



Number 046 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 15-02-2013

News reports received from readers and Internet News articles copied from various news sites.



DOCKWISE VANGUARD
117,000 dwt carrying capacity for
heavy marine transport (integrated structures)

REALIZING THE INCONCEIVABLE www.dockwise.com



DOCKWISE



13-02-2013: the 2013 delivered ITA flag AHT **IEVOLI AMARANTH** chartered to the Dutch Coastguard entering Grand Harbour, Malta during her maiden voyage. She's replacing **IEVOLI BLACK**

Photo : Mr. Szabolcs Pozca - www.maltashipphotos.com

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS

 <p>البواردي للهندسة البحرية (ش.ذ.م.م.) ALBWARDY Marine Engineering L.L.C. Joint Venture Partner of DAMEN Shipyards Group <i>Trust Built on Expertise...</i></p>	<ul style="list-style-type: none">■ SHIP DRY-DOCKING■ AFLOAT REPAIRS■ SHIP BUILDING■ DIVING SERVICES■ SPECIALIST SERVICES <hr/> <p><i>UNITED ARAB EMIRATES</i></p> <hr/> <p>Web : www.albwardymarine.com Email : sales@albwardymarine.com</p>
---	---



The **BERNHARD SCHEPERS** enroute Rotterdam – Photo : Kees van der Kraan ©

Cruise ship industry holds up in rough waters

Cruise ships have taken a public relations pounding recently.

Unflattering or negative stories seem to appear on a regular basis. There was the fire this past weekend that left the Carnival Triumph adrift in the Gulf of Mexico and thousands of passengers stuck in a reeking nightmare, the deadly emergency drill accident earlier this month on a Thomson Majesty vessel, and outbreaks of what was thought to be norovirus over the holiday season on Cunard's **Queen Mary 2** and Princess Cruises' **Emerald Princess**. And, of course, there was last year's **Costa Concordia** disaster off the Italian coast. It was a difficult 2012 for the cruise ship industry. Negative publicity after the **Concordia** tragedy slashed earnings early in the year. Then there was the effect of higher fuel prices, the ongoing global recession and the damage caused by Hurricane Sandy to cruise line facilities in the Caribbean and along the U.S. East Coast -- as well as to essential connecting airlines and rail services for cruise ship passengers. But despite the financial rough seas, the cruise ship industry appears to be bounding back. Industry giant **Carnival Corp.** (CCL +0.77%), whose brands include **Carnival Cruise Lines**, **Holland America**, **Cunard**,

Princess Cruises and **Costa Cruises**, just announced a record number of guests for a single one-week period -- between Jan. 28 and Feb. 3 -- with gross bookings of more than 187,000 guests.

And the company said bookings were at unprecedented levels across its 24-ship fleet. Carnival competitor Royal Caribbean Cruises (RCL), which owns **Celebrity Cruises**, reported a decline its fourth-quarter earnings from a year earlier. But the company is expecting a better 2013. And the Wichita Business Journal says Royal Caribbean's booking volumes are about 20% higher from a year earlier. "We're happy with the strong bookings we're seeing in the United States, but we're unhappy about the weakness we're seeing in many of the European Union countries, most notably Spain and the U.K," said Royal Caribbean CEO Richard Fain during last week's earnings conference call. "Even though the economies in the U.S. and in places like Germany and France still aren't very good, or aren't great, it's really the weakness in Southern Europe that is keeping our yields from truly exciting growth." Meanwhile, Norwegian Cruise Line Holdings (NCLH +2.31%), which went public last month, reported better-than-expected fourth-quarter profits and revenue on Monday after the markets closed. The South Florida Business Journal reports Norwegian plans to use part of the estimated \$477.6 million raised by its IPO to pay down its \$3.1 billion debt. It's also expected to launch two new cruise ships within the next year, while a third ship is expected to open for business in late 2015. **Source :** money.msn.com



Seen from the Sydney Opera House two **Svitzer** tugs servicing an outbound **Vroon** tanker.

Photo Arie Nygh – Seaways photo ©

Need Cheap & Secure Lay-up?

In our protected, private harbour just outside of Rotterdam, we offer premium and secure lay-up facilities for seagoing vessels, barges and pontoons as well as extensive services to manned or unmanned vessels in lay-up, all against affordable prices. Dutch Harbour is suitable for vessels up to 200 m in length and with a draft up to 5.50 m, while its 700 m floating jetties safeguard against any tidal influences. The harbour entrance is closed off by a floating security barrier and the surrounding harbour terrain is accessible only to owners and crew. Harbour access is monitored 24h by security cameras.

For additional information and rates, please contact

Dutch Harbour Lay-up Services

Harbour G950 • Griendweg 14, 's Gravendeel

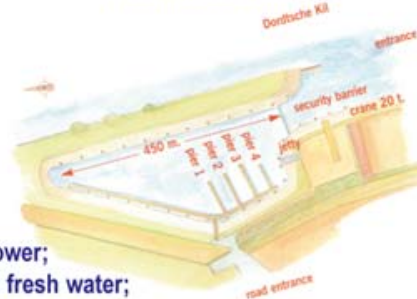
T: 085-8779114 • F: 085-8779115

E: info@dutchharbour.nl • W: www.dutchharbour.nl



Facilities:

- Closed, private harbour;
- Secure mooring & safe access;
- Camera surveillance;
- Free domestic garbage disposal;
- Free wireless internet.



Optional Services:

- 380V/220V shore power;
- Supply of MDO and fresh water;
- Crane services;
- Various alarm systems for cold lay-up.



The German flagged research vessel **SONNE** arriving at Lyttelton on a wet morning. While in port she took on bunkers and stores as well as exchanging some scientists before returning to conduct research off New Zealand's East Coast.

Photo : Alan Calvert ©

Seacontractors announces MLC certification



Seacontractors, a fast growing dynamic recruitment company and ship-owner is officially MLC certified from the 13th of February 2013. The MLC certificate proves that **Seacontractors** protects the rights of their seafaring employees as well as providing a safe working environment. MLC contains international regulations to guarantee the decent working conditions of seafarers and unifies 68 International labor standards. MLC covers five titles, which are: minimum requirements for a seafarer to work on a ship, conditions of employment, accommodation, recreational facilities, food and catering, health protection,

Xander Schanssema Executive Director (right), **Jack Zeijdeveld** Division Director Recruitment (left)

medical care, welfare and social security protection, with the final title detailing compliance and enforcement.

Due to good preparation **Seacontractors** managed to adequately prepare for the audit with the assistance of Bureau Veritas. As a result the audit was successfully carried out and **Seacontractors** was certified with MLC.

Port State Control, Inspection of Medicine Chests, Medical Equipment and Guides in Panamanian Waters

The Panama Maritime Authority has issued a Merchant Marine Notice advising that its Flag and Port State Control Officers (FSCOs and PSCOs) are conducting inspection and verification of medicine chests, medical equipment and guides on board ships in Panamanian jurisdictional waters.

The Notice states:

"Flag and Port State Control (PSC) surveyors on Panamanian jurisdictional waters shall verify the on-board existence, of medicine chests, medical equipment and guides, whose specifications shall prescribe and be submitted to periodical inspections, taking into account the number of persons on board, the type and nature of the vessel, destination and duration of voyage. The Flag State and Port State Control surveyors shall ensure the control of labels, expiration dates, conditions for the conservation of medicines and the corresponding prospects, as well as the proper functioning of the equipment.

Personnel in charge of on board medical assistance, must have satisfactorily completed a medical first aid or medical care training in accordance to the requirements of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW, 1978); Rule VI/4; Section A-VI/4, Paragraphs 1-6.

The training should be based on the content of the recent editions of the International Medical Guide for Ships, the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods, the Document that will serve as guidance for the training of Seafarers and the medical section for the International Code of Signals." Vessels trading in Panamanian jurisdictional waters should ensure that their operations department and onboard crew are aware of these requirements, which came into effect on 1 January, 2013. The full text of the Notice is available on the Panama Maritime Authority's website [HERE](#)



Former Dutch pilot tender **VOYAGER** seen in the port of Maassluis freshly painted in **Sima Charter** colors.

The vessel is the latest addition to the growing fleet of Sima Charters

Photo : Cees Kloppenburg - www.photomaassluis.com ©

Simplicity in safety

PATENT: 1023932

avoid accidents: keep cables and hoses out of harms way during a turnaround. Cablesafe® makes it easy to suspend cables, wires and hoses. By clearing up the workfloor the number of tripping accidents is reduced. **That's safety.**



CABLESAFE®

MORE INFORMATION: WESTMARK, +31.33.4614844, INFO@CABLESAFE.COM www.cablesafe.com



13-02-2013 : **MICLYN AMBER** & **MICLYN VICTORY**, in sporting new colours moored at the **PT Kim Seah shipyard**, Batam Indonesia – **Photo : Ms Trish Lim ©**

BIMCO forecasts mostly higher dry bulk rates for the coming weeks

Higher steel demand is expected to keep dry bulk rates elevated during the next six weeks, according to the latest BIMCO forecast. The Organization said in a report yesterday, that Capesize TC average rates are expected to stay elevated around USD 4,500-8,500 per day. Panamax is expected to be found in the USD 3,500-8,500 per day interval. For the Supramax segment, BIMCO forecasts freight rates to remain in the USD 6,000-9,500 per day interval, whereas Handysize rates are forecast to stay at the interval of USD 5,000-8,000 per day.

Justifying its predictions, BIMCO said that "following the scary dip in the strength of the Chinese steel market during third quarter 2012 – a dip that landed a huge blow to an already shaken shipping industry confidence – steel demand now appears to be back on track. Going forward, BIMCO expect Chinese iron ore demand to be amongst the strong demand drivers in 2013" it said.

The report added that "global steel production reached 1,548 million tons last year – the highest figure ever. Asia increased its production by 2.6% compared to 2011, where China and India in particular accounted for the expansion. North American steel production increased by 2.5%, but the sheer size of their output is only one-eighth of Asia's. The EU, producing slightly more than North America, cut back on its production of steel by 4.5%. Going forward, BIMCO expects that a bettering of the European Economy will normalise crude steel production, bringing it up to a higher level and thus also leading to higher demand for iron ore from Europe. The demand for coal may be affected by the new Chinese fiveyear energy plan, which outlines a target of limiting the annual primary energy consumption to 4 billion tonnes of coal equivalent by 2015. The cap could turn out as a positive story for the dry bulk segment, as Chinese coal is of a lower quality than imported coal. If coal plants want to increase their power output for a capped amount of coal, their best option is to use the imported coal. Even though we are seeing a pretty picture of demand, overcapacity in the market prevents freight rates from flying high" it noted. In terms of supply, 2013 marks a new start in terms of a downward sloping trend. This stands in very positive opposition to the case of the previous four years with escalating deliveries. According to BIMCO, "2013 is likely to see 66 million DWT delivered, representing a significantly lower level than in 2012. Deliveries in January of 8.1 million DWT represent a 7-month high, as the slow-down in deliveries during the second half of 2012 was significant. This is in line with our forecast of a "front-end loaded" year, where the strongest inflow is expected to take place during the first half year. Throughout the whole of 2012, just 278 new contracts for dry bulkers were signed. This was the slowest contracting year since 2001, representing a much needed and very positive development. Owner's hesitations were especially pronounced in the last four months of 2012. January, however, marks a new beginning, with a 12-months high level at 2.3 million DWT of fresh newbuilding

orders. The tally is much impacted by the 8 Capesize orders at Chinese yards due for delivery in 2014 and 2015. BIMCO expects demolition activity to remain strong in 2013 at 3.6% of total fleet. This is building on top of 2011 and 2012, which saw strong activity at 4.0% and 5.2% of the total dry bulk fleet being sold for demolition. The total dry bulk order book currently stands at 130.8 million DWT, a level not seen since May 2007. 52.6 million DWT (661 in numbers) represents Panamax tonnage (60,000-120,000 DWT), whereas 44.5 (207 in numbers) represent Capesize tonnage (+176,000 DWT). 45% of January deliveries landed in the Panamax segment whereas 32% entered the Capesize fleet" BIMCO said. It added that "the combined sale and purchase activity (in numbers) in the three main shipping segments (dry bulk, tankers and containerships) were the highest on record since 2008 according to Vesselsvalue.com. But if you judge it by value, it was the lowest during the same period of time. Peaking in 2010 at USD 20 billion, the total sales value of 2012 was only USD 10 billion. The numbers are impacted by lower prices and a higher age of the traded assets. A total of 836 sales were concluded, out of which 452 were in the dry bulk segment, at a value of USD 5.2 billion. The Panamax and Capesize segments saw the largest increase of activity from 2011 to 2012 at 106% and 103% respectively".

In terms of demand, BIMCO expects that for 2013, the majority of the strong Chinese iron ore demand will benefit seaborne imports, as the preference for imported iron ore continues to be strong. In spite of a strong demand for this key commodity, earnings have been modest on the reference routes from Tubarão (Brazil) and Western Australia to Baoshan (China), reflecting an oversupply of Capesize vessels. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **BIT OKTANIA** anchored off IJmuiden – photo : Bert de Ruiter ©



ISO 9001:2008



MARINT
(OFFSHORE SERVICES) LTD

Independent Consultants and Brokers in the International Tug and Supply Vessel market
(offices in London and Singapore)

Telephone : +44 (0) 20 8398 9833

Facsimile : + 44 (0) 20 8398 1618

E-mail : tugs@marint.co.uk

Internet : www.marint.co.uk



12-02-2013 ; the 1980 built PAN flag general cargo ship **NASIP** loading crust glass at Quay Wall 3, Malta Shipbuilding bound to Seville, Spain. Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

Iran oil tanker crew halts unloading on salary issues

Crew members on board Iranian oil tanker **Crystal** have stopped unloading in India's Mangalore port in protest over non-payment of salaries, three sources said on Wednesday. While it was unclear why the salaries had not been paid, Western sanctions, particularly from the United States and European Union, have sliced Iran's oil revenues and squeezed its financing. India was already paying for almost half of crude purchases in rupees and from Feb 6, tighter measures have made it tougher for Iran to repatriate any funds from oil sales. Mangalore Refinery BSE -0.41 % and Petrochemicals Ltd managing director PP Upadhyaya said six crew members are on strike, although he didn't give a reason. "About three-fourths of the vessel was unloaded and they are neither discharging the remaining cargo nor going back. But talks are in progress," Upadhyaya told Reuters.

A shipping source said there are six Ukrainian crew members on board the Crystal, who had told him they have not been paid for as long as four months. The source added that the crew members are refusing to accept payment in rupees. "They have unloaded only 70-80 percent of the cargo but they refused to unload the remainder because of salary issues," the shipping source said.

The aframax vessel at Mangalore port is owned by the National Iranian Tanker Company (NITC). NITC officials were not immediately available for comment.

Last month, the Indian-owned tanker Omvati Prem delayed discharge of Iranian crude at Mangalore because of a funding issue with a Dubai-based charterer Sea Enterprises, which has links with a blacklisted Iranian company, Royal Oyster Group.

Indian refiners have been paying for 45 percent of their crude purchases in the rupee, which is restricted in trading on international markets, and the two countries have been trying to find goods that Tehran can buy to balance out the oil sales. But Indian traders are wary of striking fresh deals with Iran due to a number of problems, including delayed payments.

"There are so many issues which make dealing with Iran very difficult. There are limitations when it comes to banks, shipping and insurance and that typically leads to inordinate delays in payments," said Vijay Setia, a leading rice exporter and former president of the All India Rice Exporters' Association. "Iran was a leading buyer of India's rice, especially premium basmati, but exports have been facing problems and shipments have been falling," he said.

The sanctions are aimed at forcing the OPEC member to curb its nuclear programme and more than halved the country's oil exports in 2012. The West believes the programme is meant for making an atom bomb, an accusation Iran denies. According to Mangalore port's website, the **Crystal** arrived on Sunday, Feb 10, and was berthed on Feb 11. Calls to the Mangalore Port chairman's office were not answered. The shipping source and a trade source said that

Iran had cleared payments to the sailors up to Dec 31, but the crew had refused to discharge the remaining cargo as they had not yet received confirmation from their banks of the payments. **Source: Reuters**



14 Feb. 2013 the new build **Damen 1606 Design** tug **RHUMB MELBA** arrived in Sydney. She was built by Damen's Changde yard for **Rhumb Maritime Pty Ltd**, Melbourne. She was delivered to Newcastle onboard " **AAL Brisbane**" and then steamed to Sydney. 1200 BHP giving 16.6 tonnes bollard pull.

Photo : Ian Edwards - www.shipphoto.com.au ©



UAE, Anchoring off Fujairah and Khorfakkan

Club Correspondents Gulf Agency Co have advised the Managers that the Port of Fujairah is blacklisting vessels that have violated Port of Fujairah Notice to Mariners No. 159 and Sharjah Port Authority Notice to Mariners No. 101/2012, by anchoring in prohibited areas adjacent to United Arab Emirates territorial waters. Vessels identified as having anchored in the restricted areas off Fujairah and Khorfakkan will reportedly be blacklisted, permanently it would seem, and will not be permitted to call at the port of Fujairah or anchor in Fujairah Offshore Anchorage.

Port of Fujairah Notice to Mariners No. 159 draws attention to two areas where anchoring is prohibited and Sharjah Port Authority Notice No. 101/2012 lists another. The restricted anchoring areas extend from 12 to 24 nautical miles off the coast. **Source: WoE.**

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**



The **HAVILA JUPITER** moored in a Norwegian port – Photo : Pim Zandee ©

Carnival dispatches third tugboat to tow crippled ship

Carnival dispatched a third tugboat on Wednesday to tow the crippled **Carnival Triumph** into Mobile, Ala., and announced the cancellation of sailings on the ship through April 13. In Mobile, officials were readying the cruise ship terminal for the Triumph's expected Thursday afternoon arrival in an effort to quickly process the 4,000-plus passengers and crew. Medical personnel are to be on hand to triage passengers, although no injuries have been reported as a direct cause of Sunday's engine room fire. The fire cut power to the ship, leaving it adrift in the Gulf of Mexico on the fourth day of a five-day cruise from Galveston, Texas. News of earlier mechanical problems on the Triumph also surfaced. The ship's mid-day departure from Galveston on Jan. 28 was delayed until about 8 p.m. due to propulsion issues. But Carnival spokesman Vance Gulliksen told The Associated Press that the problem with the ship's alternator was repaired and didn't appear to be linked to Sunday's fire. The Triumph is one of the older ships in Carnival's fleet of 24 vessels.

Amid horrific reports of overflowing toilets and a stench so powerful it was making people sick, Carnival CEO Gerry Cahill said the cruise line is making passengers aboard the disabled ship as comfortable as possible, but acknowledged conditions on board the ship are "challenging." Cahill said late Tuesday that the ship has running water and most of its 23 public restrooms and some of the guest cabin bathrooms are working. He downplayed the possibility of an outbreak of disease from unsanitary conditions, saying the ship hasn't seen an abnormal number of people reporting to the infirmary as being ill.

"No one here from Carnival is happy about the conditions on board the ship," Cahill said at a news conference in Miami. "We obviously are very, very sorry about what is taking place." Communication with passengers has been spotty since Monday due to lack of cellphone service, but passenger Ann Barlow texted ABC News that conditions were worsening. "Elderly and handicap are struggling, the smell is gross," the message read. "Our room is leaking sewage."

Jimmy Mowlam of Warren, Texas, last heard from his son, Rob Mowlam, who got married on board the ship, on Monday evening. "He said everyone was up on the deck trying to get some air. It looked like a shantytown, but generally, everyone was in good spirits, trying to make the best of a bad situation," Mowlam told USA TODAY. "Of course, that was two days ago." **Carnival** has reserved 1,500 hotel rooms in New Orleans to accommodate customers who want to rest overnight Thursday before continuing home. The cruise line also has chartered planes to ferry passengers on Friday. Passengers who prefer to get back to Houston or Galveston on Thursday will be bused from Mobile. The U.S. Coast Guard, along with a team from the National Transportation Safety Board, has opened an investigation into the cause of the fire. The NTSB said the Bahamas Maritime Agency will lead the investigation because the ship carries a Bahamian flag. "We have investigators who are mariners as well," said NTSB spokesman Keith Holloway, and an expert in finding the cause of fires. "They have investigated other fires on cruise ships."

Although the blaze was contained, Carnival said, it knocked out the power that runs air conditioning, elevators and toilets in passenger areas and kitchen equipment used to prepare hot meals. The vessel's freshwater system was

knocked down until Monday, Carnival said, when toilets in some areas of the ship were working again. Enough power was restored to allow for some hot food at a buffet. Still, conditions have remained difficult, with passengers relaying stories of long lines for meals and people sleeping on open decks. After evaluating options on Monday, the cruise line decided to tow the ship back to port, Gulliksen said. Because Carnival ships tend to sail full, there may have been no space to accommodate passengers on other ships, retired cruise line executive Art Sbarsky surmised. "Given a choice, I'd rather be on a ship the size of Triumph than bobbing around in a (life boat)," Sbarsky said. Jay Herring, a former senior officer for Carnival Cruise Lines, said one of the biggest concerns crew members will have until the ship docks is the potential for disease outbreak, particularly norovirus, which causes vomiting and diarrhea. "Housekeeping, others are probably working double shifts to keep the mess clean and wipe down and sanitize all the common areas," said Herring, who worked for Carnival from 2002 to 2004 and spent four months on the **Triumph**. It emerged Tuesday that the ship had been listing about 4.5 degrees on Monday, which Carnival attributed to strong winds. Gulliksen said the list diminished to about 2 degrees Tuesday after tugboats began towing the vessel. The listing poses no safety risk, Carnival said. The ship was 150 miles from the coast of Mexico when it lost power, and Carnival initially planned to tow it to the Mexican port of Progreso, but strong currents pushed the ship 90 miles north by the time tugs reached the vessel, making a tow to Alabama more logical. None of the 3,143 passengers and 1,086 crew on board the **Carnival Triumph** was injured during the fire, and only one medical issue has since been reported. On Monday, a passenger in need of dialysis was transferred to the **Carnival Legend** for transport to Cozumel, Mexico. Arriving Monday afternoon, the **Legend** also provided meals for passengers on the **Triumph** — and a chance for some passengers to communicate with home. But the lack of communication has frustrated families anxious about their loved ones. "It's stressful," Danny Price of Oklahoma told Tulsa's KJRH-TV of not being able to talk to his wife and other relatives on the vessel. "I'd like to hear from her and know that she's all right and being taken care of." Travel agent Monte Akers of CruiseOne in Houston said he hasn't heard from a family of six he had booked on the sailing, but he said he was impressed with how Carnival was handling the situation so far. Within hours of the fire, Carnival announced that passengers on the ship would get full refunds, and it later added a credit for a future cruise. "Typically when these things happen, cruise lines will give vouchers for only a portion of the cruise," Akers said. Carnival will offer full refunds to passengers booked on upcoming cancelled cruises, along with discounts for a future cruise. The company said concerned family members of passengers can call 888-290-5095 or 305-406-5534.


The **Carnival Triumph** fire is just the latest in a string of serious incidents involving cruise ships. The most serious was the capsizing of the **Costa Concordia** in January 2012 in Italy that left 32 passengers dead. Source : Detroit Free press

Oesterbaai Survey & Consultancy is a certified Shield Group Company which is specialised in Asbestos and Inventory of Hazardous Materials (IHM) Surveys and possible follow-up.

For more information please contact us at +31 (0)10 208 84 44

WWW.OESTERBAAI.EU | WWW.SHIELD-GROUP.EU

ASBESTOS AND IHM SURVEYS
CONFORM IMO & SOLAS STANDARDS



OESTERBAAI




The **KNORR** moored in Cape Town – Photo : Aad Noorland ©

CASUALTY REPORTING

Ship of the Year” Crashes into Breakwater

The offshore supply vessel **North Sea Giant** collided with a breakwater last week at Peterhead port, Scotland, a local newspaper Buchan Observer reports. According to Buchan Observer, the vessel, named Offshore Support Journal's "Ship of the Year 2012", sustained damage to its hull when high winds caused it to crash into the North Breakwater of granite construction on. No injuries and no pollution have been reported. The 161 meters long, 30 meters wide vessel remained moored outside the breakwater waiting for the weather conditions to improve, the newspaper said. North Sea Shipping, the owner of the vessel, did not immediately respond to an e-mail seeking comment. The North Sea Giant is under contract with Technip Norge, a subsidiary of the France-based oilfield services provider, Technip.

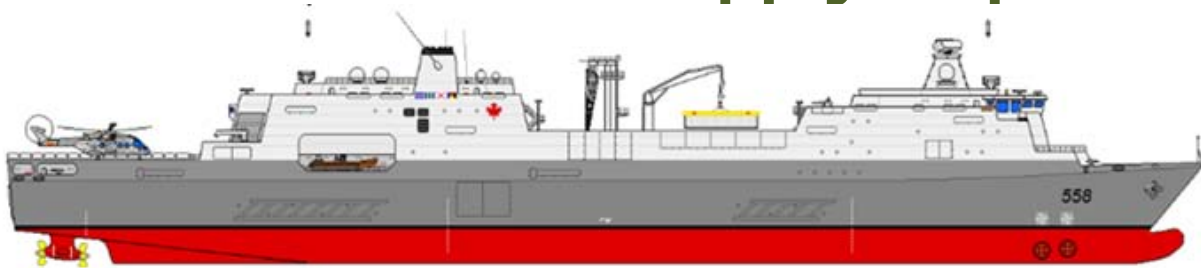
Source : Offshore Energy Today

Three dead, five missing after Yangtze ferry sinking

Three people died and five others went missing after a ferry boat collided with a cargo ship and sunk Tuesday in a section of the Yangtze River, China's largest, in the central province of Hubei. The accident took place at 3:15 p.m. when the boat was crossing the river southward from Jianli county of Hubei Province to Yunxi district of Yueyang City, Hunan Province, the city government said in a statement. The boat, which is designed to carry a maximum of 20 passengers, had 14 people aboard at the time of the accident. All the 14 people, all from Yunxi district, fell into the river after the collision. Rescuers from local maritime authorities patrol boats and five other boats helped to rescue nine people, but three were already drowned, the statement said. Source : Xinhua

NAVY NEWS

Government may have underestimated cost of new resupply ships



A new wrinkle appears to have emerged in the Harper government's \$35-billion national shipbuilding plan following revelations planners may have underestimated how much it will cost to build new resupply ships. Successive federal governments have been planning to replace Canada's fleet of 45-year-old support vessels for the better part of a decade. The first replacement was supposed to have been delivered last year, but design and money problems have kept the \$2.6-billion joint support ship project on the drawing board. Now an internal Defence Department audit has raised concerns the project may face even more difficulties as military planners budgeted for the new supply ships using an inflation rate lower than the industry standard. According to the audit, National Defence is using a 2.7 per cent inflation rate "versus the 3.5 to 5.0 per cent factor acknowledged to be prevalent in the shipbuilding industry." The issue may seem trivial, but the difference could result in a funding shortfall of millions of dollars, which would force the government to either put more money into the project, or cut back on the number of ships it can buy.

This has already happened once as the initial plan was to build three new resupply ships, a figure industry said was impossible. The current plan is to spend the \$2.6 billion on two joint support ships. Public Works Minister Rona

Ambrose, who is responsible for managing the shipbuilding plan, defended the 2.7 per cent inflation rate under opposition questioning in the House of Commons on Wednesday.

"The cost estimates . . . come from military planners," she said. "Of course, they have the involvement of auditors, cost estimators and are overseen by the Treasury Board Secretariat." The audit says National Defence planners have asked for a different inflation rate, but an official confirmed the 2.7 per cent rate remains in place. Interestingly, the issue of defence inflation is expected to figure prominently in an upcoming Parliamentary Budget Officer report on the joint support ships, which are to be built by [Seaspan Marine](#) in Vancouver. It's unclear what inflation rate was used for the remainder of the vessels the government plans to build through its massive shipbuilding strategy. However, inflation is a major threat because it decreases the purchasing power of the \$35 billion set aside by the government with each passing day. Insiders have already expressed concern about the impact of a three-year delay in plans to build between six and eight armed Arctic vessels, and warned plans to build 15 ships to replace the navy's frigates and destroyers may need to be scaled back. Opposition parties said the issue highlights the Harper government's continued problems with properly managing billions of dollars in military procurement projects.

"We support the program to replace the ships of the Canadian Navy," said NDP leader Tom Mulcair, "but we are concerned that the Conservatives are repeating the same mistakes as with the fighter F-35." Liberal public works critic John McCallum warned underestimating the inflation rate could leave the Royal Canadian Navy with insufficient funding to acquire the vessels needed to protect Canada's coastlines. The National Shipbuilding Procurement Strategy has been regarded as a godsend for the Royal Canadian Navy and the Coast Guard, which operate fleets of destroyers, icebreakers, frigates and other vessels that are nearing the end of their lifespans and must be replaced.

The strategy is seen also as a huge winner for Irving Shipyards in Halifax, [Seaspan Marine](#) in Vancouver and their respective communities after a panel of federal bureaucrats announced in October that these companies had been selected as the main production centres for \$33 billion in work. (The other \$2 billion will go to a number of other shipyards across the country on smaller projects.) And amid problems with the F-35 stealth fighter program and other military purchases, the Conservative government has held up the shipbuilding strategy as an important success for military procurement and a means to leverage tax dollars into massive economic spinoffs. But there have been repeated indications that the strategy is in danger of running aground — which would have military, economic and political ramifications far greater than those associated with the F-35. National Defence reported late last year that biggest challenge facing the navy in 2012 was when its two support ships, the [HMCS Protecteur](#) and [Preserver](#), went into maintenance at the same time. The report described the supply ships as "integral" to the navy's ability to do its job, and said the repairs were essential to keep them operational. But because of their absence in late 2011 and early 2012, the navy was forced to turn to allies for help replenishing other Canadian vessels at sea until the re-supply ships came back online. Any delay in replacing them on the new schedule would likely have a major impact on the navy's ability to do its job properly. [Source : Canada.com](#)

SHIPYARD NEWS

<div data-bbox="152 1415 282 1457">GEO PLUS NETHERLANDS</div> <div data-bbox="175 1474 256 1696"></div> <div data-bbox="305 1415 1136 1461">Ben jij enthousiast, leergierig, representatief en in voor een uitdaging? TOS is voor de gehele vloot van Geo Plus op zoek naar:</div> <div data-bbox="305 1486 1136 1516">Kapiteins • HWTK's • Hydrografisch Surveyors • DP-officieren</div> <div data-bbox="305 1533 467 1696"></div> <div data-bbox="480 1545 1136 1696"><p>Heb je ervaring met en/of kennis van survey werkzaamheden en ben je in staat zelfstandig werkzaamheden te verrichten, doelen te stellen en heb je de drive 'de klus' te klaren? Ben je langere tijd beschikbaar voor een vaar/verlofschema van 4 weken op, 4 weken af (wereldwijd)? Vragen: Siebelina Ooms (+31)10 – 243 67 01 s.ooms@tos.nl</p></div>	<div data-bbox="1201 1461 1503 1558"></div> <div data-bbox="1214 1663 1487 1705">www.tos.nl</div>
--	---



The Norwegian **SKS TUGELA** moored at **Antwerp Ship repair** for afloat propeller repairs
Photo : Hans Bisschop - Antwerp Ship Repair N.V ©

ROUTE, PORTS & SERVICES

	<p>STERN TUBE SEAL SERVICE, PROPULSION SERVICE AND SPARES</p> <p>+31 343 432 509</p> <p>STERNTUBESEAL.COM PROPULSIONSERVICE.COM</p>	
AEGIR Marine		AMPS



The **NYK ARCADIA** seen from the **HYUNDAI TOGETHER** at Maaspilot station photo : Rik van Marle ©

Gdansk - Polish container giant on the Baltic Sea

On February 11th, 2013 the Headquarters of the Port of Gdansk Authority SA received the participants and witnesses of a remarkable event. In the presence of Gdansk Pomerania region's media representatives, an agreement on increasing the Port of Gdansk's container handling potential was signed by the following: Jerzy Melaniuk, Vice-President of PGA SA (acting as One-Person Board since December 2012), Ryszard Mazur, PGA SA Proxy and Director of the Port Development Office and Boris Wenzel, President of DCT Gdansk accompanied by Adam Zolnowski, Chief Strategy and Board Attorney of DCT Gdansk. For months, the idea had been supported by all those interested in seeing Polish maritime economy entities establish a more significant position on the Baltic Sea.



The Land Lease Contract concerning 33 hectare of port land (signed by PGA SA and DCT Gdansk in January 2004) states that a pier shall be built in the adjoining waters and that a container terminal with a capacity of up to 1 million TEU a year shall be built. The guarantee of handling potential development was also cautiously included there, but hardly any study expected such a great handling dynamics that was

shortly achieved by Deepwater Container Terminal in Gdansk. Just three years later, on October 1st, 2007, during the official opening ceremony of DCT, the necessity of further investments that would take over a significant part of the Baltic container market, was obvious to many. Analysing the directions of world and European trade, they estimated the chances for the Port of Gdansk to develop and increase its position. The "Development Strategy" adopted by PGA SA Board outlined the increase of container handling potential in the area between the Ore Pier and the newly built DCT Container Pier.

The plan to expand deepwater terminals in the Port of Gdansk could only be executed on June 30th, 2010, following the completion of legal procedures and regaining former Europort land. In January 2011, DCT Gdansk SA officially asked PGA SA Board to initiate talks. As a result of introductory arrangements and negotiations, on August 16th, 2011 DCT Gdansk pledged to lease land for the further expansion of the container terminal. This land is located to the west of the existing terminal and it is destined for expansion in PGA SA strategic plans.

The Board of PGA SA made a decision (by the Resolution of September 23rd, 2011) to start a procedure to sign the Land Lease Contract with DCT Gdansk. The contract was to broaden the former agreement. On October 7th, the Supervisory Board of PGA SA accepted this decision and on November 18th, 2011 the General Meeting of PGA SA agreed to withdraw from a tender procedure for leasing another 27 hectares to DCT Gdansk SA. On March 1st, 2012 both Parties signed a Letter of Intent on negotiations aiming to agree over the content of the future Land Lease Contract. In September 2012 Negotiation Groups initialled the text of the Contract which in turn made it possible to sign a Preliminary Contract whose appendix is the Definitive Land Lease Contract signed on February 11, 2013. Complicated regulatory requirements were thus fulfilled.

- In January this year, DCT handled more than 106 thousand TEU. I am satisfied that our terminal begins 2013 with such great results - commented Boris Wenzel thus revealing the completion of his Gdansk mission. It confirms that the decisions on our further investments have been right. I believe that DCT will stay on the success path and will continue to satisfy its customers. In response, Jerzy Melaniuk thanked B. Wenzel for the 5 years of cooperation - I believe that Gdansk Deepwater Container Terminal owners will be satisfied with the results that all the money invested in Gdansk will bring. A container terminal in this part of the Baltic Sea must be profitable.

The results of DCT in Gdansk shocked the greatest sceptics analysing container turnover on the Baltic Sea in recent years. Nowadays none of them, however, tries to question Gdansk's position of the Baltic container hub. The value of goods handled in container terminals in the Ports of Gdansk and Gdynia, does not leave room for any discussion concerning the purpose of investing in maritime trade technology in Poland. And all the more, the legal and formal procedures, that are used to select reliable partners to continue our operator activities, must be transparent. Over 100 billion PLN "handled" annually in Gdansk - and in Gdynia alike - proves the international value of our ports, our pride and our obligation to provide Polish ports with competitive conditions for development in Baltic Europe (also in

legislative terms). Wise investment and operation momentum of DCT - a reliable partner in shaping the new reality for the Port of Gdansk - deserves to be trusted. However, we need to have such certainty both in Warsaw and in Brussels.



**Any ship or destination...
We deliver**

We master every aspect of ship delivery, crew management and maritime recruitment.

Redwise
GLOBAL SHIP DELIVERY & CREWING

Follow us!

www.redwise.com info@redwise.nl



12-02-2013 : the **BBC AFRICA** outbound from Antwerp loaded with 2 **Gottwald** mobile port cranes bound for Lagos (Nigeria) – Photo : **Stefan Lemmens** ©

Eekels EAS/6 Alarm and monitoring system perfectly suitable for quick and reliable refit projects.

With the new generation alarm and monitoring system **Eekels** can easily replace outdated alarm systems into the newest standard. The proven industrial components and the configured software make it possible to replace the current existing system without any risk in very short time.

Characteristics of the alarm system

The EAS/6 alarm and monitoring system has the following characteristics:

- Use of standard well proven certified components
- Easy to adapt to the existing configuration due to modular concept
- Easy to commission and service
- Low cost and worldwide available spare-parts
- Standard alarm system up to 2000 alarm inputs
- Approved by most common class society's

Project approach



Eekels replaces the existing AMS (Alarm and monitoring system) for the new generation EAS system by using a proven project approach. This approach is used to reduce the downtime off the vessel to a minimum. At first Eekels will identify the scope and impact of the replacement. Based on the outcome of this inventarization process a project plan will be created. According to this plan; on board and at the Eekels office all preparations will be made in close cooperation with the vessels crew. If necessary Eekels fabricates mounting frames so the new system will seamlessly fit into the existing cabinets or desks. Shortly after the class approval in our workshop the complete system will be packed and transported to the vessels location. By using the existing cables and sensors on the vessel a minimum of additional cabling is necessary. Depending on the size of the system an onboard conversion has a turnaround of 3 to 5 days. The system will be fully operational and documented, the ship's crew will receive a course in using the new EAS system.

Modular concept

The EAS/6 alarm and monitoring system has a modular concept which makes it possible to add extra modules like Power management, Tanklevel measurement, Remote monitoring, connection to VDR, etcetera. **Eekels** has the possibility to implement a complete Total Ship Automation system if desired.

Worldwide customer focus

Eekels has gained an enviable reputation for its 24/7 service. The phones are manned by **Eekels** staff at all times to provide advice and technical assistance whenever it is needed. Our skilled engineers can travel worldwide to offer owners the most cost effective service for their vessels. We hold an impressive stock of spares, or can source them at economical prices in short time, ready for dispatch to any location around the globe.

Proven configuration

The basis of the system is an inhouse developed configuration tool which is suitable to generate the desired system. By configuring the software all applied functionality is proven. Therefore the custom made EAS system is very reliable and no undesirable behaviour will occur. **Eekels** can create custom made AMS systems with the reliability of a standard AMS system.

**Onshore & Offshore
Heavy Career Opportunities**

www.shl.com.cy

Seaway Heavy Lifting



Borkum West II - Windmill park



Herewith a compilation of photos taken during the final logistic part of the transport from Germany to Eemshaven.



Wagenborg have just started the last phase by transporting the Blades (120 in total) from Stade to Eemshaven with the m.v. **Marietje Marsilla** belonging to the Danser family, each shipment consists of 6 Blades (length 56,61 m.). The installation will start end April or early May 2013.



As you can see on picture above the S3 Towers and Turbine are already in storage at Eemshaven, **Wagenborg Group** transported these units with the use of 2 pontoons and the tugboat **Waterman**.



Photo's : Cock Molle - Project Manager **Wagenborg** ©

Begin van onderling afgestemde verkeersplanning in Rotterdamse haven

Donderdag 14 februari - ondertekende havenmeester René de Vries namens het Havenbedrijf Rotterdam de intentieverklaring 'Het Schip Centraal' bij het Loodswezen in Hoek van Holland. Dit is het startsein voor een gezamenlijk traject van alle partijen die direct betrokken zijn bij de planning en uitvoering van bewegingen van zeeschepen in de Rotterdamse Haven. Het doel is de informatie-uitwisseling in de nautische keten te verbeteren en met een breed afgestemde verkeersplanning te gaan werken. In de Rotterdamse haven arriveerden in 2012 ruim 32.000 zeeschepen. Zij waren gezamenlijk goed voor bijna 80.000 scheepsbewegingen. De verwachting is dat dit aantal zal toenemen en dat zeeschepen groter worden. 'Het Schip Centraal' past in de Havenvisie 2030. Daarin geeft het Havenbedrijf te kennen dat in dat jaar de haven van Rotterdam koploper moet zijn op het gebied van duurzaamheid, efficiency en veiligheid. De partijen die meedoen en zullen tekenen zijn: de Vereniging van Rotterdamse Cargadoors, de Vereniging van Rotterdamse Terminal Operators, de Vereniging van Rotterdamse

Machinale Overslagbedrijven, de natte bulk-terminals in Rotterdam, sleepdiensten [Smit](#), [Kotug](#) en [Fairplay](#), de [Regionale Loodsencorporatie Rotterdam-Rijnmond](#) en [Roeiersvereniging Eendracht](#).

Control Risks

**RISKMAP MARITIME
2013**



INVITATION: 7 MARCH 2013

ROYAL BELGIAN SHIPOWNERS' ASSOCIATION

MANAGING MARITIME RISKS: ENSURING OPERATIONAL AND LEGAL SUSTAINABILITY

Maritime piracy, armed robbery and theft remain global threats to international shipping & trade across the world's oceans. Control Risks kindly invites you to the event "Managing maritime risks: ensuring operational and legal sustainability".

Experts for maritime risks, as well as legal and insurance specialists will present and discuss with you their views on the continued threat to shipping in 2013.

WHO :

Geert-Jan Knoops, Lawyer and Professor of International Criminal Law at the University of Utrecht

Peter Van den Wouwer, Executive Claims Coordinator at Marsh Marine Practice

Patrick Van Eerten, Director Operations and Offshore, Jumbo Shipping

Elle De Soomer, Legal Advisor, Royal Belgian Shipowner's Association

Tim Hart, Senior Maritime Security Analyst, Control Risks

Hein Baartmans (moderator), Director Strategic Accounts, Control Risks

WHEN :

7 March 2013, 3-7 pm

WHERE :

Koninklijke Belgische Redersvereniging, Ernest Van Dijckkaai 8, B-2000 Antwerp, Belgium

In addition to the discussion, Control Risks will launch the RiskMap Maritime 2013, our authoritative guide to maritime risks.

For more information, please have a look at our [event website](#). The event is free of charge and we are happy to welcome your colleagues as well.

To **register**, please write an email to your account manager or to amsterdam@controlrisks.com

www.controlrisks.com



The yacht **STEEL** outbound from Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Two bulk stevedores merge in the port of Rotterdam

Bulk Stevedoring Rotterdam and **Van Uden Stevedoring** are merging to become **BSR-Van Uden Stevedoring**. The combination has terminals in Rotterdam and Moerdijk with a total of five shore cranes, two floating cranes, eight hectares of land and 1500 m of quay, port media reports. According to the company, the combination is a logical sequel to the intensive cooperation commenced last year. The combination is currently working on the expansion of the storage possibilities and the acquisition of a third floating crane.



The **UNION PRINCESS** standing by for **STANISLAV YUDIN** at Borkum West 2 wind farm.

Photo : crew Union Boxer ©

Throughput of Singapore port down 6.7% to 41.87 mln tons in Jan'13

In January 2013, throughput of Singapore port declined by 6.7%, year-on-year, to 41.87 mln tons. According to the port's Administration, container throughput climbed by 3.4% to 2.63 mln TEUs. Oil transshipment fell by 11.2% to 13.63 mln tons, bulk cargo – was down 35.6% to 1.14 mln tons. The port's container throughput in 2012 increased by 5.3% to 31.65 mln TEUs. Total throughput made 538.01 mln tons.

DOF Subsea comments on Harvey Gulf charter

As was reported earlier, **DOF Subsea** has entered into a long-term charter agreement with **Harvey Gulf International Marine** for the newbuild DP2 Multipurpose Construction Vessel, the **Harvey Deep Sea**. The four year charter agreement will commence upon delivery of the vessel from Eastern Shipbuilding, Panama City, FL, in June 2013.

In a stock exchange announcement, **DOF Subsea** notes that the vessel is the only newbuild Jones Act compliant construction vessel available to the market until the latter part of 2015. **DOF Subsea** says that since 2010, "DOF Subsea North America has experienced strong growth in capability and market recognition, delivering to the DOF Subsea Group important and challenging projects using the existing Atlantic fleet. This charter is an integral part of DOF Subsea's planned expansion strategy as a global service provider for the deep-water offshore Survey, IMR and Construction market." **Source : Marine Log**



The **EUROFERRY MALTA** in Haifa – photo : Peter Szamosi ©

Estimated Time at Berth soon available in Ship2Report

At **Royal Dirkzwager**, listening to the ideas and desires of our customers is of great importance. By talking with and listening to our customers we learned that there was a great desire for having more detailed information about the ship movements within the port. By having this information, the efficiency of the planning e.g. for the purpose of on-board visits, can be increased. Therefore **Dirkzwager** has added the ETB (expected time at berth) to our "expected" and "combined expected/in port" overviews in **Ship2Report**. For now this information is only available for the Port of Rotterdam but we are working on providing this information also for other ports.

The ETB will stepwise be added to all the user accounts with access to the Port of Rotterdam movement information in **Ship2Report**. In the next few weeks you should see a new column in your port overviews. If you are interested in receiving this information earlier please contact our service desk via telephone: +31 (0)10 – 593 16 03 or by e-mail: servicedesk@dirkzwager.com

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

.... PHOTO OF THE DAY



The **FAIRPLAY XIV** in drydock at **Antwerp Ship repair** for "cut 'n shave"
Photo : **Hans Bisschop – Atwerp Ship Repair ©**

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>