st January, 2013 shortly after arriving from Rotterdam, The Netherlands. She's the former Dutch Pollution Control Vessel **SMAL AGT I** and is on delivery to Jordan.

Photo : Ms. Vikki Bonello - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

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The **SAIPEM 7000** in drydock at **Keppel Verolme shipyard** in Rotterdam-Botlek  
Photo : **FLYING FOCUS** lucht fotografie-[www.flyingfocus.nl](http://www.flyingfocus.nl) (c)

## Sunderland lifeboat crews among UK's busiest



SUNDERLAND lifeboat station is the busiest in the North of England, according to new rescue figures. RNLI crews at the centre, which traditionally deals with a high number of emergencies, attended 100 call-outs and rescued 100 stricken sailors, fishermen and swimmers last year.

Despite an overall drop in "alerts" from 124 in 2011, senior helmsman **Paul Nicholson** said it had been a "very demanding" 12 months.

"One key success story for 2012 is that we have expanded the number of operational volunteers to enable us to cope with our increased workload," he said. In total, there were 1,024 rescue launches from the charity's 33 stations in the North of England. Wearside was followed by Blackpool – 92 launches and 23 rescues; Tynemouth – 54 launches and 78 rescues; Cleethorpes – 50 launches and 51 rescues; and Hartlepool – 47 launches and 48 rescues. In total, 46 per

cent of rescues in the sector were to recreational craft, 22 per cent to people ashore, 15 per cent to people in the water, and eight per cent to fishing and commercial vessels.

Overall, the statistics show a 19 per cent decrease in lifeboat launches in the region compared to 2011, which was the second busiest year in RNLI history.

Operations director Michael Vlasto said the drop in launches was probably due to fewer people heading to the coast in the poor summer weather. However, he also pointed out that volunteers spent a collective 6,577 hours at sea in 2012 and a further 4,307 hours carrying out training exercises. "The figures show that our volunteers dedicate a huge amount of their time to saving lives at sea," he said.

"To know that they are on call 24/7, every day of the year is reassuring for all of us who venture out to sea around the UK and Ireland. "It's not just our crew who are committed to our charity. "They wouldn't be able to carry out their lifesaving work without the incredible generosity of the public and I would like to say a huge 'thank-you' to all those who support the RNLI, whether by giving up their time or by making a donation."

RNLI lifeguards on 28 beaches in the North of England also responded to 1,515 incidents, helped 1,774 people and advised 317,246 beachgoers on safety. Across the UK and Ireland, the RNLI launched 8,321 times, rescuing 7,912 people. RNLI lifeguards responded to 14,519 incidents and helped 16,414 people. The charity's Flood Rescue Team also had their busiest year on record, deploying 11 times. **Source : Sunderland Echo**



The **VENEZIA D** outbound from Rotterdam – **Photo : Kees Torn (c)**

## Baltic Dry Index down to 825 points

On January 22, 2013, the Baltic Dry Index dropped to 825 points, down 13 points (1.55%) against the level of January 21. BDI is a number issued daily by the London-based Baltic Exchange. Not restricted to Baltic Sea countries, the index provides "an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a timecharter basis, the index covers Handysize, Supramax, Panamax, and Capesize dry bulk carriers carrying a range of commodities including coal, iron ore and grain. Because dry bulk primarily consists of materials that function as raw material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production. n 20 May 2008, the index reached its record high level since its introduction in 1985, reaching 11,793 points. On 3 February 2012, the index had dropped 647 points, the lowest since 1986. **Source :Portnews**





A busy day in the port of Xiamen. Dredging work in progress using crane barges and small coasters ([Hai Yang 718](#))  
photo : [Bram van Koert](#) (c)

## 'Castorone mogelijk alleen voor bunkeren naar Curaçao



Het schip wordt nu definitief aangemerkt als het grootste schip in de wereld, voor aanleg van pijpleidingen.

WILLEMSTAD — 's Werelds grootste schip voor aanleg van pijpleidingen, de [Castorone](#), zal mogelijk alleen om te bunkeren naar Curaçao komen en niet zoals eerder verwacht, voor de constructie van de 'stinger' op het dek. Dit laat [Dammers Shipagencies](#)-directeur, [Robert Van Heulen](#), het agentschap dat het vaartuig zal vertegenwoordigen, desgevraagd weten.

De [CASTORONE](#) is de laatste uitbreiding van de Saipem-vloot en werd oorspronkelijk op 15 januari op Curaçao verwacht. Het bekabelingsplatform de [COASTORO 7](#), dat ook deel uitmaakt van dezelfde vloot, ligt al geruime tijd bij Carcasbaai aangemeerd. De [CASTORONE](#) is onlangs in Singapore afgebouwd en heeft met de stinger – constructie die op het dek en buitenboord

uitsteekt waar de pijpen door lopen – een totale lengte van 380 meter. Om de stinger op het achterdek te construeren zou het schip drie weken op het eiland doorbrengen. "Gezien de enorme afmeting van het vaartuig, was er voor deze

constructiewerkzaamheden een grote barge met bak nodig. De stinger wordt nu aan de voorzijde vervoerd waarop men deze hier van boord had willen hijsen om deze vervolgens met een bak op water naar de achterkant te transporteren. Helaas is het ons niet gelukt om een grote barge te huren. We hebben zelfs via Trinidad en de Verenigde Staten geprobeerd om aan het benodigde materieel te komen wat helaas niet is gelukt. We hopen nog wel het schip te mogen ontvangen om te bunkeren en voor een bemanningswisseling”, aldus Van Heulen die nog in afwachting is van bericht hierover.

Hij licht toe dat het schip nu vanuit Namibië onderweg is naar Galveston, Texas. “We hopen dat nadat ze Galveston hebben aangedaan, ze richting Curaçao uit zullen varen aangezien een bemanningswisseling op Curaçao makkelijker gaat. Dit heeft te maken met de strenge immigratieregels in de Verenigde Staten”, aldus het agentschap. Het schip biedt accommodatie aan 702 personen en is behalve met slaapcabines, uitgerust met een helikopterplatform, kantooruimtes, kantine, vergaderzalen, lounge-ruimtes en recreatie/fitnessruimtes. Bron : Amigoe



The **STOLT SANDPIPER** outbound from Rotterdam- photo : Frits Janse (c)

## Oil-Tanker Returns Plunge 76% as Ship Surplus Overwhelms

Earnings for the largest oil tankers plying the industry's busiest trade route plunged 76 percent, nearing a reversion to negative returns, as the supply of vessels overwhelmed demand to charter the ships.

Daily earnings for very large crude carriers on the benchmark Saudi Arabia-to-Japan voyage fell to \$962 from \$3,997 yesterday, figures from the London-based Baltic Exchange showed. The drop was the biggest since Sept. 26.

VLCCs making the benchmark journey earned money in only four sessions in the third quarter. Ships for hire over the next 30 days outnumber cargoes by 22 percent, the biggest excess since Sept. 5, according to the median estimate of seven shipbrokers and owners in a Bloomberg News survey yesterday.

"Charterers are in total control due to the overwhelming amount of tonnage in position within the month," the consulting unit of Oslo-based shipping-services and investment-banking company Astrup Fearnley said in an e-mailed note.

Charter rates for VLCCs on the benchmark voyage slid 5.7 percent to 34.72 Worldscales points, the exchange's figures showed. That was an 11th decline in 12 sessions. Each of the tankers can hold 2 million barrels of crude.

Still, the combined carrying capacity of the world's VLCCs will expand 5.3 percent this year, below demand growth of 6.3 percent, according to estimates from Clarkson Research Services Ltd., a unit of the largest global shipbroker.

The exchange's assessments don't reflect speed cuts aimed at curbing use of ship fuel, or bunkers, the industry's biggest expense. The price of fuel lost 0.2 percent to \$621.38 a metric ton, according to figures compiled by Bloomberg from 25 ports. The Worldscales system is a method for pricing oil cargoes on thousands of trade routes. Each individual voyage's flat rate, expressed in dollars a ton, is set once a year. Today's level means hire costs on the benchmark route are 34.72 percent of the nominal Worldscales rate for that voyage.

The Baltic Dirty Tanker Index, a broader measure of oil- shipping costs that includes vessels smaller than VLCCs, gained 0.6 percent to 636, according to the exchange. That was the highest level for the gauge since Jan. 14.

Source: Bloomberg





The **CAMILLA MAERSK** at the River Seine – Photo : **fabien Montreuil** ©

## Ard-Jan Kooren as Port Personality of the Year 2012



The Rotterdam-based **foundation Port Personality of the Year** (in Dutch Stichting Havenman/vrouw van het Jaar) has unanimously awarded Kotug International president-director **Ard-Jan Kooren** as Port Personality of the Year 2012. This is the first time in the history of the foundation that a son of a Port Personality has been distinguished similarly. Thirteen years ago father Ton Kooren was awarded Port Personality of the Year 1999. Members of the foundation have chosen Ard-Jan Kooren as the port personality of 2012, because of his being an inspired, innovative, modern, sustainable and internationally operating entrepreneur and promoter of the port of Rotterdam. He aims at getting youngsters interested in port activities in the process.

**Ard-Jan Kooren** is the 32nd entrepreneur in the port community in a row to receive the distinction. It was established in 1981 by the then Rotterdam-based Harbour **Press Club Kyoto. Kooren** will officially succeed Port Personality 2011 Gerard Deen mid January, 2013. Tradition has it that the distinction will be handed over on the second Monday of the New Year, in this case during a festive get-together on board the party cruise ship '**Smaragd 1**' on 14th January 2013. At that venue, Foundation Port Personality of the Year chairman **Theo Jongedijk** provided further details as to why **Ard-Jan Kooren** has been awarded and handed over a medal of honour and a framed

certificate. The Foundation Port Personality of the Year consists of a Board of four members (independent journalists) of the former **Port Press Club Kyoto**, the three predecessors as Personality of the Year, the recently awarded Young Port Talent (of the port of Rotterdam) and three sponsors of the Foundation Port Personality of the Year.



KOTUG's **RT MAGIC** and **RT LEADER** Photo: Frits Janse ©

### About Kotug

The roots of the **KOTUG Group** (four generations **family Kooren**) lie in the initial activities of **Antonie Kooren**, when his first tug was built in 1911. Thereafter, in 1934, Adriaan Kooren registered its company 'Towage Company **Adriaan Kooren BV**'. In the beginning he was mainly active as an independent towage broker and later as a tug owner, whereby the tugs were employed in the dredging and (port) construction industry in Rotterdam. In 1977, Ton Kooren started 'Ton Kooren International Marine Services BV', mainly providing worldwide and deep sea towage. In 1987 Ton Kooren also established the 'KOTUG Group'. After its retirement in 2002, **Ard-Jan Kooren** was appointed as CEO of the KOTUG Group. During the past decades **KOTUG** expanded its innovative towage activities to several other European Ports and gradually expanded its services to international ports and terminals in West-Africa and Australia. KOTUG's strategic objectives include expanding its global presence through strategic partnerships/acquisition and organic growth.

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## Daily icebreaking service covers 33 vessels in the Gulf of Finland

During the past 24 hours, 12 icebreakers of Rosmorport FSUE provided icebreaking assistance for 33 vessels in the Gulf of Finland, PortNews IAA learnt from the press service of Rosmorport. From the very beginning of the winter navigation, icebreaking service was provided to 642 vessels.



The following vessels are currently engaged in icebreaking: [Captain Izmailov](#), [Captain Zarubin](#), [Captain Plakhin](#), [Semen Dezhnev](#), [Ivan Kruzenshtern](#), [Mudyug](#), [Moskva](#), [Yuri Lisyanski](#), [Karu](#), [Sankt-Peterburg](#), [Captain Sorokin](#) and [Rossija](#).

We remind that additional ice restrictions were introduced in Big Port St. Petersburg from February 4, 2013 according to the Harbor Master's order. Ice I vessels are allowed to carry out ice navigation only with the assistance of icebreakers, vessels with Ice2 class and over are allowed to carry out non-escorted voyages upon icebreaker's permission and recommendation or with icebreaker's assistance. Tug and tow vessels or non-reinforced vessels are not permitted to ice navigation.

15 icebreakers are deployed for operation in Russian part of the Gulf of Finland in winter navigation of 2012-2013, including 14 diesel-electric icebreakers of Rosmorport FSUE and one nuclear icebreaker of Atomflot FSUE.



Sunset seen from the top of the mast of the 134m sailing ship [WIND STAR](#) photo : crew [Wind Star](#) (c)

## Four out of five Chinese lines in the red

The desperate situation facing Chinese shipping lines continues to worsen, according to the country's ship owning association. "Around 70% of domestic shipping companies were in the red in 2011, while the number exceeded 80% in 2012," Zhang Shouguo, deputy president of the China Shipowners' Association said. "Currently, the National Development and Reform Commission, Ministry of Finance and the Ministry of Transport are drafting the rescue plans for revitalization of the industry, which might be issued in the first half of this year," Zhang continued. Zhang reckoned that prospects for 2013 were likely to be even worse than last year. **Source: Sino Ship News**



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The **UAL BODEWES** – Photo : Harry Stott (c)

## German shipowner forced to sell vessels as revamp fails

Fourteen container vessels managed by German shipping group **Claus-Peter Offen** will be sold in a fire sale because their income is no longer enough to service the loans.

"The owners are being asked to agree to a sale by February 18," Claus-Peter Offen, who owns the shipping group of the same name, told Reuters. "We are hoping for some sort of interim solution in which the creditors and new investors would buy the ships," he added. Banks and investment funds are increasingly looking at forced sales of ships to recoup some of the loans owed to them by shipping companies hit by a four-year sector slump, the worst on record. The fund MPC Offen Flotte - organised by issuing house MPC Capital - bought the ships for \$630 million five years ago, using 177 million euros (\$236 million) in equity from 7,000 investors, 20 million euros from Offen, as well as bank loans. MPC Offen Flotte's ships are relatively small - 9 of them can take 1,800 containers and 5 of them can load 2,800. This leaves them particularly vulnerable to the sector crisis, in which shipping groups turned to large, economically efficient ships.

Charter rates for ships with a capacity of less than 4,000 containers will likely remain at about \$6,000 a day this year, while those for ships loading more than 8,000 containers will see prices remain at a "sufficient" level of \$30,000-40,000, Offen said. Claus-Peter Offen is managing the 14 vessels and has leased them to shipping liners such as CMA CGM, MSC and Hamburg Sued. The lease contracts for the ships are still valid. However, rates have come down two thirds from an original \$19,000 a day, leading to an annual loss of \$56 million, Offen said.

The fund tried to raise additional equity from its investors to carry out a restructuring plan. But it was unable to collect more than a quarter of the 24 million euros it needed, Offen said. "For the banks, that was not enough," he said, adding that the sale which is now being pursued will likely not generate enough cash to repay the loans the fund took



out from HSH Nordbank, Commerzbank and DnB. Equity investors are set to lose all of their money. Separately, Offen is selling 10 smaller ships it bought in the 1990s, which are loss-making but debt-free, Offen said, adding his group - which has manages 123 ships and has annual sales of roughly 1 billion euros - will still post a profit for 2012. HSH and Commerzbank declined to comment while DnB was not immediately available for comment. **Source: Reuters**



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Seen in Vancouver harbour, the **SEASpan FALCON**, in the fog - **Photo by Mike Zelt (c)**

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The **AK PHOENICA** in Rio Grande : Photo : Marcelo Vieira (c)

## Predicted economic benefits of Kai Tak cruise terminal grossly inflated

Tourists visiting Kai Tak hub will generate just a quarter of official estimate of HK\$1b in first year

By : Amy Nip and Keith Wallis

Government projections of the financial benefits of the Kai Tak terminal appear to be overestimated by as much as 75 per cent, a South China Morning Post investigation has found.

Official estimates reported in 2008 suggested the total value-added contribution to the economy would be HK\$860 million to HK\$1.09 billion this year alone.

But an analysis of the numbers expected when 37,000 passengers on 16 ships using the terminal between its opening in June and April next year suggest this is hugely optimistic.

An examination of each vessel's itinerary by the Post shows Hong Kong will be a port of call for seven out of 10 passengers; the rest will be joining or ending their cruise tours in the city.

Based on the 2012 per capita spending of the two types of cruise tourists - HK\$4,833 for those starting or ending their tours in Hong Kong and HK\$2,141 for those stopping in briefly on their tour - all passengers will spend about HK\$100 million in that time. This figure will be boosted by the value-added approach of economic analysis, which takes into consideration a "multiplier effect" of tourist expenditure, meaning the sum could go from one business to another and create bigger benefits.

The multiplier is 2.5 to 3 in Hong Kong, so HK\$100 million of tourist spending would add HK\$300 million to the city's gross domestic product, associate professor of economics at Chinese University Terence Chong Tai-leung said. This is just over a quarter of the official estimate.



Hang Seng Management College's dean of school of business Professor Raymond So Wai-man said the government tended to exaggerate the benefits of projects.

Delays in the terminal's construction may have dragged on its competitiveness, he said, but its opening would be the starting point for HK to join the cruise race.

Chong agreed: "The building of a terminal can enhance the city's image and create long-term benefits." Work on the long-awaited terminal started in 2009, after the site lay vacant for more than a decade.

The government failed to find a suitable candidate to build the terminal, and eventually decided to build it itself at a cost of HK\$7.2 billion. Competitor Singapore opened its Marina Bay Cruise Centre last October. From this June to April it will handle 89 dockings.

Jeff Bent of Worldwide Flight Services, a partner in the consortium that will run the Kai Tak terminal, said he was disappointed in the number of ship calls. Cruise companies were not confident the terminal would open on schedule and had not bothered to book ships into it. **Source : South China Morning Post**

## ATLAS SERVICES GROUP MLC- GECERTIFICATEED

As from the 20th of August the MLC will enter into force worldwide. **Atlas Services Group**, an international leading recruitment company, is one of the first crewing agencies in The Netherlands to be issued with a Maritime Labour Convention (MLC) certificate.



**Mr. W. Middelbeek**, auditor Bureau Veritas, hands the MLC-certificate to **Mr. P. Steeghs**, manager Atlas Services Group Marine and **mr. R. Verdoes**, corporate lawyer **Atlas Services Group B.V.**

the MLC will enter into force worldwide. **Atlas Services Group**, an international leading recruitment company, is one of the first crewing agencies in The Netherlands to be issued with a Maritime Labour Convention (MLC) certificate.

Timely action Already in the beginning of 2011 Atlas Services Group asked classification society 'Bureau Veritas' to audit by meaning of a pre qualification. Based on the gap analysis that was made Atlas Services Group changed some of the procedures and reviewed and adjusted employment contracts. "We did this in order to be able to show our clients that we would be compliant with MLC on time. Now we are pleased to say we are one of the first Dutch crewing agencies to become certified", says Mr. Steeghs, manager of **Atlas Services Group Marine**.

Bundling

"Before there were 37 separate regulations. These are all bundled within the MLC. This convention provides clarity, but also creates better control capabilities", says Mr. Middelbeek, auditor with Bureau Veritas. Mr. R. Verdoes, corporate lawyer with **Atlas Services Group**, adds: "What's new is the legal basis. Before, most regulations were nothing more than guidelines. This development will be more beneficial for the living and working conditions of seafarers and that's what it's all about."

Consult with Atlas Services Group In The Netherlands so far 15 percent of the vessels has been certified, according to Middelbeek. Also not all crewing agencies are ready to go for qualification at this moment. "A lot of parties are

currently in the process, which is necessary, because time is running out”, says Middelbeek. Mr. Steeghs of Atlas Services Group, says: “It takes some time, but eventually everyone benefits. We are more than happy to advise companies who wonder what the best methods are to meet the requirements. Logistic issues concerning contracts and collective employment agreements for example, are things that we can perfectly solve together.”

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## NAVY NEWS

### Russia plans to sell multipurpose submarines abroad

Russia's military-industrial complex is increasing arms exports through Rosoboronexport, year after year, and the naval component is no exception. However, the latest contract for the supply of non-nuclear submarines is unique. Rosoboronexport is in continued talks with Italy on the supply of S1000 submarines. However, these boats will not see action in either the Russian or the Italian navy. Instead, they will be sold exclusively to third-party countries.

Experts at the Rubin Central Design Bureau for Marine Engineering and Italy's Fincantieri completed the conceptual design of the S1000 a few years ago. The submarine was always intended for third-party countries. The Italian shipbuilding company presented a mockup in 2008, at the 21st International Naval Defense and Maritime Exhibition and at the Conference Euronaval 2008.

According to Fincantieri Commercial Director Enrico Bonnetti, “the submarine's architecture has been determined, equipment has been positioned, and an integrated combat system has been designed.”

The S1000 is 56-meters long, with an outside hard-hull diameter of 5.5 meters (18 feet), a submerged displacement of around 1100 tons, a maximum depth of more than 250 meters (820 feet), and a top underwater speed of more than 14 knots. The submarine can carry a crew of 16, plus six special operations troops. The propulsion system includes two diesel generators, a battery, an electric motor and an AIP system with an electrochemical generator. Both Russian- and Italian-made equipment will be installed in equal amounts. The S1000 non-nuclear submarine is designed for anti-submarine warfare, reconnaissance missions, special operations support and transporting underwater subversive troops. The submarine can perform these tasks both in shallow coastal waters and in deep-sea conditions. Secondary objectives include anti-ship warfare, mining and naval aircraft support. The Soviet Union — and later Russia — have traditionally sold non-nuclear, diesel-electric submarines abroad. “Our key product in this global market segment is the Project 636 submarine, which is the current bestseller. But we are also promoting the new Amur-1500 submarine,” said Rosoboronexport head Anatoly Isaykin.

“This is not a replacement for Project 636; it is an entirely new submarine that we will be promoting in parallel with Project 636. The **Amur-1500** will also be in demand from international buyers, as it will be offered in different versions — including a version with an air-independent propulsion system that is becoming increasingly popular in the naval market,” Isaykin said.

He added that sales of naval hardware through Rosoboronexport amounted to 20 percent of total military exports last year and were slightly higher than in 2011. The Russian navy will soon receive Project 636 submarines, as well.



A keel-laying ceremony for a large diesel-electric Project 636.3 submarine named Stary Oskol was held at the end of last summer, at the Admiralty Shipyard. These submarines are now being built for the Russian navy, after being exported for 20 years.

This submarine is expected to get a version of the new Kalibr missile system (exported as the Club-S) with a range of 1,500 kilometers (932 miles). There is one hitch though: to use this missile complex, a new combat command and control system is needed; its flaws have become one of the reasons behind the delays in building and deploying the Lada-class submarines for Russia's navy.

Project 636 submarines are armed with six torpedo launchers located in the bow; six torpedoes sit in shafts that are automatically reloaded after each launch. The torpedoes can be replaced with 24 mines, two in each launcher. Two torpedo launchers have been designed to fire high-precision, remotely controlled torpedoes. All launchers and their service systems can fire from both periscope and tactical operating depths.

The launchers can be reloaded within 15 seconds. According to expert assessments, the submarine is low noise and "sees" better underwater than the most widespread American-made, Los Angeles-class submarines.

## SHIPYARD NEWS

# Damen Shipyards Norway delivers Stan Tug 1004

### Positive outlook on Northern European and Arctic market

Less than two months after opening their office in Stavanger, Norway, [Damen Shipyards](#) delivers a [Stan Tug 1004](#)



to the Norwegian Shipbuilding company [SIMEK AS](#) in Flekkefjord. The Stan Tug was shipped to Norway last Monday on the [Wagenborg](#) carrier [MV SAMIRA](#) from Rotterdam Waalhaven. Damens first strides in the Northern Parts of Europe seem to reveal prospects.

Sales Manager [Remko Hottentot](#) of [Damen Shipyards](#) Stavanger: "We have some pretty busy weeks behind us and more

of those of come. The tug's delivery positively kicks off the new year". Mr Øyvind Iversen, director of SIMEK AS: "Damen's Stan Tug is just the tug we need, a proven design with a touch more towing power than the small boats we currently use. It will be deployed on our own shipyard to tow around large hulls. Should operational assistance be required in the nearby fjords, we may put it to use there as well."

Green light? Or reservations?

SIMEK is family hold company with a strong tradition, a feature it shares with [Damen](#). Is this first purchase by SIMEK AS a green light for further dealings? Or does the competitive market holds cause for reservations? Mr Iversen: "One shouldn't be so harsh about competition. Success is not only based on good products, but also on the dealings of financial markets. The strong Norwegian currency makes it attractive for us to buy in foreign countries, but national and export markets suffer. This situation will turn around again, and will prove flexibility and collaboration as valuable as competition".

Mr Iversen foresees a lot happening on the gas- and oil markets in the North Sea and Arctic area, a point of view that Mr Hottentot subscribes. He confirms that the current movements in the Northern European markets holds Damens interest. The company itself is already in the picture. Six supply vessels were sold recently to a party in Norway and new tenders are up-coming. Offshore and Windfarming remain important markets, moving in more remote area's, with

sterner physical conditions to cope with. Winterisation of the vessels is one of the points of development and refinement, working in deeper and rougher water another. The extremely low temperatures request for high-tech solutions. Mr Hottentot: "Parties from Iceland and the Faroe Islands start showing interest in our well-studied and tried vessels. The Faroe Islands swiftly develop from a fishing nation into an oil and offshore-driven economy. It is exiting to be part of these developments, also from a R&D point of view".

**Damen** offers a wide range of ships, such as: tugs, workboats, patrol vessels, high speed crafts, dredgers, cargo vessels, PSV's, oil-spill response vessels, patrol vessels, frigates and even mega yachts. Product design and engineering are carried out in-house and a broad range of standard designs is available. Damen's product development policy is driven by an extensive R&D programme, customer feedback and (field) experience.

The Damen Norway office serves all shipbuilding markets.

A short video (discharging the vessel) can be seen [here](#):

## FSG delivers second 208 metre ferry to Ulusoy Sealines

Double success for Flensburg shipbuilders



**Flensburger Schiffbau-Gesellschaft (FSG)** delivered its second new ferry inside just a few weeks to Turkish shipping company Ulusoy Sealines. In December the yard handed over "**Ulusoy 14**" (Hull No. 753) and it is the turn of "**Ulusoy 15**" (Hull No. 454). The two RoRo ferries, each of them 208 metres long, are the biggest newbuildings ever to leave the shipyard. FSG Managing Director **Peter Sierk** said "we have proved our shipbuilding quality and deadline reliability not just once but now twice in a row here in Flensburg.

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## STX Europe confirms Fincantieri deal

**STX Europe AS** has confirmed that it has closed the sale of 50.75 per cent of the shares in **STX OSV Holdings Ltd** to **Fincantieri Oil & Gas SpA**, a deal that was first announced on 21 December 2012. Approximately NKr 640 million of



the sales proceeds has been deposited with Norsk Tillitsmann ASA for the purpose of repaying bond loans falling due on 5 April 2013. **Source:** Offshore Shipping Online



**23-01-2013 - The MOLAT** came in to Sunderland after a shift in her deck cargo made it unsafe for her to proceed to her intended destination of Alexandria. The majority of the problem appears on the starboard side with some shown on the portside forward. **Photo :** Regards Derrick Johnson(c)

## Port of Long Beach approves \$1.2 billion budget for Middle Harbor project

Port of Long Beach officials Tuesday approved a \$1.2 billion budget to turn an old pair of shipping terminals into one mega terminal that is expected to handle more than 2 million additional containers. Costs to the Middle Harbor project include environmental and engineering costs, demolition, utility relocation and upgrades, an expanded on-dock railyard and new technology such as a computer-controlled transport and stacking system.

Tuesday's action by the Board of Harbor Commissioners formalizes the budget for the 342-acre project, though construction already began in 2011. About \$513.4 million in work on the Middle Harbor project has been completed or is under way, according to port officials.

**The project is slated for completion in 2019.**

The formal budget will also help the board keep track of different contracts and aspects of the projects, said Harbor Commission President Susan E. Anderson Wise.

"What we are trying to do is organize our approach to these projects so that we have the best practices in place and that we stand the best chance of staying on top of the budget and the timetable," Wise said. "And as we go through it, we can keep track of where we are in relationship to the overall plan."

The board voted 4-0 in favor of the program budget; Commissioner Rich Dines was absent. The project is among the largest for the nation's second-busiest seaport, which accounts for about \$4.9 billion in annual local, state and general federal taxes and 1.4 million trade-related jobs nationally.

Middle Harbor will be home to longtime customer **Orient Overseas Container Line**, the Hong Kong-based container shipping and logistics service company that last year signed a 40-year, \$4.6 billion deal that is expected to triple the size of the company's footprint, create at least 14,000 permanent jobs and lower port-related pollution by half, port officials have said.

At Tuesday's meeting, Anthony Otto, president of Long Beach Container Terminal, a subsidiary of OOCL, stressed the importance of keeping the project on schedule. "This project's vitally important to LBCT and OOCL for future competitiveness," Otto said.

He added that the millions of dollars of equipment investment, as well as potential future partnerships and vessel-related commitments to fill this terminal to capacity as that capacity comes online is "all predicated on the schedule remaining tight." **Source :** press telegram



The SOTRAOIL near Jelsa (Norway) – photo : Bert de Ruiter (c)

## P&O begins renovation of Cairnryan ferry port

**WORK has commenced on a major upgrade to the Port of Cairnryan in Scotland.**

The renovation of part of the **P&O Ferries** Division-owned port comes after rival Stena Line invested millions in its terminal in Belfast and a brand new facility just outside Cairnryan.

While the project will mean improved services for those using the ferry crossing, it is also good news for the Northern Ireland construction industry. Work will be carried out by Belfast-based civil engineering contractors McLaughlin and Harvey. A new roll-on and roll-off linkspan is to be installed at the port with work expected to be complete by the end of the year.

This replacement floating ramp structure will be used by the freight and tourist vehicles shipping with **P&O Ferries'** services to and from Larne.

**James Esler**, manager for P&O Ferries Scottish services said: "The ferry crossing between Cairnryan and Larne is the shortest anywhere on the Irish Sea and is very popular with both our freight and tourist passengers. This investment will improve our product still further for the long term."

Keith Millar, managing director of the Port of Larne, said: "This is great news, not just for the Scottish end of the route but also for Larne and Northern Ireland.

"This project is clear evidence of P&O Ferries' continued commitment to the ferry service between Cairnryan and Larne."

A spokeswoman for P&O said there were no plans to improve facilities in Larne, which she said were already at a high standard.

However, she said improvements to the A8 road, providing a new dual-carriageway link from the port of Larne to the motorway network would have benefits for P&O.

P&O Ferries operates seven sailings daily in each direction between Cairnryan and Larne and a seasonal fast craft service between Larne and Troon.

Stena Line invested £200 million in upgrading its Belfast terminal and moving its Scottish base from Stranraer to Loch Ryan.

Following the upgrade to its Belfast terminal, the firm opened the brand new £80m facility in Scotland at the end of 2011.

It also purchased two new 'superfast' ships to replace the iconic HSS service and feature a host of added luxuries including a Nordic spa. In December, the firm said the new services had resulted in a 60 per cent rise in freight users and a nine per cent jump in passenger numbers. Photo : [irishnews.com](http://irishnews.com) / ferries of Northern Europe





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## Seaspan Signs Newbuilding Contracts for Fuel Efficient SAVER Design 10,000 TEU Class Vessels

**Seaspan Corporation** (SSW) announced that it has signed contracts for the construction of four 10,000 TEU class newbuilding containerships at Jiangsu New Yangzi Shipbuilding Co., Ltd. and **Jiangsu Yangzi Xinfu Shipbuilding Co., Ltd.** The vessels are scheduled for delivery in 2014 and will be constructed using Seaspan's fuel efficient SAVER design. Concurrently with executing the newbuilding contracts, **Seaspan** signed long term, fixed-rate time charters for these vessels with **Mitsui O.S.K. Lines, Ltd. ("MOL")**. In connection with this transaction, Seaspan has also agreed to purchase from MOL four 2003-built 4,600 TEU class second hand vessels, for delivery in the second half of 2013 and first quarter of 2014, and has signed short-term fixed-rate time charters for these vessels with **MOL**.

These four 10,000 TEU class newbuilding containerships and four 4,600 TEU class second hand 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 **Seaspan**, 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 eight 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. Source: Seaspan Corporation

## OLDIE – FROM THE SHOEBOX



PO's "HIMALAYA" photo coll andrew moors

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



M/V **LOA** moored at Portonave Terminals (Navegantes - SC - Brazil) during the sunrise and waiting for pilot to sail, highlights for the seaman standing against the sunlight. **Photo : Fernando Phillipi da Silva (c)**

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