



Number 036 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 05-02-2013**

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**04-02-2013 : The Ro-Ro- Ferry "Spirit of Tasmania II" arriving Melbourne, Australia
from Devonport, Tasmania**

Photo : Capt. Bjarne Bahne Larsen – master Seabourn Odyssey ©

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HAL'S VOLENDAM VISITED SINGAPORE



Yesterday the **VOLENDAM** visited the Lion-city and was moored at the cruise terminal in Keppel Bay
MS VOLENDAM is having ten decks, with passenger cabins spread across five of them. The ship contains eight bars, two swimming pools, two hot tubs, a spa, and a show lounge. The theme aboard **VOLENDAM** is flowers and fresh displays are located in abundance on board the ship.



throughout the ship also emphasize floral patterns. She sails out of Australia, Asia and conducts cruises of the Inside Passage in Alaska.



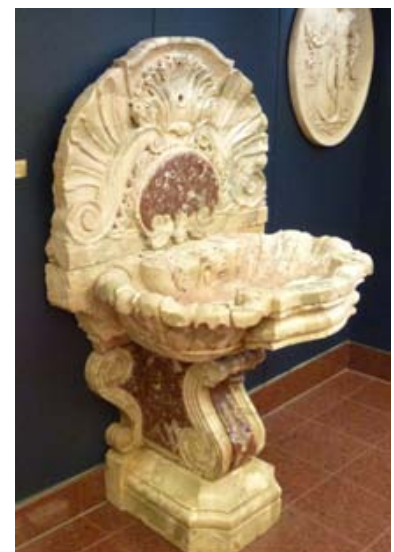
The **VOLENDAM** is operated by **Holland America Line** as a subsidiary company of **Carnival Cruise Lines**. She has three sister ships in the fleet, the **ZAANDAM**, **AMSTERDAM** and the **ROTTERDAM**. She was the

second of these ships to be launched, the **ROTTERDAM** being the lead ship of the class. The **VOLENDAM** is 238 metres long, has a beam of 32.3 metres, and has a draft of 8.1 metres. She has ten decks, and contains cabins for 1432 passengers (called staterooms) on decks one through three (Dolphin, Main and Lower Promenade decks, and decks six, seven and eight (Verandah, Navigation, and Lido decks).



The ship's theme is flowers, and she features floral designs throughout. The atrium contains a sculpture spanning three decks which was created by Luciano Vistosi. **VOLENDAM** was christened by former professional tennis player Chris Evert on 12 November 1999, who became the ship's "godmother".

As part of the Holland America Line's fleet



upgrade to include a program of Microsoft digital workshops on board, the

Volendam launched its program on 27 May 2009. She also contains other standard elements onboard **Holland America Line** vessels, such as the Explorations Café, a show lounge, a spa, and children's clubs. There is a total of eight bars, two pools and two hot tubs. Dining options include the **Rotterdam Dining Lounge**, and the **Pinnacle Grill**, which is the ship's signature restaurant and features evenings recreating New York's Le Cirque restaurant



Above seen the **Rotterdam Dining Lounge**

The Lido Deck (Below) features two pools, two hot tubs, a grill, a recreation area (poolside; includes ping-pong table, chess board and more), and the **Lido Restaurant**.



The **Lido Restaurant** serves food from around 7:00 am – 12:30am, the **Lido Restaurant** closes to prepare for lunch after breakfast, and dinner after lunch. The Lido has different sections for different cultural cuisine, such as Filipino, Indonesian, Moroccan, Italian, Swiss, and more. Each and every night, the Lido Restaurant offers different kinds of cultural foods, each specified in a menu before entering. The Lido Restaurant also features the Canaletto Italian Cuisine for those who wish to have their own sectioned off area to eat.

The **VOLENDAM** is powered by 5 diesel engines driving 5 generators each 8,400kW 6,600V connected to 2 electric motors of (13,000kW)

driving 2 CP propellers at 147 rpm Total installed Power: Mcr 43,200kW (58,735hp) for a max speed of 23.00kts,



Part of the Technical department onboard, in the Engine control room



The **VOLENDAM** with the **NAUTICA** moored together at the Singapore cruise terminal yesterday.

The **VOLENDAM** departed from Singapore yesterday afternoon (below) bound for Ko Samui followed by Laem Chabang (Thailand) and several ports in Vietnam before heading for Hong Kong and Busan (Korea)

Herewith I would like to thank the crew for the hospitality onboard yesterday

(**Willem jammer dat je er niet was ! tot de volgende keer ! beterschap ☺**)

The next **HAL** vessel expected in Singapore is the **ROTTERDAM**, at present crossing the Indian Ocean from Abu Dhabi the passengerliner is expected **February 15th** at the cruise terminal in the Lion City

All photo's : Piet Sinke ©



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Greece strike halts ferry services

Greece strike halts ferry services A strike by maritime workers has suspended most ferry services in island-dotted Greece in the latest action against austerity cuts. A strike by maritime workers has suspended most ferry services in island-dotted Greece in the latest action against austerity cuts, officials said on Saturday. "The majority of maritime connections towards the islands will not be carried out," a merchant marine ministry spokesman told AFP. The maritime workers' union decided to suspend services after "fruitless" talks on Friday with Merchant Marine Minister Costin Moussouroulis. "The minister showed himself to be intransigent and insisted on a bill" to restructure the sector that calls for a reduction in ferry staff, said a union statement. The 48-hour strike began at 0400 GMT on Saturday, the union said calling for a demonstration at Piraeus, home to the country's largest port near Athens, on Sunday. The proposed restructuring "will destroy the sector where at the moment more than 7,000 sailors out of a total 15,000 are unemployed," union chief Yannis Halas told reporters. Greece has been roiled by strikes as the government introduced austerity measures in return for international loans to avoid bankruptcy. The latest general strike has been called in the country for February 20, ahead of a visit to Athens by auditors representing the nation's international creditors. **Source : AFP / Ferries of Southern Europe**



The **LIBERTAS URK** is in India at the moment to assist **Boskalis International BV** with the deepening and widening of Mumbai Harbour Channel and JN Port Channel **photo : Braveheart shipping ©**

Piracy picking up off Thailand

Ships are being warned of piracy incidents off Thailand's eastern seaboard. Pornsil Patcharintanakul, a vice-chairman of the Thai Chamber of Commerce, told local media robberies have picked up.

"Commodities such as beans and sugar can easily be resold after the robbery," he said, adding: "I don't want to see Thailand becoming more like Somalia. A number of marine patrol officers have not visited enough of the vessels."

"It is very bad news for Thai manufacturers that this problem has returned," said Paiboon Ponsuwanna, chairman of the Thai National Shippers' Council, adding that agricultural products are the main target. **Source: Sea Ship News**



The **TEAL** of **Dockwise** at Haimen, China. Loaded with two container cranes **-Photo : Andre Korver ©**





Leerling Proces Operators

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Re-examining the Gulf of Guinea: Fewer Attacks, Better Pirates

Along with the release of the International Maritime Bureau (IMB)'s 2012 piracy report come the onslaught of analysts seeking to explain why the crime is decreasing in certain theaters, why it is expanding in others, and where it will spread to next. The top story is that global pirate attacks have hit a five year low, explained by a sharp decline in the activities of Somalia's notorious marauders. When this trend is reported it is almost always followed by the caveat that a "new" piracy epicenter has "emerged" in Nigeria and that the criminal enterprise is now increasing and expanding across the Gulf of Guinea. These types of statements are an oversimplification, however, and mask the complexities of maritime crime in West Africa.

Playing with Numbers

A multitude of criminal actors have parasitically operated in the Nigerian littoral since the country's oil boom in the 1970s—piracy, kidnapping, and oil theft are by no means "new" to the region. To say that the country has "reemerged" as an epicenter of maritime crime is more accurate, as it was only in 2007 that Somali waters became more pirate prone than those of Nigeria. The 27 pirate attacks reported for Nigeria in 2012 represents an increase over the past two years, but fall well short of the 42 attacks the IMB recorded in 2007. One must also be careful (a mistake this author is willing to admit) about reporting an absolute "increase" in the total number of pirate attacks that have taken place in West Africa over the past year. The IMB's figures display a clear trend: attacks off Nigeria increased from 10 to 27, while those for the region as a whole rose from 44 to 51. These numbers are incomplete, however, as they only include incidents that were directly reported to the IMB; whereas an estimated 50-80% of pirate attacks go unreported. The larger data set of the Danish consultancy firm Risk Intelligence reveals a decrease in Nigerian and West African piracy. The company recorded 48 attacks in Nigerian waters in 2012, a higher number than the IMB reported, but lower than Risk Intelligence's 2011 and 2010 figures, recorded as 52 and 73 attacks respectively. The expansion of pirate gangs into the waters of neighboring states explains why attacks may have decreased in Nigeria, but it is also noted that the total figure for West African waters has fallen from 116 in 2011 to 89 in 2012.

Not More, but Different

An overall decline in the total number of pirate attacks in the Gulf of Guinea does not mean that the problem is being solved. The January 16 hijacking of the Panamanian-flagged product tanker Itri off the port of Abidjan, Côte d'Ivoire attests that the threat remains high, but has shifted in terms of its targets and scope.

The rampant maritime crime and insurgency that plagued Nigeria in the mid-to-late 2000s displayed a mixture of communal, political and economic motives and was frequently directed towards supply vessels and fixed assets operating in oil and gas fields off the Niger Delta. A 2009 amnesty offered by the federal government essentially served to buy off thousands of Delta militants, rewarding some of them with huge security contracts to protect the waters they had previously hunted in. It is this change in the security environment that is credited with the sharp decline in pirate attacks in Nigerian waters. Heightened security in the Nigerian littoral appears to have had a Darwinian effect on maritime criminals, as more sophisticated and politically connected syndicates have thrived at the relative expense of opportunistic "smash and grab" pirates.

One manner in which this is evident is target selection. Attacks against support vessels operating close to shore have declined over the last five years (and with them, the total number of incidents), but this has coincided, since 2010, with a surge in tanker hijackings. According to the records of one corporate security manager operating in Nigeria, there were 42 attacks against supply vessels in 2008 (one of the worst years of the Niger Delta insurgency), but only 15 in 2012. Conversely, there were just 8 attacks against tankers and cargo ships in 2008, but 42 in 2012. In total, Risk Intelligence has recorded 78 attempted attacks on product tankers and 27 short-duration hijackings since December 2010.

This shift in targets might explain why commenters incorrectly refer to rising levels of piracy in the region, as the hijacking and short term disappearance of tankers owned by international companies garners far greater media attention than the robbing of supply ships, despite the fact that these types of attacks were more frequent.

Bigger and Better

While boarding a supply vessel and robbing it of valuables is a relatively low-tech affair, hijacking a product tanker and pilfering vast quantities of fuel over several days requires a high degree of organization and sophistication. The confessions of four captured pirates, believed to be behind the hijacking of the Energy Centurion off the coast of Togo on August 28, 2012, reveals the intricacies of such an operation.

According to one testimony, criminal syndicates are “sponsored by powerful people,” including Nigeria government officials and oil industry executives, who provide advanced payment and information about the cargo, route, and security details of ships that have been targeted. These intelligence-led operations have become increasingly multinational with gangs based in Nigeria planning attacks off the coasts of Benin, Togo, and Côte d'Ivoire, often with the assistance of nationals from these countries.

Once a vessel has been hijacked, pirates have been known to go to great lengths to make sure that the ship ‘disappears’ while preparations are made to offload the cargo. For example, the gang that hijacked the product tanker MT Anuket Emerald made sure to damage all the ship’s communication equipment and loading computer, repaint its funnel, change the tanker’s name, and remove its IMO number. The offloading and black market sale of stolen product is equally complex, requiring a network of “oil mafia” insiders who facilitate fuel storage at numerous depots across Nigeria and then organize for onward distribution.

Though fewer ships are being attacked, the current crop of West African pirates (and their financial backers) are seeing greater returns. The group that recently hijacked the **Itri** was able to siphon off the ship’s entire cargo of fuel, valued at \$5 million. Captured pirates involved in tanker hijackings (dubiously) claim that pay offs range from \$17,000 for new recruits to over \$60,000 for ‘commanders.’ The value of large scale oil theft exceeds many of the ransom sums made by Somali pirates and is acquired without months of hostage negotiations. Piracy in the Gulf of Guinea, notes piracy expert Martin Murphy, is now “the most lucrative in the world.” The West African modus operandi is also more secure, as Nigerian pirates are not subjected to the same risks as their Somali counterparts—namely extended voyages in treacherous open ocean, the combined pressure of the world’s greatest navies, and the widespread use of professional armed guards aboard merchant vessels. Endemic corruption in Nigeria assures that even if pirates are caught, they are unlikely to face serious consequences. The Nigerian Maritime Administration and Safety Agency and Joint Task Force have made dozens of arrests in recent months, but lack the authority to detain or prosecute suspects as this is the responsibility of other security agencies. Bribes to these agencies, captured pirates note, are set aside as an operational expense, meaning most suspects are released without charge. In terms of numbers, overall pirate attacks may be declining in the Gulf of Guinea, but the gangs responsible appear to have increased both their operational sophistication and target selectivity. Given the increased value of each operation and the small risk of punishment their crimes show no signs of disappearing. **Source: OceanusLive**



19-01-2013 : the 1977 built GBR flag ro/ro vessel **THEBELAND** leaving Marsaxlokk Harbour, Malta

Photo : Szabolcs Pocza - www.maltashipphotos.com ©

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Baltic Dry Index down to 750 points

On February 1, 2013, the **Baltic Dry Index** dropped to 750 points, down 10 points (1.32%) against the level of January 31.

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.

On 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**



The **ESHIPS BAINUNAH** enroute Rotterdam – **photo : Frits Janse ©**

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Panama Canal trials JIT to cut dwell time before ships start transit

THE **Panama Canal Authority (ACP)** is considering ways to develop a just-in-time service to allow booked vessels to arrive one hour before their scheduled transit time instead of arriving earlier and waiting for several hours at anchor before beginning their transit.

In order to properly evaluate the functionality of this new service and determine appropriate regulations, the ACP will be conducting trials from February 1, lasting for up to 60 days.

Participation in the trial will be limited exclusively to booked vessels. These must be equipped with a type A AIS device and must have submitted the "Just-In-Time Service Trial Period Request Form" no later than 96 hours prior to 0900 hours on the intended transit date, via email to booking@pancanal.com

During the trial period, the ACP will select up to four booked vessels per day, and no more than two vessels in each direction. If the number of requests exceeds the number of available slots, the assignment of those two slots will be determined based on the order in which the requests to participate in the trial period were received, reports GAC's port news. **Source : Asian Shipper**



04-02-2013 – the 2012 built **SALOME** inbound for Melbourne off Portsea

Photo : Andrew Mackinnon – www.aquamanships.com ©

Het Nationaal Sleepvaart Museum,

Is urgent op zoek naar een vrijwilliger, die ons wil helpen met het bijhouden van de bibliotheek en archief. Indien u interesse heeft stuur een email naar info@nationaalsleepvaartmuseum.nl of bel +31-(0)10591247.

In deze moeilijke tijden heeft het museum uw steun hard nodig, wij nodigen u uit om donateur/bemanningslid te worden t.b.v. Euro 25 per jaar. Uw gegevens kunt u aan het bovenstaande email adres doorgeven. Een directe mogelijkheid is het bedrag over te maken op onze rekening bij de ING 4161700 t.n.v. Nationaal Sleepvaart Museum. Bij voorbaat onze hartelijke dank. **Karel Kaffa - Voorzitter**

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Spliethoff's **STATENGRACHT** moored in Rostock after a collision in the Baltic – photo's : Cor Stevens ©

NAVY NEWS

Two Seawolf subs moving from Bremerton to Bangor

The Navy intends to move two fast attack submarines from Bremerton to Bangor to join their sister boat. The **USS**

Seawolf and **USS Connecticut** will unite with the **USS Jimmy Carter** in 2017, after accommodations are prepared. The project comprises enlarging a service pier and adding support buildings.

It's one of two unrelated projects for which a combined environmental impact statement is being prepared. The other is extending the ends of a floating security fence to the shoreline with what's called land-water interfaces.

The public is invited to open houses Feb. 20 at the Chimacum High School Commons and Feb. 21 at the North Kitsap High School Commons from 5 p.m. to 8 p.m. to learn about the projects and share concerns. Comments will be accepted until March 17 — at the open houses, online at www.nbkeis.com/ or by mail at Naval Facilities Engineering Command Northwest, Attn: LWI/SPE EIS team, 1101 Tautog Circle, Suite 203, Silverdale, WA 98315-01101.



Source : kitsapsun.com

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Grimaldi Group's Dwt 26,652 Vehicles Carrier "GRANDE CAMEROON" on her 1st. intermediate survey at Cernaival Shipyard. - Photo : Enrique Pérez Cernaival Shipyard ©

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The 2013 delivered Fednavline bulker **FEDERAL TIBER** outbound in Vancouver harbour Photo : Robert Etchel ©

ABB Turbocharging's new A200-L a quantum leap in technology

ABB **ABB Turbocharging** announced that its new **A200-L** generation of single-stage turbochargers for low-speed two-stroke engines represents a quantum leap in the technological development of turbochargers.

Significantly more volume flow

The A200-L's compressor stage has been optimized to enable significantly more additional volume flow. In comparison to previous models, the A200-L has up to 30% additional volume flow, which to date is fully the equivalent to one size smaller in a series of turbochargers. This increase represents a quantum leap never before seen in the turbocharging industry.

"Our latest technical findings from development are very promising," said David Ruch, who has been heading up the technological development of the A200-L, "This model represents a real departure from the past model because it's allowing us to ensure greater volume flow without making the concessions on efficiency that we used to have to make." Michael Lok, General Manager Low Speed Segment, adds, "We are even looking at a model that potentially makes no compromises on the three key variables – that is, efficiency, pressure ratio, and volume flow – used to measure performance in a turbocharger. No one's ever



been able to do that, at least as far as I know. That's a puzzle that engineers have had to wrestle with for as long as there have been turbochargers. If we're able to achieve that with the A200-L, we will have made a hugely important contribution to the turbocharging industry as a whole." In effect, the power density of the turbocharger compared to other models is significantly higher. The turbocharger is often one of the heavier components to service on a ship, so the A200-L's lighter design also makes it much easier to maintain.

The benefits to the customer

The benefits of the A200-L's additional volume flow are manifold. First, the A200-L's compacter frame makes it possible to use a smaller turbocharger on a wide range of two-stroke engines. For customers that translates into lower weight and more space, which in turn have a positive impact on the bottom line in the form of lower service costs, a lower first cost and a lower total cost of ownership. And since less material is used to make the A200-L, the impact to the environment is also reduced. "The savings in service costs alone amount to at least 25% in many models, and in some cases even more," says Arie Smits, Senior General Manager Global Turbocharging Projects.

The first commissions to be tested in May

The company has already sold its first commissions and is currently in production. The first turbochargers will be tested on engines at the beginning of May, prospectively. "This technology is going to change what it means to be, and stay, competitive in the turbocharging industry," said Axel Kettmann, Senior Vice President. "The A200-L series is much more efficient and so much more cost-efficient than what we have seen before. Companies who choose not to develop their products in a similar direction will lose business, because in this market, customers are focusing on what will save money, particularly in the long-term." ABB Turbocharging (www.abb.com/turbocharging) is at the helm of the global industry in the manufacture and maintenance of turbochargers for 500 kW to 80+ MW diesel and gas engines. Our leading-edge technology and innovation enables our customers to perform better and produce fewer emissions, even in the toughest terrains. Approximately 200,000 ABB turbochargers are in operation across the globe on ships, power stations, gen-sets, diesel locomotives and large, off-highway vehicles. With over 100 Service Stations in 50 countries worldwide, we're everywhere our customers need us to be, doing whatever they need us to do. We ensure that your investment performs optimally for its entire lifetime through unrivalled expertise and a wide service portfolio that guarantees Original Parts and Original Service anytime, anywhere.

ABB (www.abb.com) is a leader in power and automation technologies that enable utility and industry customers to improve their performance while lowering environmental impact. The ABB Group of companies operates in around 100 countries and employs about 145,000 people.

For more information please contact:

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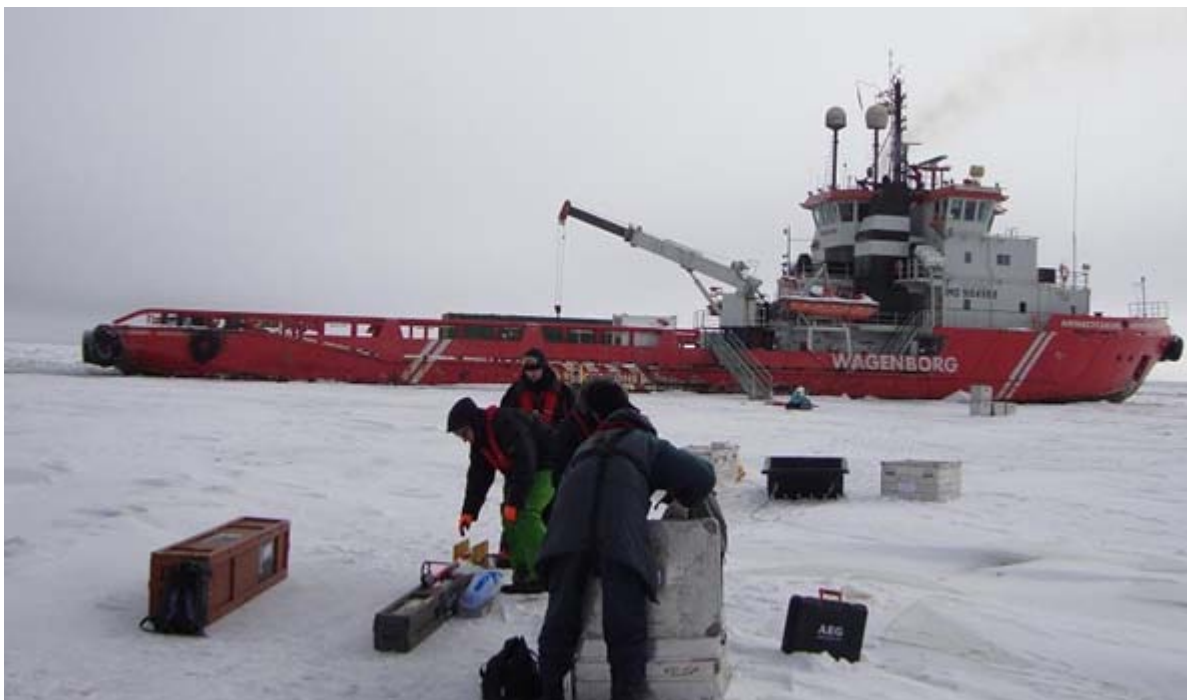
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03-02-1013 – The **WAGENBORG** Kazakhstan Ice Breaking Supply Vessel "**ANTARCTICABORG**" operating in the Northern Kaspian Sea – block Pearls during a 28 days expedition with an Ice survey team from St. Petersburg to collect ica data for the CMOC inview of offshore constructions installations in the future

Photo : Ice survey team ©

NEW MEMBERS APPOINTED TO ABERDEEN HARBOUR BOARD

Aberdeen Harbour announces the appointment of three new board members, who will serve for an initial period of three years.

Michael Bowyer, Morag McNeill, and Anthony Strachan bring a wealth of experience and business acumen, vital to the future advancement of the port. Morag McNeill is currently a director of the Edinburgh Academy having been a practicing solicitor for over 25 years. Ms McNeill has the experience and knowledge of the ports sector, having previously worked at Forth Ports plc as a member of the Group Management Board.

Anthony Strachan joins Aberdeen Harbour Board after taking early retirement from the Bank of England where latterly he was the Bank's representative and agent for Scotland. Mr Strachan is a Fellow of the Institute of Chartered Secretaries and Administrators and a member of the Institute of Directors.

Chartered engineer Michael Bowyer has worked in the oil and gas industry for over 37 years, holding executive positions with Baker Oil Tools, PES International, Halliburton and Senergy. He has served on the board of Oil and Gas UK, is currently on the board of Opito and involved in the industry's Step Change in Safety initiative. He was appointed chair of the Aberdeen branch of the Institute of Directors in 2012.

Commenting on the appointments, Colin Parker, chief executive of Aberdeen Harbour, said: "Michael, Anthony and Morag, with their past experience and vast knowledge of industry, will prove invaluable in ensuring the port continues to enhance its position as one of the busiest and most vibrant in the country.

"They join the Board at a time of sustained growth and activity for Aberdeen Harbour, which has also seen the Board embark on a major feasibility study that may lead to the expansion of the Harbour allowing Aberdeen to strengthen its position as a major port of national importance."



“BLUE MARLIN” at discharge draft, ready to offload the “MARS B OLYMPUS” TLP at Kiewit Offshore Services deep submergence area Ingleside, Texas. Photo : Tracy Horton – Operations Manager ProBulk LLC, as agents for Dockwise Shipping BV ©




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another EXCEPTIONAL transport completed by DOCKWISE! “MARS B OLYMPUS” TLP safely discharged at Kiewit Offshore Services, Ingleside, Texas. Photo : Tracy Horton – Operations Manager Probulk LLC, as agents for Dockwise Shipping BV ©

UK forwarders welcome news of tentative US port labour agreement

The **British International Freight Association (BIFA)** has welcomed the news that the US Maritime Alliance and the International Longshoremen's Association have reached a tentative agreement for a new six-year master labour contract.

Federal Mediation and Conciliation Service Director George H. Cohen issued a statement over the weekend on the labour negotiations between the two sides in which he said: "I am extremely pleased to announce that the parties have reached a tentative agreement for a comprehensive successor Master Agreement. The tentative agreement is subject to the ratification procedures of both parties and, as well, to agreements being achieved in a number of local union negotiations. "Those local negotiations are ongoing and will continue without interruption to any port operation. Out of respect for the parties' ratification processes, and consistent with the Agency's long-standing confidentiality policy, we will not disclose any details concerning the substantive provisions that have been reached."

Peter Quantrill, director general of BIFA, the trade association that represents UK freight forwarders said: "By removing some of the uncertainty, this tentative agreement is good news for our members; as well as anyone else involved in physical trade with the USA; and shows that mediation can deliver results.

"It would appear that it will business as usual through the container ports that might have been affected had the tentative agreement not been reached, which makes the news all the more welcome." The current contract between the ILA and its employers represented by USMX was originally due to expire on September 30, last year, but was twice extended, first to late December 2012, and then to next Wednesday, February 6.



The Salutation Islands off French Guiana; Island penitentiary Devils Island is 3rd from the left;
Photo : Chief Electrical Officer DON MACLEOD © on board HAL's MV Maasdam, en Route to Rio De Janeiro.

Thome Group, the first independent ship manager to establish in Singapore, proudly celebrates its 50th anniversary this year.

Thome Group, the first independent ship manager to establish in Singapore, proudly celebrates its 50th anniversary this year. Incorporated in the Republic in 1963 as **Thome Co. Pte Ltd**, and establishing **Thome Ship Management's** Singapore headquarters in 1976, Thome attributes its longevity and world class reputation to combining the best from two worlds: generations of family experience in Scandinavian shipping tradition, and the modern drive of a fully integrated Asian private business enterprise.

In the decades since 1963, Thome has grown to become one of the world's leading international ship managers and is now firmly in the top 10 managers globally. With more than 300 vessels either crewed or under full technical management, around 10,000 seafarers employed and offices all over the world, the group continues to pledge personal service to owners combined with an ability to deliver high value, bespoke technical and operational services.

In more recent times, **Thome Group** has expanded its ship agency business, moved seamlessly into the offshore oil and gas sector and seen its maritime consultancy arm score notable successes in the area of newbuilding supervision.

At the start of a year of celebration, Thome Group Chairman and Chief Executive Officer Olav Eek Thorstensen spoke about what he would like the company to achieve in the next 12 months and beyond. He said: "Thome Group has come a long way in recent times. "Two major developments in that expansion have been the growth of Thome Oil and Gas and our decision to expand our presence overseas. While Singapore remains our home base and Manila our main crewing and training centre, more recently we have extended our global reach via new offices and joint ventures." Thome most recently launched a joint venture crewing operation in India together with several respected partners. "We have also set up operations in Indonesia, Thailand, Croatia and other shipping centres, plus a recent joint venture in Korea. All are beginning to produce great value for Thome," Mr Thorstensen added.

Looking ahead, he said the global shipping market would most likely continue to face a tough time in 2013, although things look brighter for the oil and gas sector. He said: "The outlook remains hard for global shipping. Owners rightly continue to seek value from the managers they entrust with their assets. "At Thome we shall continue to deliver the highest quality management service with the focus on safety and a flawless operation." He said one of the aspects of Thome's development has been the continuous high level of investment in training and education, and this will continue into 2013 and beyond.

"We firmly believe in the Human Element in our training. Our focus is on developing our shore-based and sea-going talent as this is something which truly sets us apart from our competitors," he added. This year will also see Thome build its presence in China. Mr Thorstensen confirmed there is growing interest in third party ship management services among Chinese owners. A number of Chinese owned 'Kamsarmax' drybulk carriers have been added to the Thome-managed fleet.

In May, the group will hold a special celebratory reception for Singaporean and international clients. There will be a concurrent celebration in Manila, the group's largest regional operation outside Singapore, celebrating its 25th anniversary this year. In August, further celebrations will be held in Oslo and Copenhagen. Across 2013, senior Thome executives will demonstrate their industry leadership by speaking about maritime issues and group's global plans at key industry conferences in Singapore, Indonesia, Thailand, China, India, and Russia.

OLDIE – FROM THE SHOEBOX



Yesterday(February 4th 1978) it was exactly 35 years ago that the **SMIT** barge **GIANT 1** transported the **BRENT C deck** built by **Penn & Bauduin**) from Dordrecht to Stavanger for deckmating operation.

Photo : Pim Korver © - collection Maarten Versluijs

.... PHOTO OF THE DAY



The Funnel of the 41 year old LNG carrier **BEBATIK** as seen in Lumut (Brunei) , the logo of BLNG with underneath still visible the Shell logo , the **BEBATIK** is 1 of the 4 still operating LNG carriers of the B-class , here sisters were named

BILIS, BUBUK and BELANAK

Photo : Clemens Smits ©

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