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**The SALVICEROY passing the Table Mountain**  
**Photo : Capt. Neil Johnston – Master Terasea Hawk (c)**

# IN MEMORIAM

Verslagen staan wij stil bij het overlijden van onze kapitein in ruste

## Bertus Schorel

Bertus heeft gedurende 40 jaar een zeer grote bijdrage geleverd aan de opbouw van onze sleepdienst. Met zijn vakmanschap, humor en levenslust heeft hij een onuitwisbare indruk in onze geschiedenis achtergelaten.

Altijd is hij met ons verbonden gebleven.

Riet, kinderen en kleinkinderen; heel veel sterkte met dit verlies.



## Vaar - wel Bertus

KOTUG

Sleepdienst Adriaan Kooren B.V. Rotterdam

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The **BERGE STAHL** departing from Rotterdam-EECV – Photo : Paul Borsboom (c)

## VLCC rates to rally for weeks on China demand, ship shortage

By Keith Wallis

Supertanker rates on key Asian freight routes are near their highest in about 19 months, and are set to remain strong for several weeks as China fills its strategic oil reserves in a market that is short of vessels, shipping experts said.

Hopes for a rise in Iranian oil exports, while potentially months away, would further underpin tanker rates, they added. Rates for very large crude carriers (VLCCs) on key routes from West Africa to China and Middle East to Japan are holding near their highest level since early last year, data showed.

The charter rate from Middle East to Japan closed at W63 on Tuesday, off a 19-month high of W64.5 hit on Nov. 21 but still double the W31 level reached on Aug. 30. Average earnings on the route have surged to more than \$52,000 per day, from \$2,647 on Aug. 30, according to data from British shipping services company Clarkson Research Services. The spike in rates will "certainly last to the end of this year", said Tim Huxley, chief executive of Wah Kwong Maritime Transport Holdings Ltd, one of Hong Kong's largest independent tanker owners. Clarkson data showed a rise in VLCC fixtures from the Middle East to Asia since September, indicating China has been filling the latest phase of its strategic petroleum reserve. Nearly 92 million barrels of new storage was due to be built in China between July 2013 to July 2014, according to British shipbroker ACM Shipping. This included 30 million barrels of storage at Sinopec facilities at Tieshan in Guangxi province and Tianjin Municipality that opened for filling in July and September, respectively, ACM Shipping said. Another 36 million barrels of storage at PetroChina's site at Qinzhou, Guangxi province, is expected to open in December. The spike in VLCC rates in the first half of 2012 had coincided with China filling the first tranche of the second phase of its strategic reserve, said Huxley and ACM Shipping senior analyst Chih Chwen Heng. A shortage of vessels, as owners continue to operate ships at slower speeds to save fuel, is also expected to underpin freight rates on the Asia route over the next few weeks. Sailing one knot, or 1.85 kilometre per hour, faster increases tanker capacity by 20 percent, Huxley said.



Ship operators are now eyeing Iran's oil exports after the country's nuclear deal with world powers for more trading cues. The deal halts Iran's most sensitive nuclear activity and also suspends U.S. and EU sanctions on several other sectors of Iran's economy for an initial six-month period. If global leaders are able to turn this interim accord into a comprehensive one, Iranian oil exports - that have been hit by Western sanctions - would recover. This would lower global fuel prices, boosting oil demand and charter rates. "Immediate term there is not much impact" from Europe's decision to ease sanctions, said Kevin Sy, head of freight derivatives in Singapore for broker Marex Spectron. "After a month or so there will be an increase in demand for shipping. It should be positive for the tanker market." But it would take months before Iran could increase exports by activating its fleet of 16-19 storage vessels, experts said. "They are very old ships. It's not a straightforward process. It will take time to reactivate them," said Henry Curra, head of research in Singapore for ACM Shipping. **Source : Reuters**



The OBO carrier **C WHALE** anchored off Singapore. [Click on the photo](#) to see the High Rez version or Click [HERE](#) to see the stern view **Photo : Piet Sinke (c)**



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## Sinopec wants Canada LNG export terminal

**China Petrochemical Corp**, the country's largest refiner, is looking to build a liquefied natural gas export terminal in British Columbia on Canada's west coast, the province's premier said on Wednesday. "**Sinopec** is now seriously pursuing investment for one or more projects in our province," Christy Clark, British Columbia's premier, said during a recent visit to China to discuss cooperation opportunities in LNG development with top Chinese gas and oil companies. "It is one of the most recent LNG proposals in BC."

An earlier report by The Wall Street Journal said that **China Petrochemical Corp** is in talks with the US-based oil and gas producer Apache Corp to buy a minority stake in an LNG project in Kitimat, a coastal town in British Columbia, including an LNG processing plant, pipelines and more than 260,000 hectares of undeveloped shale resources.

Although the size and value of the stake hasn't been determined, Sinopec's investment would go toward paying for the cost of the project. Apache last year pegged the cost at \$15 billion, the report said.

A spokesman for [Sinopec](#) in Beijing declined to comment on the matter on Wednesday. Sinopec owns significant natural gas properties in two of Canada's most prominent shale-gas fields that, once developed, could feed into Pacific Coast LNG plants.

Canada is keen to move gas exports into potential Asian markets such as China away from the US market where the need for imports of natural gas from Canada has been reduced because of its shale gas revolution. According to Clark, LNG could create a trillion-dollar economic opportunity and 100,000 jobs. Its revenues could also play a major part in eliminating the province's current \$62 billion debt within 15 years.

"We are here representing every sector required to import BC liquefied natural gas, including bankers, investors and oil and gas companies to welcome Chinese companies, to invest in our province," Clark said.

She said they are placing their economic destiny side by side with Chinese companies with the province's exports of goods to China having increased more than 500 percent over the past decade.

There are more than 10 proposed LNG projects in British Columbia, three of which already have a approved export licenses. Since last year, companies have invested more than \$6 billion in British Columbia to acquire upstream natural-gas assets and secure the development of pipelines and LNG plants, according to a statement by the province.

China's [CNOOC Ltd](#), [PetroChina Co Ltd](#) and [Sinopec Group](#), Malaysia's Petronas and South Korea's Kogas are all racing to build expensive facilities to ship cheap natural gas produced in the province back to Asian markets.

[Petronas](#) has made a \$36 billion promise to invest in British Columbia's liquefied natural gas plant and pipeline project, the largest foreign direct investment ever in Canada. [Source : ChinaDaily](#)

## Holland America Line biedt Nederlandse afvaarten vanuit IJmuiden en Rotterdam in 2014



Deze zomer is het voor Nederlandse reizigers nog makkelijker om een cruise te maken met [Holland America Line](#). Zij kunnen aan boord stappen in IJmuiden of Rotterdam, waarvandaan verschillende rondreizen zullen vertrekken. Met het [ms Prinsendam](#) worden zeven cruises aangeboden vanuit IJmuiden, variërend van zeven tot twintig nachten. Rotterdam blijft de thuishaven van het ms

Rotterdam met veertien afvaarten voor zeven verschillende routes.

Twee hoogtepunten van de Nederlandse afvaarten zijn de nieuwe 85-nachten [Afrika Explorer](#) cruise aan boord van het [ms Rotterdam](#), welke vertrekt vanuit Rotterdam en rond het Afrikaanse continent vaart, en de 17-nachten rondreis langs de Canarische Eilanden gedurende de wintervakantie.

"Veel van onze Europese gasten willen een exotische cruise maken zonder dat ze moeten vliegen naar de vertrekhaven," aldus Nico Bleichrodt, Senior Director of Sales North & Central Europe bij [Holland America Line](#). "De diverse rondreizen vanuit Nederland bieden een verscheidenheid aan spannende ervaringen, variërend van een vakantie van een week tot bijna drie maanden, zo is er voor ieder wat wils."

Van mei tot en met september 2014 maakt het [ms Rotterdam](#) rondreizen vanuit Rotterdam naar Noorwegen, de Baltische staten en het Verenigd Koninkrijk. Het Nederlandse schip vaart twee verschillende 7-daagse routes rond Noorwegen, langs lokale havens die het gevarieerde landschap van de regio laten zien. Gasten die opzoek zijn naar een langere vakantie kunnen een 14-daagse cruise naar de Baltische staten maken, met overnachtingen in St. Petersburg en Stockholm, of kiezen voor een uitgebreidere / langere cruise richting Noorwegen en de poolcirkel. Er is



ook nog een reis die Noorwegen, Ierland en Schotland combineert. Voor reizigers opzoek naar plezier en zon is een 14-daagse cruise naar het Iberisch schiereiland, met een overnachting in Lissabon en tussenstops in Spanje en Gibraltar, een aanrader. De nieuwe 85-nachten **Afrika Explorer** rondreis vanuit Rotterdam op het **ms Rotterdam** vaart rond het gehele Afrikaanse continent, waarbij het schip tweemaal de evenaar kruist en havens in meer dan 20 landen aandoet. Tijdens havenbezoeken waar overnacht wordt, hebben gasten extra tijd te besteden in Durban en Kaapstad (Zuid-Afrika) Walvisbaai (Namibië) en Lissabon (Portugal).

De 17-nachten Canarische Eilanden cruise, aan boord van het **ms Rotterdam**, vertrekt vanuit Rotterdam op 21 december, op tijd om Kerstmis en Nieuwjaar aan boord te vieren. Het schip vaart zuidwaarts richting Funchal (Madeira) en Las Palmas (Canarische Eilanden) met een overnachting in Santa Cruz de Tenerife. Verdere stops in Casablanca (Marokko) Cadiz (Spanje) en Lissabon maken van de cruise het ideale vakantieuitje.

Van mei tot en met augustus 2014 vaart het **ms Prinsendam** een reeks van 14-, 16- en 20-daagse cruises vanuit IJmuiden naar de Baltische staten, het Verenigd Koninkrijk, IJsland, Noordkaap en door het Noord-Oostzeekanaal. Naast stops in interessante hoofdsteden zoals Kopenhagen (Denemarken), Dublin (Ierland), Stockholm (Zweden), Helsinki (Finland) en Warnemünde (Berlijn, Duitsland), brengt het schip ook bezoeken aan steden die niet tijdens typische cruiseroutes worden aangedaan zoals Riga (Letland) Killybegs (Ierland) Eskifjordur (IJsland) Kalmar (Zweden) en Ny Alesund (Noorwegen). Op elke Europese reis brengt **Holland America Line** met het 'On Location' programma lokale tradities, culinaire smaken en culturele ervaringen tot leven, zowel aan boord als aan wal. Gasten kunnen genieten van een Nordic Jazz and Food Festival, Duits Bierfest met een live "oompah" band, regionale bier- en wijnproeverijen, culturele kookdemonstraties, speciale tapas sail-away feesten en meer.



The **CMA CGM CASSIOPEIA** arrived at Southampton from Rotterdam on 23<sup>rd</sup> November. She is employed on CMA CGM's FAL3 service linking Asia, the Red Sea, Beirut, Malta and Northern Europe.

Photo : Chris Brooks [www.ShipFoto.co.uk](http://www.ShipFoto.co.uk) ©



## Asia Dry Bulk-Fixture flurry, bad weather buoy dry bulk rates

By Keith Wallis

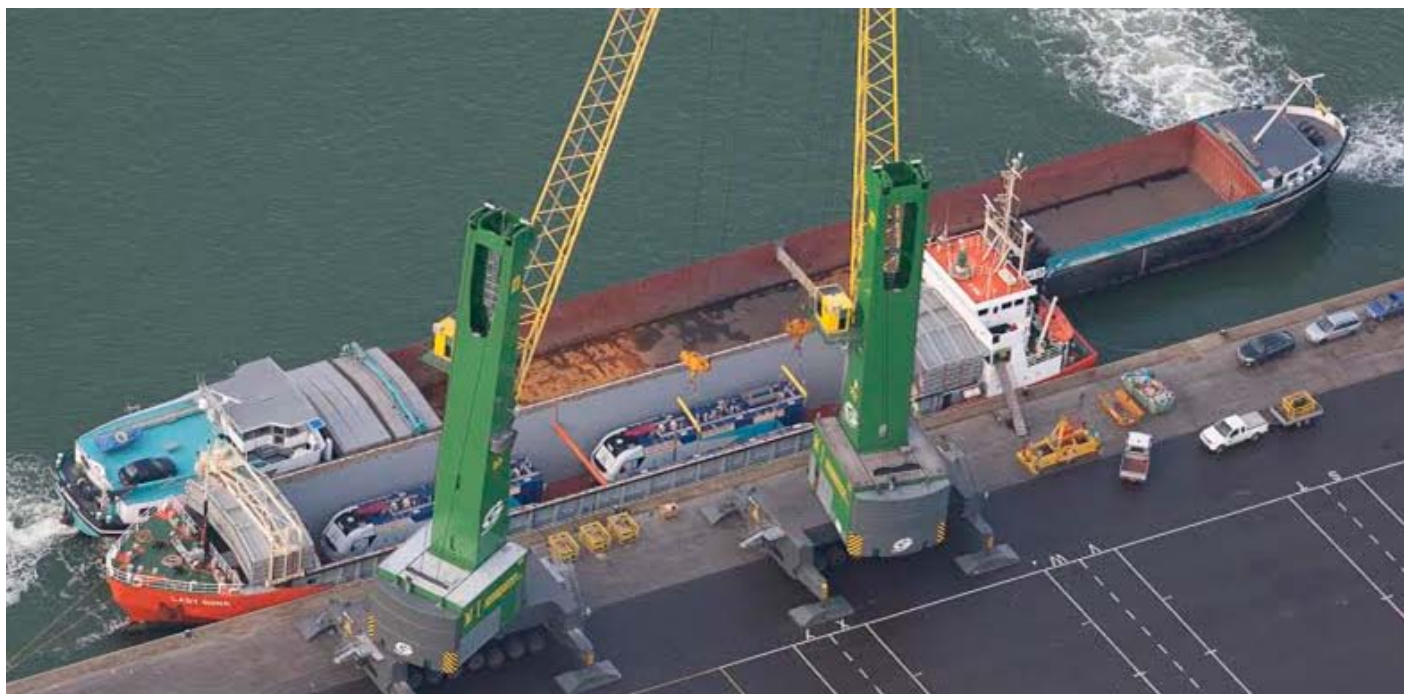
Rates for capesize bulk carriers on key Asian routes could climb next week if bad weather threatening northern China disrupts unloading operations and vessel schedules, ship brokers said. Charter rates for voyages from Australia to

China have already jumped by around \$1.50 in the past week following a flurry of fixtures by charterers including Rio Tinto and Oldendorff.

"There's been an improvement sentiment-wise. Bad weather in north China would mean charterers such as BHP Billiton Ltd and Rio Tinto have to replace ships that are delayed. I can see rates jump again on external factors like the weather," said one Singapore-based ship broker on Thursday. Port delays at Qingdao following last Friday's pipeline explosion have led to ships being held up and missing cargoes, another Singapore-based ship broker said on Thursday. "Due to sudden need for early loaders on the Western Australia-China ore trade, values of Far East round-trip voyages have jumped almost 10 per cent," Norwegian broker Fearnley said in a research note. Benchmark capesize rates from Australia to China closed at \$10 per tonne on Wednesday, although the last fixture done was \$10.34 per tonne. That was up from \$8.96 per tonne on last Wednesday's close. Capesize rates from Brazil to China slipped to end at \$20.82 on Wednesday, although the last done was \$21.38 after Vale fixed several cargoes, brokers said. That compared to last Wednesday's close of \$20.83 per tonne. Panamax rates jumped on Wednesday following the rebound in the capesize market and a tighter supramax sector as charterers fixed December cargoes, brokers said.

Rates for a panamax transpacific voyage closed at \$10,706 on Wednesday up from \$9,953 on a week ago, while the last done was higher at \$11,032. Supramax rates were also higher on Wednesday, supported by a raft of coal cargoes from the east coast of India to China, a supramax broker said. The firmer rate levels are expected to continue into next week. The Baltic Exchange's main sea freight index climbed to 1,573 on Wednesday, a rise of 46 points on the week. Technical charts indicated the benchmark had found support and may rise towards resistance at 1,632.

Source : Reuters



The **LADY NONA** moored at the **Verbrugge terminal** in Vlissingen loading breakbulk, 4 elocs ( Electrical locomotives). Photo: Hans van der Linde [www.aerolin.nl](http://www.aerolin.nl) @Aerolin Photo BV (c)

## High costs impede LNG use for shipping in Europe

Northern European use of liquefied natural gas (LNG) to fuel ships is becoming feasible as supply from Qatar to the Dutch port of Rotterdam becomes available, but for it to compete with oil in transport its price has to fall considerably.

New regulation on sulphur emissions in the shipping sector will come into place for much of the North and Baltic Sea in 2015, sparking interest in alternative fuels to diesel and many see LNG, currently used almost exclusively for power generation, as a viable alternative.

"LNG is seen as a popular alternative to oil as a transport fuel because it is efficient and potentially cost effective," said Gordon Inkson, energy and shipping expert at law firm Holman Fenwick Willan (HFW).

The industry estimates Baltic demand for LNG as a ship fuel will likely be around 2-5 million tonnes per year this decade.

"Shippers are constrained by regulation and need to adapt, and LNG could provide some cost-effective solutions," said Frederic Barnaud, executive director at Russia's Gazprom Marketing & Trading.



The **LNG LEO** approaching Rotterdam- Europoort – Photo : Harry van den Berg (c)

Gazprom so far only supplies Europe with gas via pipelines, which is barely used in the transport sector, but the state-controlled company has said it plans to build an LNG export terminal at the Baltic Sea port of Ust-Luga to supply the region by 2018.

France's Total and Royal Dutch Shell are said to be interested in joining the project.

Currently, however, the only means to import LNG into the region are via North Sea ports, such as Belgium's Zeebrugge and the Dutch Gate terminal at Rotterdam.

"The planned breakbulk expansion of the Gate terminal in Rotterdam is what has made it possible to build up small scale terminal infrastructure in other harbours in northern Europe," said Lars Frisk, head of business development with Swedish infrastructure company Swedegas. But as Europe's domestic gas reserves are falling, almost all imported gas is needed for electricity generation, so far leaving the gas transport sector short of supplies.

This will change when German utility E.ON gets access to Qatari LNG from next year into Rotterdam's Gate LNG terminal.

The position of the facility is beneficial for LNG use for transport as Rotterdam is also a key development hub of LNG fuel bunkering, driven largely by energy major Shell and tank storage provider Vopak.

The bunkered LNG in Rotterdam can be used to fuel river barges that ply continental Europe's major shipping routes, such as the Rhine, and it can also be sent on to other LNG fuel development hubs such as Sweden, Norway and Finland.

Swedegas and Vopak are jointly investing in an LNG terminal at the port of Gothenburg, Sweden's biggest.

Further in to the Baltic Sea, Lithuania's Klaipėdos Nafta won subsidies this month to finance an LNG terminal which could become the first eastern Baltic import terminal if it comes online as planned in December 2014.

### **GAS IS TOO EXPENSIVE**

Although the gas and required infrastructure is becoming available, high costs are still preventing faster development.

"LNG market potential is highly dependent on profitability of LNG conversion versus other alternatives for emission reductions," said the chief of Finland's gas supplier Gasum Antero Jännes.

Gasum plans to build the Fingulf LNG terminal for use in the industrial and transport sectors.

Analysts say that at current oil prices of around \$110 per barrel, European natural gas prices would have to fall to levels between \$8-9 per million British thermal units (mmBtu) from current levels of over \$10 per mmBtu, in order to compete in the transport sector.

French bank Societe Generale said this week it expected UK spot gas prices to drop slightly from an average of 67 pence per therm (\$10.95 per mmBtu) to 66 pence a therm (\$10.78 per mmBtu). Additionally, analysts say that LNG as marine fuel is still trapped in the "chicken-egg theory." "Suppliers raise the issue of vessel supply that can use LNG as



fuel, while shipowners are sceptical about available infrastructure and medium-term developments," said Shantanu Bhushan of maritime consultants Drewry. An executive with the association INTERTANKO, whose members own the majority of the world's tanker fleet, said the shipping world would need to see LNG work in one region before its use in the sector spreads.



The **LNG LEO** moored at the **GATE terminal** in Rotterdam-Europoort –

Photo : Peet de Rouw – [www.de-nachtdienst.nl](http://www.de-nachtdienst.nl)

Just **CLICK on the** Photo to view the hi-Res version

"If it becomes successful in North Europe and perhaps in the U.S. and China, the chances are good that it will spread elsewhere," the executive said. **Source: Reuters**

Are you our new team member?

A photograph of three men in orange safety gear and white hard hats standing in front of a large blue and white dredging ship. The ship is discharging a large pile of dark sediment into the water. The background shows a clear blue sky and the ocean.

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## "Off Hire and the ATHENA"

### Background

The Court of Appeal have recently handed down their judgement in the "**ATHENA**". It is a very important decision for charterers and is an important judgement on the NYPE off hire clause generally.

In order to determine whether the vessel is off hire enquiries now need only go to the service immediately required of the vessel at the time of the off hire event. When determining off hire it is not necessary to consider the entire voyage or adventure or the chartered service overall. The vessel carried wheat from Russia to Syria and the cargo was rejected there and the charterers ordered her to take the cargo to Libya. However, rather than proceeding straight to Benghazi roads, the vessel drifted for two weeks in international waters off Libya while new bills of lading were being issued. The charterers put the vessel off hire for that period. The owners argued that she remained on hire as there had been no loss of time. The owners argued therefore that the off hire provisions were not triggered.

Clause 15 of the NYPE charterparty '46 form provided that

"... in the event of loss of time from ... default of master ... or any other cause preventing the full working of the vessel, payment of hire shall cease for the time thereby lost...."

Before the London Tribunal it was held that the vessel was off hire because there had been a default by the master in not proceeding straight to port. The Tribunal established that had the vessel proceeded straight to port she would not (in fact) have discharged any earlier, as the issue of the bills of lading would still have taken two weeks to resolve. However the Tribunal ruled that this should not be relevant to the enquiry of whether or not the vessel was off hire. The owners obtained leave to appeal and the High Court highlighted the two requirements for the vessel to be off hire:

1. the off hire clause should be engaged. It was, as there was a default by the master; and
2. there should be actual loss of time as a consequence. There wasn't, as she could not have berthed any earlier in any event.

The High Court therefore held there was no loss of time, the adventure or the service overall was not affected, so the vessel remained on hire. The Court of Appeal, however, restored the Arbitrators' award. The Judges focused on the net loss of time provision in the off hire clause. They concluded that the enquiry should be as to whether time was lost in the service immediately required of the vessel, not with "the chartered service" as a whole or the entire maritime adventure. It was held that it was not material (in deciding off hire) whether the same amount of time would have been lost for other reasons at another stage in the chartered service. Such approach has significant practical advantages. It avoids intricate calculations, enabling the parties to know where they stand without having to wait on events subsequent to the period of inefficiency. If the entire service were to be considered the same triggering event might give rise to different consequences in terms of off hire in back to back charterparties of differing length. This would clearly be commercially unsatisfactory. In addition, in this case, the Master's decision to drift for two weeks in international waters instead of proceeding straight to port also resulted in the "upsetting of the normal allocation of the risk of delay under the sale contract".

### THE CHARTERERS P&I CLUB

#### In Conclusion:

Following the Court of Appeal's decision in the "**ATHENA**", it is no longer possible to have regard to events occurring after the end of the off-hire event. The decision should be welcomed by the (time) chartering community. At the Club we feel that the decision is also an entirely sensible one in that it reflects the intention of the off hire clause. The off hire clause has always operated independent of breach providing a regime to allocate time regardless of fault and the "ATHENA" fits with that approach. Source : Michael Else and Company Limited, as Managers E. & O.E.



The **SMIT ANGOLA** with the **SMITBARGE 2** outbound from Arbatax Sardinia enroute Sao Paulo in Brazil  
Photo's : Ron van den Heuvel ©





The **VOS THEIA** moored in Malta – Photo : Mario Schembri (c)

## Flexibility Drives 8,000-10,000 TEU Contracting

Headlines this year have been grabbed by containership ordering in the largest size sectors. 16 ships of 18,000+ TEU (totalling 0.29m TEU) have been contracted this year, along with 31 vessels in the 13-16,000 TEU sector (0.45m TEU). However, as the Graph of the Month shows, the 8-10,000 TEU sector has been even more active, with 74 orders totalling 0.68m TEU placed so far in 2013, accounting for 35% of contracts, and 40% of capacity ordered this year. New Designs Tempt Investors In the current fleet there are 350 ships of 8-10,000 TEU, totalling 3.0m TEU. Meanwhile, boosted by 2010-11 contracting, 138 ships of 1.27m TEU are on order in the size range, equivalent to 42% of 8-10,000 TEU fleet capacity. In comparison, there are 911 Panamaxs of 3,000+ TEU totalling 3.8m TEU in the fleet, but just 11 on order. As operators look to upsize from Panamaxs, increasingly unsuitable on larger North-South and USEC Transpacific trades, 8-10,000 TEU ships may become the new workhorses on a number of trade routes. Investors have been enticed by economies of scale as well as designs reportedly more fuel efficient than similar capacity vessels ordered pre-downturn. New orders are wide-beam (48.2m) - 19 rows across - but will be able to transit the expanded Panama Canal (49m beam). They are also shorter, at around 300m LOA, than the older designs in the size range that reached 366m. With high reefer capacities of 1,000+ plugs, they are suited to use on a variety of trades. Finally, this year's orders came near the bottom of the pricing cycle, with reported prices of \$80-90m, compared to around \$130m in 2008.

### Where Will They Go?

These ships offer flexible deployment options. North-South trades, where 17% of capacity is now provided by 8,000+ TEU ships (up from 8% at start 2013) are likely to be a home for many of these vessels. Meanwhile, 40% of Transpacific capacity is currently on 8,000+ TEU ships - at start Q4 there were 127 vessels in the 8-10,000 TEU range



plying the trade. However, just ten 10,000+ TEU ships call at US ports, demonstrating the current reluctance to upsize further.

### Room For More?

So what will drive further demand for 8-10,000 TEU ships? North-South trade is currently projected to grow by 4.6% this year, with growth expected to improve to 5.7% in 2014. Meanwhile, the Transpacific trade is projected to grow by 3.0% in full year 2013, before picking up to 5.0% growth next year. Additionally, when the expanded Panama Canal opens in late 2015, strings of Panamaxes to the US East Coast will be ripe for upsizing. If there are risks, they are that a prolonged slowdown in North-South trade, or lengthy port development delays, could temporarily dent demand for ships in this size range. And yet, despite this year's ordering spree, with the flexible 8-10,000 TEU size likely to become a widely deployed global workhorse, recent contracting looks set to be the start of a strong demand trend in the sector. **Source: Clarksons**



After a charter period of 3 years in which she moved in **6086 trips 19.265.982 ! million cubic meters off sand** to create 4 artificial island for the oil industry, one leisure island, a beach reclamation and some maintenance dredging all executed in Abu Dhabi waters a docking at Dubai Dry-Docks was necessary for the off-hire survey some underwater repairs and a fresh antifouling On behalf of **National Marine Dredging Company** we would like to thank the crew of the "**COASTWAY**" for their excellent performance and devotion during this period, we wish them all the best on their new assignment wherever this will be around the globe - "**Zakum Artificial Project Dredging Team**"

## ITIC warning for ship managers on unsuitable cargoes

ITIC has warned ship managers of the potentially severe financial implications of nominating unsuitable ships for the carriage of specific cargoes.

In the latest issue of its Claims Review, ITIC cites the case of a commercial ship manager which fixed a ship for a voyage of 4,000 metric tonnes of ammonium nitrate in large bags. This type of cargo had been carried by the manager's fleet on several occasions, but the cargo had always previously been described as being in loose/bulk condition.

After the ship had loaded about 950 metric tonnes of cargo, port state control came aboard and stopped any further loading, as it was established that the ship had permission to load ammonium nitrate only in loose condition. After

checking the position with the owners, the classification society and the flag state, it was confirmed that the ship which had been fixed was not suitable to load the ammonium nitrate in bags.

In order to keep costs to a minimum, the commercial manager fixed a different ship in its managed fleet for the same cargo, with the agreement of the charterers. The charterers then looked for reimbursement of the additional costs to the owners, who in turn held the manager liable. ITIC duly settled this claim on behalf of the manager.

Noting that the claim could have been significantly higher if a suitable substitute vessel had not been available, ITIC says that commercial managers need to be fully aware of all the limitations of ships under their management with regard to the carriage of particular cargoes. It emphasises that they need to pay careful attention to the detailed description of any cargo which they agree to commit their owners to in any charter party fixture.

Copies of the ITIC Claim Review can be requested from: [chris@merlinco.com](mailto:chris@merlinco.com)

## NAVY NEWS



The **USNS OBSERVATION ISLAND** departing from Yokohama port (Japan) - Photo's : Piet Sinke ©



**USNS Observation Island (T-AGM-23)**, also known as **ex-MA-28**, **ex-YAG-57**, **ex-E-AG-154**, **Empire State Mariner**, is the historic naval vessel that in 1969 launched the first Poseidon Fleet Ballistic Missile ever successfully deployed from a vessel at sea, earning the ship and crew the Meritorious Unit Commendation. The ship is currently one of two Missile Range Instrumentation Ships operated by the Military Sealift Command. One of the radars it carries is the AN/SPQ-11 Cobra Judy Passive Electronically Scanned Array radar.

**USNS Observation Island** operates worldwide, monitoring compliance with strategic arms treaties and supporting U.S. military weapons test programs. Observation Island carries an Air Force shipborne phased-array radar system for collecting data on missile tests. The ship is operated by Military Sealift Command for the Air Force Technical Applications Center at Patrick Air Force Base.



**USNS Observation Island** was built as a "**Mariner**" class merchant ship, launched in August, 1953, and was acquired by the Navy in September 1956 for use as a fleet ballistic missile test ship. The vessel was converted at Norfolk Naval Shipyard, and kept in reserve as a Maritime Administration asset from 1972 until 1977. In August 1977, Observation Island was reacquired by the U.S. Navy and transferred to **Military Sealift Command**, where it was reclassified as T-AGM 23, a missile range instrumentation ship. Just **CLICK on the photos above** to view the High Resolution version or Click **[HERE](#)** to see the



stern view of the vessel.

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## US Navy suspends another ship-services contractor

The us Navy has suspended another contractor that services and supplies Navy ships and submarines, this time for what the Navy called "questionable business integrity." The Navy announcement Wednesday evening provided no details on allegations against the company, **Inchcape Shipping Services Holding Ltd.**, whose website describes it as one of the world's leading maritime services providers, doing business in 66 countries. The suspension prevents the Department of the Navy and all other federal agencies from entering into any new contracts with Inchcape. The Navy already is investigating a number of senior Navy officers in connection with an alleged overbilling scheme by another maritime services contractor, **Glenn Defense Marine Asia**, whose chief executive was arrested in September on charges that he bribed Navy officers. **Source : The Tampa Tribune**

## steel cutting ceremony held at KSEW for Fleet Tanker

The steel cutting ceremony of the 17,000 tons fleet tanker, being built for Pakistan Navy, was held at **Karachi Shipyard and Engineering Works** on Wednesday. Rana Tanveer Hussain, Federal Minister for Defence Production, was the chief guest. The ceremony was attended by Ambassador of Turkey, Sadiq Babur Girgin, Vice Admiral M. Zakauallah, Vice Chief of Naval Staff, Murad Bayar, Under Secretary Defence Industries Turkey, Lt. Gen. Tanvir Tahir



(retd), Secretary MoDP, senior Turkish delegates and other high-ranking civil and military officials from Turkey and Pakistan.

Pakistan Navy's fleet tanker will primarily provide logistics support to PN units at sea through transfer of liquid and dry cargo. The ship will also be able to undertake anti-submarine and anti-surface vessel operations through embarked helicopters. The same helicopter can also be used for search and rescue operations.

The ship will be fitted with latest medical facilities to provide medical support PN fleet units as well as during disaster relief operations.

The ship will be able to independently operate at sea for three months. The ship will be capable to transfer stores at sea through two rigs, one on each side plus stern refuelling facility with day night capability.

On the occasion, the chief guest appreciated Karachi Shipyard for not only being a profit bearing unit of MoDP but also paying taxes for the last 2 years. He said that during the recent years, KSEW has delivered various vessels, achieving all construction milestones with international standards of quality along with complete satisfaction of its customers. This reflects the complete revitalization of KSEW.

On behalf of Government of Pakistan, the Minister assured that the complete revitalization of KSEW to help sustain the progress of this organization.

He further said that considering the significance of shipbuilding industry, establishment of a new shipyard with greater ship repair facilities at Gawadar is also under consideration at the highest level of government and this project will materialize very soon. Earlier Managing Director of KSEW, Rear Admiral Syed Hasan Nasir Shah, in his welcome address thanked MoDP, Government of Pakistan, and especially Pakistan Navy for their continued patronage.

He highlighted the brotherly relations with Turkey and said that this everlasting friendship now enters a new era as we together undertake this mega project of building the fleet tanker. Admiral Shah further said that the KSEW is fully equipped with infrastructure and has highly trained work force of technicians and engineers who are ready to undertake more challenging project of fleet tanker with zeal and energy. **Source : APP**



The Japanese Coast Guard Hateruma class patrol vessel **PL 31 IZU** approaching the Coast Guard base in Yokohama. PL stands for "Patrol vessel Large", and the class name "Hateruma" is named after Hateruma-jima, the southernmost inhabited island of Japan. **Photo : Piet Sinke** © **CLICK on the photo above** to view the High Resolution version

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## Damen Shipyards Group opens first Service Hub in Australia



Brisbane hub will provide warranty services, maintenance, training and spare parts

[Damen's](#) first Australian Service Hub was officially declared open by the Honorary Consul of the Kingdom of the Netherlands, Captain Kasper Kuiper on November 8. [Damen Services Brisbane Pty Ltd.](#) will serve Australia, New Zealand and the Pacific. Headed up by Peter Ryan, the new hub will handle all warranty or maintenance issues and offer training courses, as well having a spare parts store onsite.

Roland Briene, [Damen](#) Area Director Asia Pacific, says: "We are really pleased to have established a full Service Hub in Australia from which to serve our many clients in the region. There are some 70 Damen vessels operating in the region currently, with more to come."

[Damen](#) is working with the same highly skilled local engineers and contractors that it has been doing for more than a decade, ensuring continuity of service levels. Every customer will be able to access the Damen web portal where they can find information about their vessels, drawings and order any spare parts needed.

### Simulator training

Currently, [Damen](#) is building up its relationship with local simulator companies to further extend training possibilities.

MrBriene: "This is really the next step in the development of the region for [Damen](#). We were keen to be on the east coast because this is a very busy area with many interesting projects going on and our New Zealand business is also expanding significantly, with several new [Damen](#) clients. We are very much looking forward to assisting clients in the region and further developing this exciting market."

## COMBIFLOAT LEVERT MODULAIRE VEERBOOT AAN PANAMA

een 'fast track' project vanaf concept tot voltooiing in slechts 10 weken!

[Combifloat](#) gevestigd in Rotterdam, Holland, heeft met succes een modulair zelf aangedreven veerboot voltooid en geleverd aan klant VINCI Construction Grands Projets, Frankrijk in opdracht van [Panama Canal Authority](#). VINCI zal de veerboot inzetten gedurende de bouw van het Panama Atlantic Bridge project.

In juli dit jaar heeft Combifloat van VINCI Construction de opdracht ontvangen voor het leveren van een modulaire veerboot, welke gebruikt zal worden tijdens de bouw van de Atlantic Bridge, die de oevers zal verbinden van het Panamakanaal aan de Atlantische ingang. In november 2012 heeft VINCI het contract ontvangen van de Panama Canal Authority om de Atlantic Bridge te bouwen.

Begin dit jaar is VINCI Construction gestart met de bouwwerkzaamheden in Panama en zocht een snelle en adequate oplossing om constructie materialen en voertuigen te vervoeren totdat de brug is voltooid in 2015. Combifloat in Rotterdam was in staat om de snelste, meest flexibele en economische oplossing te bieden volgens de eisen en project specifieke configuratie van de klant. Een andere belangrijke factor in het winnen van dit contract was de mogelijkheid van hergebruik van de modulaire Combifloat® pontons na voltooiing van het project voor een verscheidenheid aan toepassingen van de klant.



De veerboot, 'Concepción', bestaat uit 10 modulaire Combifloat® C-7 series pontons met een totale lengte van 48 meter, een breedte van 12 meter en een draagkracht van het dek van 150 ton. Teneinde een landing van de veerboot in de ondiepe oevers van het Panamakanaal mogelijk te maken zijn er twee ingebouwde Ballegooijen boegschroeven van elk 160 kW aan weerszijden van de pontons geïnstalleerd. Dit resulteerde in de benodigde maximum toegestane diepgang van de veerboot van slechts 80 centimeter, met behoud van een uitstekende manoeuvreerbaarheid van de ferry!

De 'Concepción' is gebouwd volgens Bureau Veritas (BV) classificatie regels en voorschriften en zal in Moerdijk worden gedemonteerd voor zee-transport naar Panama begin december. Vanwege de eenvoudige en simpele Combifloat® koppelingen en vergrendelingen, kan de veerboot in minder dan 10 dagen na aankomst in Panama weer worden geassembleerd. De verwachting is dat de 'Concepción' begin januari 2014 volledig operationeel zal zijn.

Bas de Jong, Managing Director van Combifloat, zegt: "Het winnen van deze opdracht toont de enorme flexibiliteit en veelzijdigheid van de Combifloat® modulaire pontons. Het voltooiën van dit project van concept tot levering in slechts 10 weken is een belangrijke prestatie van alle betrokkenen. Mede dank zij de uitstekende prestaties van onze subcontractors Groeneveldt Marine Construction en Saltwater Engineering, beiden gevestigd in Papendrecht, waren wij in staat alle uitdagingen die vergezeld gaan met zo'n 'fast track' project als dit te overwinnen. De succesvolle uitvoering van dit project creëert volop kansen voor Combifloat in de toekomst, aangezien dit modulaire concept kan worden toegepast voor een grote verscheidenheid aan toepassingen. We zijn trots dat wij in staat zijn om in een korte periode een hoogwaardig product te kunnen leveren."

De Atlantic Bridge ligt op 3 km ten noorden van de Panama Gatun sluizen, nabij de stad Colon en wordt de langste betonnen tuibrug met een lengte van 1.050 meter met een overspanning van 530 meter. De brug is de derde uitbreiding over het kanaal en zal slechts als verkeerverbinding dienen aan de noordzijde van de Isthmus.

## Fincantieri to build an oceanographic ship for Norway

In the presence of the Norwegian Minister of Fisheries and Coastal Affairs Elisabeth Aspaker, Fincantieri, one of the world leading shipbuilding companies, and the Institute of Marine Research (IMR), the Norwegian governmental body for oceanographic research and fishing, signed a contract today in Oslo for the construction of an oceanographic icebreaker for operating in polar waters, the company said in its press release. The Institute of Marine Research (IMR), based in Bergen and counts with 700 employees, is the direct owner of several research vessels or operates them on behalf of other Norwegian institutes, carrying out missions on a global scale even in collaboration with world leading oceanographic bodies.



The owner of the ship will be the Norwegian Polar Institute, on behalf of the Norwegian government.

The ship will be named "**KRONPRINS HAAKON**", in honour of the heir to the Norwegian throne and will be built in Italy in the Fincantieri integrated shipyard in Riva Trigoso-Muggiano, before undergoing final outfitting and sea trials in Norway at VARD – a member of the Fincantieri Group.

The new vessel, designed by Rolls Royce Marine, will be launched in the second half of 2016 and will be fully operative from the beginning of 2017.

The project, promoted by the Norwegian government, has a total value of about 175 million euro. The order for the construction of the ship was acquired by Fincantieri following comparison with qualified international competitors.

The contract was signed at the Fram Museum in Oslo, between Tore Nepstad, Managing Director of the Norwegian Institute of Marine Research, and Angelo Fusco, Executive Senior Vice President Italy for Fincantieri.

With a gross tonnage of 9,000 tonnes, a length of over 100 metres and a breadth of 21 metres, the vessel will be able to accommodate 55 persons in 38 cabins - research personnel, students and crew - and will be fitted out with the highest standards of comfort for passenger ships. At the bow, its hangar will be able to accommodate two helicopters and will be equipped with complex instrumentation able to investigate the morphology and geology of the seabed.

The ship will be one of the most advanced icebreaker in the world, and will provide a high-tech facility for the study of the marine environment. It will be built according to criteria that ensure minimum environmental impact and reduced radiation of noise underwater so as to allow studies on fish and marine mammals and it will be able to carry out its oceanographic and hydrographic research activities in any area of operation.

The vessel will carry out missions on a global scale and will be used to study the modalities and consequences of climate change in the Arctic environment.

Elisabeth Aspaker, the Norwegian Minister of Fisheries and Coastal Affairs, declared: "The purchase of this new research vessel will contribute to the knowledge of the ecosystems in both the Arctic and Antarctic regions. It is an instrument of great importance not only for our Country, but for the whole international scientific community".

Tore Nepstad, Managing Director of the Institute of Marine Research, added: "This is an important step for all Norwegian institutions that deal with research in the northern and southern hemisphere. We still have many challenges to face in our battle to understand nature. The effects of climate change are one of the research areas in which we need a technologically advanced vessel such as the Kronprins Haakon".

Giuseppe Bono, Chief Executive Officer of Fincantieri, commented: "We are very satisfied with this prestigious order, acquired from such an important customer that requires high quality standard". Bono concluded: "With this ship we shall take a further step forward on the technological and innovative front, helped in this also by our ever closer collaboration with our colleagues at VARD". **Source : PortNews**

## **IHC Merwede secures order for innovative self-propelled CSD from Boskalis**

IHC Merwede has been awarded the contract for the design, construction and delivery of a 23,684kW self-propelled cutter suction dredger (CSD) from **Royal Boskalis**



**Westminster (Boskalis)**. The innovative new dredging vessel will be one of the largest CSDs of its kind in the world. As part of the close cooperation and working relationship between Boskalis and **IHC Merwede**, much attention has been paid to the design of this latest CSD in terms of safety, the environment and increased operational workability. A particular feature of the vessel is the widening of the aft ship in order to reduce the draught. "IHC Merwede is delighted to confirm this valuable new dredging project, following the major offshore order worth more than €1 billion

for six pipelaying vessels earlier this year,” says BramRoelse, IHC Merwede’s COO. “This order from Boskalis confirms that the dredging market has renewed confidence in IHC Merwede’s exceptionally high levels of quality and reliability, as well as enhancing the company’s positioning as the technology innovator.”

**Additional information**

Main features

- Type Self-propelled CSD
- Customer Royal Boskalis Westminster NV
- Builder IHC Holland BV
- Length overall 152m
- Breadth 28m
- Total installed power 23,684kW
- Maximum dredging depth 35m
- Accommodation 45 people


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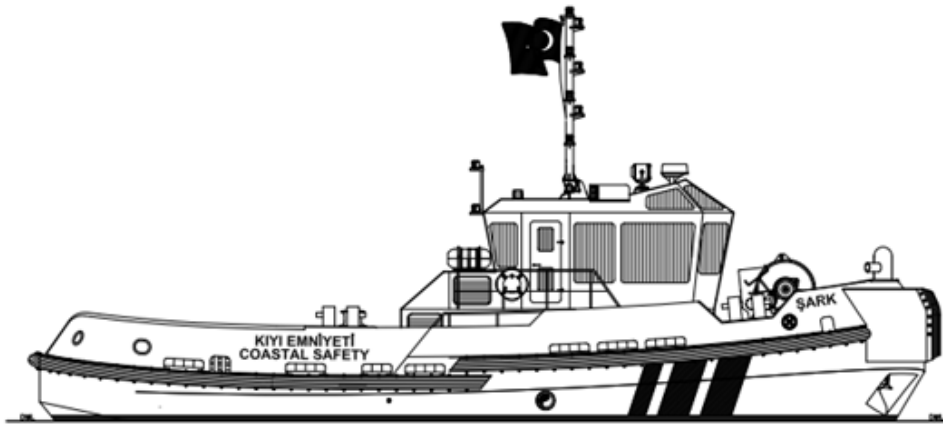


Beautiful photo made by [Peet de Rouw](http://www.denachtdienst.nl) ( [www.denachtdienst.nl](http://www.denachtdienst.nl)) of the **GAS PASHA** moored in the port of Rotterdam- just **CLICK on the** Photo to view the hi-Res version



## What's in a name? Two Turkish Workhorses from Robert Allan Ltd.

As the fleet of tugs worldwide continues to expand, the choice of original names becomes ever more limited, so it is



delightful to contemplate the origins of the names of the latest deliveries from **Besiktas Shipyard** in Yalova, Turkey, the tugs **GARP** and **SARK**. John Irving might forgive us if the first of the pair were dubbed "T.S. **GARP**" to acknowledge its propulsion origins, and although nowhere near as graceful as her sailing namesake, "Cutty" Sark surely befits a "short shirt" low air draft tug like this! (for those not familiar with Auld Scots, consult Wikipedia!). However

the real explanation of these catchy names is more Kipling-esque; **GARP** is Turkish for "West" and **SARK** is "East", so befitting to their locale of operation, these two tugs will indeed bridge the gap from the Orient to the west, and not by accident!



These two rugged little tugs are of the TS 2000 class design from Robert Allan Ltd, Naval Architects of Vancouver Canada, and were recently delivered to the Directorate General of Coastal Safety in their home port of Istanbul.

Configured as conventional twin-screw tugs, **GARP** and **SARK** are designed to perform ship-assist/ harbour tug duties and construction support. With a significantly low air draft and a shallow navigational draft there are few places inaccessible to these tugs. The tug was also designed for the maximum speed possible for a tug of this size. These **TS2000harbour** tugs are classed and built according to Turkish Lloydnotations: [ + ] 1A5 TUG K20 [ + ] MAUT

Particulars of the TS 2000 Class Tugs are as follows:

Length O.A.:	20 metres
Beam, moulded, extreme:	7.5metres
Depth, moulded (hull):	3.3metres
Maximum Draft:	3 metres
Maximum Air Draft:	6metres
Tank Capacities are:	
Fuel Oil:	25 m3



Fresh Water: 2.9 m3

**GARP** and **SARK** have been outfitted to high standards in a compact space for crew of up to 4 people. The lower accommodation deck consists of a combined mess and pantry, two double crew cabins with a shared en-suite. The wheelhouse is designed for maximum all-round visibility from the forward control station, with conventional helm controls.

Main propulsion comprises a pair of Baudouin M26.2 diesel engines each rated 808 kW at 1900 rpm, and each driving fixed pitched 1.6 m diameter propellers on conventional shaft lines. The vessels have wet exhausts in order to achieve the extremely low air draft.

The deck machinery comprises a forward hawser winch from Data Hidrolik with a brake capacity of 50 tonnes and a line pull of 25 tonnes at 8 m/min. The aft deck has a 27 tonne SWL tow hook, a 3 tonne capstan and a telescopic deck crane with a 6.5m reach. The bow of the vessel is fitted with push knees and fenders for barge manoeuvring duties.

On trials, the TS 2000 met or exceeded all performance expectations, with the following results:

Bollard Pull, ahead: 24 tonnes

Free running speed, ahead: 11 knots

Free running speed, astern: 7 knots

For more information on the TS 2000, or any other high-performance vessel designs from Robert Allan Ltd., please contact [design@ral.ca](mailto:design@ral.ca)

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## **Sarawak mulls over developing deep sea ports, cruise facilities**

Sarawak is looking into the feasibility of developing its own deep sea ports and dedicated cruise facilities, in compliance with the International Ship and Port Facility Security Code.

This was based on the proposed study on the Lundu-Sematan Coastal Development Area Master Plan, said state tourism minister Datuk Amar Abang Johari Tun Abang Openg. He said cruise tourism operators had expressed interest in making Kuching as part of their itinerary but their decision to operate here was currently hindered by the limitation of the Sarawak River draught to cater for their mega cruise ships and non-availability of dedicated cruise facilities.

"It is estimated that RM360 million is required to dredge the channel to enable cruise ships of bigger size to enter the Sarawak River as, at the moment, only cruise ships of small and medium size (100-500 passenger capacity) can berth at the Kuching Port," he added.

Abang Johari, who is also state housing minister, said this in his winding-up speech for his ministry at the state legislative assembly sitting here today.

He said regionally, Penang, Selangor, Sabah and Brunei were developing and upgrading their port facilities to cater for the mega cruise ships, with cruise tourism accounting for one of the fastest-growing tourism segments in the Asia-Pacific Region which now captured 18 per cent of the global cruise market.

Under the Economic Transformation Programme (ETP), he said, Kuching had been identified as one of the ports with potential for cruise tourism development and had the most number of cruise ship arrivals due to its close proximity to tourism attractions.

Abang Johari said Sarawak was scheduled to receive a total of 15 cruise ships, bringing in approximately 13,000 passengers and injecting RM2.3 million into the local economy this year.

Under the 10th Malaysia Plan, he said, the federal government, through the tourism and culture ministry, had allocated RM55.3 million for the implementation of 58 tourism-related projects in Sarawak.

On visitor arrivals in Sarawak, he said, it had indicated a steady increase from 3.8 million in 2011 to four million last year, bringing in an estimated tourism revenue of RM5.5 billion in 2011, and RM6.2 billion last year.

About 4.2 million visitors with estimated tourism revenue at RM8 billion is expected this year. **Source : New Straits Times**

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## £30 million Southampton port dredging project to get underway

WORK is set to begin on a £30m project to bring the biggest container ships in the world to Southampton.

More than three million cubic metres of clay, sand and gravel will be removed from the port channel in a major dredge operation by Hampshire firm [Boskalis Westminster](#).

The Fareham-based company has been appointed by port owners Associated British Ports (ABP) to carry out the project, which will begin in the next few weeks and be completed within a year.

The dredging work will deepen large sections of the 40km approach channel to the port, and improve the safety of ships' navigation and the ability of vessels to pass each other.

It will also increase the marine tidal access window for larger ships and make it open to "super-containers", largely travelling from the Far East. The port's main navigational channel will be deepened and widened in some parts, with the waste material removed from the channel being taken to a licensed deposit ground in the English Channel, south of the Isle of Wight. It forms part of a wider project to improve facilities at the port, which is already the UK's best-performing container terminal and the most productive port in Europe. That project will see four enormous container cranes, worth £28m, installed on a new 500m quay. That work is due for completion by April, while the dredge project is expected to be completed within a year. Source : [Andover Advertiser](#)



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## European Commission ban on Georgian seafarers lifted

The European Commission decided on 25 November 2013 to lift a three-year ban it had imposed on Georgian seafarers. This decision comes after the withdrawal of the STCW\* recognition of Georgian seafarers' certification in November 2010 following an inspection carried out by the European Maritime Safety Agency (EMSA) in 2006. Among the problems identified were the effective monitoring of maritime schools and the issuance of forged certificates, ESCA said in its press release.

At the time, this Commission decision meant that seafarers who did not possess recognised certificates would no longer be allowed to work on board EU-flagged ships. Those with valid endorsements could continue working on board EU-flagged ships until the expiry of the five-year validity of their endorsements. Despite the ban, the European

Commission adopted a constructive approach by providing assistance to Georgia through various EU-funded projects in order to help it bring its system of training and certification back in line with international standards.

The Commission re-assessed the Georgian system on the basis of another EMSA inspection of October 2012 and, following corrective measures adopted by the Georgian authorities, found it to be once again compliant with international standards. Once this decision is formally adopted, those EU Member States who so wish may start endorsing Georgian certificates. **Source : PortNews**

## Jan De Nul's Jan Pieter De Nul to take part in Moscow Forum of dredging companies

Managing Director of **Jan De Nul N.V.** **Jan Pieter De Nul** has accepted the invitation to participate in the Forum of major dredging companies, a company spokesperson told PortNews.

Besides, the forum will be attended by **Philippe R.A. Hutse**, Area Director, Europe / Eurasia / N&SE Asia, head of Jan De Nul's Russian office.

The Forum of dredging companies will be held in Moscow, February 5, 2014. The event was supported by the Ministry of Transport of Russia. The Forum Partner is Rosmorport. The event organizer is IAA PortNews. **Source : PortNews**

## Hanjin names Hanjin Transport boss Tai Soo Suk as new group CEO

KOREA's **Hanjin Shipping** has announced that **Tai Soo Suk**, CEO of Hanjin Transportation since 2008, will become president and chief executive officer on December 1 though it does not become official until a board and shareholder meeting in March.

Hanjin Shipping said Mr Tai was appointed for his outstanding performance as CEO at Hanjin Transportation based on his years of expertise in logistics industry while serving as top management at Korean Air and Hanjin Transportation.

Mr Tai majored in economics at Seoul National University and received master's in business at MIT Sloan. He joined Korean Air at 1984, served as the head of business strategy as well as chief director of the North America headquarters. He replaces Young Min Kim who resigned on November 11 after the company suffered continuing losses and failed to secure support from major creditor banks. Mr Kim had been CEO since January 2009.

Hanjin operates 60 liner and tramper services around the globe moving more than 100 million tons of cargo annually. Hanjin Shipping's fleet consists of 200 containerships, bulk and LNG carriers. It has a comprehensive global business network with four regional headquarters, 200 branch offices, and 30 local corporations. **Source : Schednet**

## BOEKBESPREKING

Door : Frank NEYTS

### "De Vlaamse Havens".

Zopas verscheen 'De Vlaamse havens – Feiten, statistieken en indicatoren 2012'. **Jean-Pierre Merckx** en **Dirk Neyts** tekenden als auteurs. 2012 was een grillig jaar. Aanhoudende financiële problemen in de periferie van de Eurozone, de schulden crisis en een mogelijke exit van Griekenland uit de Euro beheersten het nieuws. Op het niveau van de wereldeconomie was het tevens onzekerheid troef.

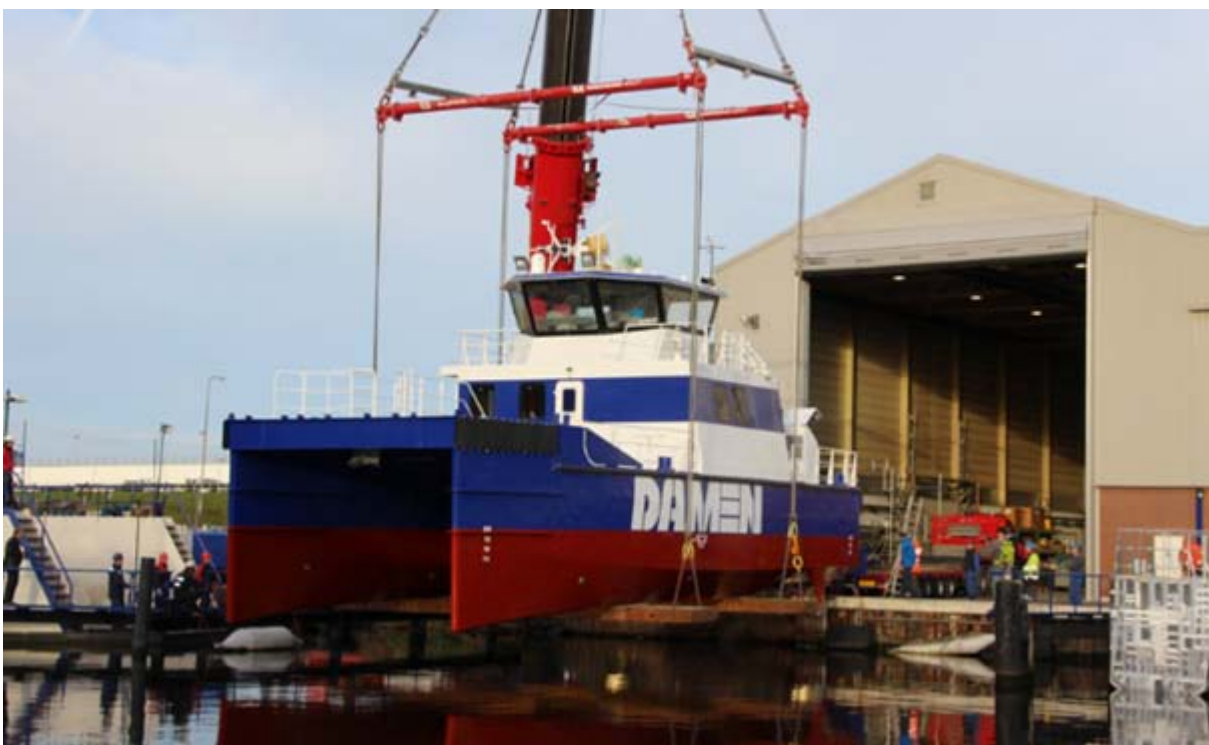
Te midden van dit turbulente klimaat hebben de Vlaamse havens behoorlijk standgehouden en de lijn van 2011 grotendeels weten door te trekken. Zij zijn nog altijd goed voor bijna een kwart van de overslag in de zone tussen Hamburg en Le Havre, de actiefste regio van Europa op het vlak van haventrafieken.

In 'Vlaamse havens – Feiten, statistieken en indicatoren 2012' wordt aangegeven wat er nieuw is in de Vlaamse havens in 2012 en hoe de cijfers voor werkgelegenheid, toegevoegde waarde, trafieken, investeringen, binnenvaart,



pijpleidingen e.d. zijn geëvolueerd. Elk jaar opnieuw slaagt de Vlaamse Havencommissie erin om het reilen en zeilen in de Vlaamse havens objectief en gedetailleerd in kaart te brengen. De belangrijkste gebeurtenissen en statistische gegevens in en over de Vlaamse havens worden keurig op een rij gezet. Op die manier krijgt de lezer een mooi totaaloverzicht van wat er beweegt in onze havens. Flanders Port Area zet graag zijn schouders onder initiatieven die de havens in kaart brengen en zo ook op de kaart zetten. Daarom besloot Flanders Port Area om de publicatie van 'De Vlaamse Havens' financieel te ondersteunen en digitaal ter beschikken te stellen. U kunt gratis een hard copy van het boekje opvragen via de website van de Vlaamse Havencommissie : [www.vlaamsehavencommissie.be](http://www.vlaamsehavencommissie.be) Ook kan een PDF versie worden gedownload.

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



At **Damen Shipyards** Den Helder the first of four **Damen Fast Crew Suppliers 2008** has been launched with a 500-tonne **Wagenborg Nedlift** crane. **Photo: Paul Schaap ©**

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