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The "ZIM PIRAEUS " passing Gamboa at the Panama Canal from Balboa to Cristobal.
Photo : Crew Alberto Aleman Zubieta ©

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ms **MISKA** moored in the port of West Terschelling- Photo : Jack Rijploeg ©

Hallin Marine secures NOPSEMA Safety Case for SOV Windermere

Hallin Marine Australia, a Superior Energy Services company, announces that it has secured Vessel Safety Case acceptance from the Australian National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) for its subsea operations vessel **Windermere**. This approval enables the vessel to operate in Australian Commonwealth waters carrying out subsea (diving and ROV) and offshore support operations in circumstances where a Vessel Safety Case is a pre requisite.

The **Windermere** also has Safety Case approval from the Western Australian Department of Mines and Petroleum for any operations undertaken in state territorial waters (within the 3 nautical mile limit). Commenting on the acceptance of the NOPSEMA safety case, Rik Zwinkels, Managing Director of Hallin East observed, "This is a major step for our Australian operation as it allows us to execute the next step in our growth strategy in that market, which involves

locating the Windermere as a core Australian asset. Our clients in Australia have been very supportive of our plans to bring the **Windermere** to Australia and we are looking forward to a long and productive relationship."

Fully IMCA compliant, **Hallin's** SOV **Windermere** is equipped for well servicing, inspection and construction diving as well as remote-operated submersible vehicle support. Capable of accommodating 120 personnel, the 80 x 77 metre vessel incorporates a helicopter landing deck, an active heave compensated crane capable of working up to 1500 metres water depth, a 15-man saturation diving system with a three-man diving bell, which is launched through a moon pool.



The tug **FAIRPLAY 30** arrived with the **NILE DUTCH CAPE TOWN** in Cape Town. **Niledutch Cape Town** experienced fire damage in her engine room while in the anchorage off Luanda on 5 January 2013. The crew managed to extinguish the blaze before the vessel was towed into Luanda and berthed for discharge. General average was subsequently declared. The tug **Fairplay 30** subsequently arrived to tow the vessel to Cape Town for permanent repair. – **Photo's : Ian Shiffman ©**



The 207 mtr long 33,938 DWT **NILEDUTCH CAPE TOWN** is built in 1998 at the **Volkswerft Stralsund GmbH** in Stralsund under Yard/hull No.: 42 as the **ZIM SINGAPORE 1** for **Schepers H Bereederungs GmbH** in September 2002 renamed in **HEINRICH S**, and in April 2006 the Container Ship (Fully cellular) was renamed **CCNI CARTAGENA** and is operated by **Nile Dutch Africa Line** since April 2011 under the name **NILEDUTCH CAPE TOWN**

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Passengers count hours on 'floating petri dish' of a cruise ship as it limps to shore

Squalid, smelly and steamy, the crippled cruise ship **Carnival Triumph** limped toward port on Thursday, its passengers and crew looking forward to an end to their hellish vacation. The laborious slog through the Gulf of Mexico



tested not only the senses of the thousands on board, but their patience as well. Towed by three tugboats, the ship arrived at terminal in Mobile, Alabama, around 4 p.m. ET Thursday.

It's been a nightmare five days for the 3,143 passengers and 1,086 crew members on board the 900-foot, 14-story **Triumph** where a fire broke out in the engine room early Sunday. Much of the ship's electrical power went down in the fire, causing widespread malfunctions, including taking out sanitary systems.

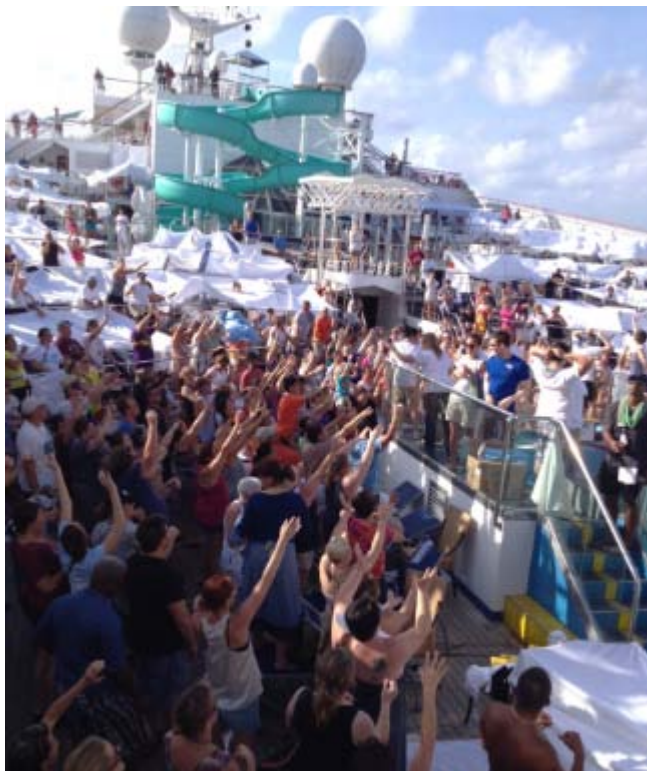
Passengers have reported sewage sloshing around in

hallways, flooded rooms and trouble getting enough to eat. "It's disgusting. It's the worst thing ever," passenger Ann Barlow said.

A 'floating petri dish'

Jorge Rodriguez, a doctor of internal medicine, said the sordid conditions on board make the Triumph a "floating petri dish." "So far there hasn't been an outbreak of anything, but ... it's in the Gulf. It's warm," he said. "You don't have sanitary conditions, so hopefully they'll get back to shore ... before anything breaks out." Raw sewage is a major health risk, Rodriguez said, but respiratory infections could also spread quickly. Spoiling food could unleash e. coli bacteria, salmonella and other types of food poisoning. "People on that cruise need to be careful for the next day to couple of weeks," he said. "They may have contracted something that's just sort of festering under the surface and won't come to full-blown infectious status for the next couple of weeks." Carnival promises an army of about 200

employees will take care of its passengers once they clear customs. Passengers can board buses to Galveston or Houston, Texas, or spend the night in a hotel in New Orleans.



Carnival said it has reserved and arranged approximately 100 motor coaches, more than 1,500 New Orleans hotel rooms, multiple charter flights from New Orleans to Houston on Friday and transportation from Houston to the Port of Galveston so that guests may retrieve their cars if they drove to the port.

The cruise line said it would give each passenger \$500, a free flight home, a full refund for their trip and for most expenses on board, as well as a credit for another cruise. Brent Nutt, whose wife, Bethany, is on the ship, said it's not worth it.

"First of all, we only paid \$350 for her to go on this cruise. Her safety and her well-being are worth a whole lot more than \$350," he said.

"I promise you, none of my family members that are on there will probably ever, ever take another cruise," he said.

The Coast Guard and the National Transportation Safety Board launched an investigation into the cause of the engine room fire. Because the Carnival Triumph is a Bahamian-flagged vessel, the Bahamas Maritime Authority is the primary investigative agency.

Travelers have few options for compensations in these cases, other than what the cruise line is already offering according to travel expert Jason Clampet of Skift.com, a travel website.

"The passengers on the ship aren't going to have a great deal of recourse when they get home," he said. Travel "insurance really doesn't cover this sort of thing. Their trip wasn't interrupted and they aren't incurring extra expenses ... so they can't be compensated that way." Still, there's no denying that the fire and resulting bad PR will hurt

"It's a terrible sight, thinking of people trapped on a ship with limited food and filthy conditions, so I think people will think twice about taking a cruise," Clampet said.

Nerves are frayed on board, where



passengers have waited in lines for food for as long as four hours, said Nick Ware, whose mother is on the ship with her boyfriend. Ware said arguments are breaking out after people at the front of lines grab as many provisions as they can. "The person in the front of the line is allowed to take however much he wants, so people see the person in front of them taking too much, (and) they start to get concerned they're not going to get any," Ware said. People at the rear of the line ended up with buns and condiments – no burger patties, he said.

Meanwhile, on shore, Kim McKerregan waited at the Port of Mobile, worried about her 10-year-old daughter and her ex-husband. Her daughter called her in a panic Sunday after the fire broke out. McKerregan said the call was absolutely "gut-wrenching." "Momma, please just come get me, just come get me. It's so hot. I don't want to be here, momma. Come get me, please," the scared daughter told her, McKerregan said. "Your heart stops, your stomach knots up and you just want to fall to the ground."

The fire is at least the second problem for the ship since late January, when it had an issue with its propulsion system, according to a notice posted on the website of Carnival senior cruise director John Heald. And it's not the first fire to disable one of the cruise line's ships. In 2010, the Carnival cruise ship **Splendor** lost power after an engine room fire, leaving it drifting off the Pacific coast of Mexico. The **USS Ronald Reagan** ferried 60,000 pounds of supplies for the ship's passengers and crew as the ship was towed to San Diego. McKerrehgan drove from Texas with a friend, Mary Poret, whose preteen daughter is on board, with Poret's ex-husband. Poret also received a frightening call from her daughter, about 30 hours after the fire.

"She was hysterical, crying hysterically. She was scared. She don't know what was going to happen next," Poret said.

"And what broke my heart the very most was her saying, 'Mommy, I don't know if I'll ever see you again,' and that's really hard to hear from your 12-year-old daughter." After this ill-fated cruise, the Triumph won't host vacationing passengers until at least mid-April. Carnival has canceled a dozen voyages scheduled between February 21 and April 13. That makes a total of 14 scratched trips. The cruise line already had eliminated voyages slated for February 11 and February 16. **Source : CNN**


NEW PILOT BOAT FOR LE HAVRE



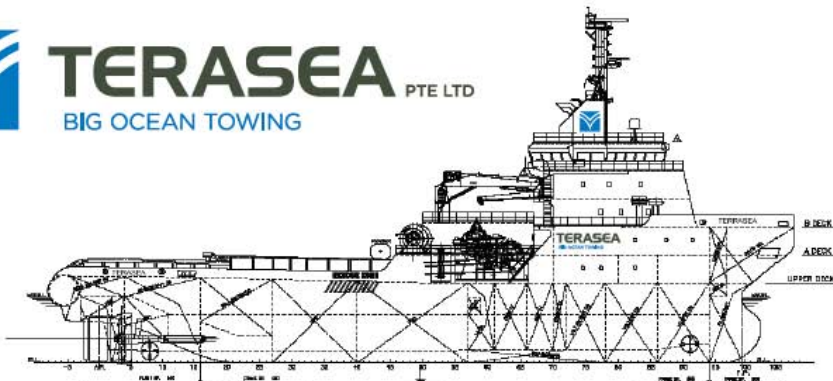
The Le Havre pilot services received a new pilot tender as can be seen at the photos

Photos : Fabien Montreuil ©





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HALS' **ROTTERDAM** during the 90 days Rotterdam . Indonesia > Rotterdam cruise visited yesterday Singapore, where a meeting / lunch was arranged with the newscippings contributing photographers **Fred Claessen** (middle right) and **Roel Knigge** both are onboard for this cruise with their spouses , the Rotterdam departed later in the afternoon in the direction of the Indonesian archipel where several ports in Indonesia will be visited before returning to Singapore March 1st before heading back in a westerly direction. – **Photo's : Piet Sinke ©**



Scrapping to rise as bulker owners suffer

Drewry's latest Dry Bulk Forecaster report suggests that cash-strapped shipowners will scrap younger and younger ships this year as the dry bulk market wallows in the doldrums. A ship as young as 15 years has already been sold for scrap in recent months, and the average scrapping age of Chinese-built Capesizes was 21 years in 2012. Drewry does not expect any improvement in the freight market in 2013 and foresees a growing number of dry bulk shipping companies getting into financial difficulty. Demolitions in 2013 are expected to be above 36 million dwt, more than what was seen in 2012, and the average scrapping age will fall even further as middle-aged vessels struggle to find employment.

The average scrapping age of the smallest segment, Handysize, will fall below the 30-year mark in 2013, having dropped from 32.4 to 30.1 years last year. This sector lost a bigger proportion of its fleet to the scrapper's torch in 2012, driven by increasing obsolescence as ports expand. Similarly, demolitions in the Panamax segment were also relatively high, given its older age profile and the increasing popularity of the larger and younger post-Panamax design.

Demolition reached record levels in 2012 as freight rates slumped to their lowest level for a quarter of a century. Preliminary data suggests that as much as 32.7 million dwt of dry bulk tonnage was sold for demolition, with the fourth quarter amounting to 6.8 million dwt: more than double what it was in the last quarter of 2011. Nearly 11 million tonnes of Capesize tonnage was sent for scrap, which was more than the all the dry bulk tonnage scrapped in 2009.

But even this frantic level of scrapping will not push freight rates up because the dry bulk fleet is growing even faster. It added 35 million dwt last year to reach 679 million dwt (9,490 vessels), which was a 12.3% expansion, following 15.2% in 2011. While 'only' 28 million dwt is due for delivery this year, two-thirds of that increase will come in the post-Panamax and VLOC segments. These fleets are already very young, so there is very little chance that scrapping will ease the pressure on freight rates. **Source: Drewry Maritime Research**



15-02-2013 : New build commissioned on 25th January 2013 **UNION MARINER**, on some lists as Union Marine, in to Melbourne anchorage off Portsea **Photo : Andrew Mackinnon – www.aquamanship.com ©**

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Malaysia close to sealing liner block exemption order

Following the lead set by neighbour Singapore, the Malaysia Competition Commission (MyCC) is likely to propose a block exemption order (BEO) for liner shipping agreements connected to the country. The BEO will be for three years, with provisions to review it after two years. "The final BEO will be made in June after the MyCC has evaluated submissions received during the public consultation on the proposal," it said. MyCC said that calls for the block

exemption came initially from the Malaysia Shipowners Association, Shipping Association of Malaysia and Federation of Malaysian Port Operators Council. Singapore's block exemption has been the subject of shippers' scrutiny and ire for a number of years. **Source: Sea Ship News**



the 2002 built MLT flag vehicle carrier **NEPTUNE DYNAMIS** entering Grand Harbour, Malta on Saturday 19th January, 2013. **Photo : Szabolcs Pocza - www.maltashipphotos.com ©**

Exporters to bear brunt as shipping lines raise rates

Container lines will increase freight charges on routes from Asia to Europe and the Middle East next month to boost revenue and profit

By : Keith Wallis

Exporters shipping goods from Hong Kong and other Asian ports to Europe and the Middle East face higher freight charges next month as container shipping lines attempt to boost revenue and profit despite lacklustre demand. The increases would be equivalent to a 50 per cent surge in the cost of shipping a 20-foot container from Shanghai to Europe based on current spot freight rates. The move comes as cargo owners are also seeing carriers plan a series of freight rate increases on routes from Asia to the United States in the next three months.

Orient Overseas Container Line, the Tung family-controlled shipping firm, became the latest box line to confirm rate rises on the Asia-Europe-Middle East trades in messages to customers at the end of last week. The carrier is planning a US\$700 per teu (20-foot equivalent unit) increase on westbound services from Asia and India to Europe and the Mediterranean from March 15. It is also seeking a US\$500 per teu rise on refrigerated container shipments from Asia to the Middle East.

OOCL had already confirmed increases on Europe-Asia shipments of US\$200 per teu and US\$300 per feu (40-foot equivalent unit) from March 1. Justifying these increases, the carrier said "ocean freight rates continue to be below the required level to cover basic operating costs or transportation costs". Cosco Container Lines and other carriers, including European lines Maersk and Hapag-Lloyd, have confirmed their intention to raise rates from March 15. Coscon will implement a US\$775 per teu increase on shipments to Europe and the Mediterranean with rises on other services from Asia, while Maersk has proposed a US\$600 per teu rise and Hapag-Lloyd a US\$750 per teu increase. By comparison, the spot container rate from Shanghai to Europe stood at US\$1,301 per teu last Friday, according to the Shanghai containerised freight index produced by the Shanghai Shipping Exchange. This was a week-on-week drop of 15 per cent to reflect falling demand caused by the approaching Lunar New Year holiday. The spot rate from Shanghai to the Mediterranean fell 20 per cent to US\$1,258 per teu.

Peter Sand, chief shipping analyst with industry lobby group Bimco, thought it was likely that the rate increases in mid-March "will be somewhat successful". He added: "It will pave the way for a rather decent average full-year rate level

because it makes room for subsequent slides [in rates] throughout the year but at a safe distance from break-even levels." Representatives for Hong Kong cargo owners were not available because of the Lunar New Year holiday.

Carriers are pushing through with the increases even though some are cutting services to cope with falling demand.

Maersk Line, the world's biggest container carrier which has about 20 per cent of the westbound Asia-Europe market, will extend the suspension of one of its 10 Asia-Europe services until April due to "declining demand on the Asia-Europe trade". This is in addition to the temporary cuts in mainland port calls as a result of the lack of shipments from China due to the Lunar New Year. "The February and March suspension brings the total capacity reduction on [Maersk's] Asia-Europe network to 21 per cent compared with February 2012," the carrier said. Figures from data company CEIC and Barclays research show that Chinese exports to Italy, France and Germany all fell in value terms last month, while the value of exports to Britain and the Netherlands increased slightly. Overall, there was a US\$1.5 billion gain to US\$336 billion in the value of exports to the European Union between February 2012 and last month.

Source : South China morningpost



The **ARGENT ASTER** outbound from the IJmuiden locks – photo : Marcel Coster ©



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Seamen urge action over labour shortage

The Hong Kong Seamen's Union has joined hands with the Legislative Council's Labour representative, Tang Ka-piu, to urge the government to do more to tackle the shortage of local manpower in Hong Kong's shipping industry.

In the Chief Executive's policy address, shipping was highlighted as a development industry - and Mr Tang - from the Federation of Trade Unions - said this should include promoting the use of local talent. Mr Tang said they had also raised concerns about labour rights for local mariners. He said China had already signed up to an international convention protecting seamen's rights, and Hong Kong should do the same. **Source: RTHK**



3 Sister , Anchor Handler/Tugs **SIEM EMERALD, SIM PEARL** and **SIEM DIAMOND** athered together In Campos Oilfield Brasil. **Photo : Capt Cor Russcher ©**

Emma Maersk to be towed to Europe

The leaks on board **Emma Maersk** have been sealed, and she will soon leave the Suez Canal Container Terminal to be towed to a European port for repairs. Maersk Line is able to reorganise its fleet without chartering replacement tonnage. The 9,660 TEU 48Y-**Butterfly** will replace **Emma Maersk** on the AE10 Asia-Europe service until she is ready to re-enter service. According to Captain Marius Gardastovu, there was never any real danger or panic at any point.

"Of course it is a shocking experience when you look back and consider what could have happened", captain Marius Gardastovu says. "But given the circumstances, everything was handled as well as possible because of a close-knit crew who knew exactly what to do".

Emma Maersk was loaded with containers equivalent to 13,537 TEU of which 6,425 were full. Alternative arrangements for the cargo have been made whereby sensitive cargo was loaded onto Maersk Line's existing network shortly after the incident. Further contingencies and schedules have been finalised as part of the cargo was loaded on Maersk Kotka on 11 Feb, some of the cargo were loaded on **CC Medea** on 12 Feb, and the remaining eastbound cargo will be loaded onto **Maersk Kokura** on 18 Feb. The developments are being monitored continuously to ensure minimal impact to customers. Maersk Line's operations teams are working in close coordination with the local customer and sales representatives to keep customers updated on the developments. **Source: Maersk Line**



15-02-2012 : Pullmantur 's **SOVEREIGN** in Buzios **photo : Jacob Adrianus Blauw ©**

ABB acquires APS Technology Group to expand its Crane and Harbor systems portfolio

Acquisition expands ABB's portfolio for container terminal automation to optimize cargo handling and tracking from ship to gate.

ABB, a leading power and automation technology group, has agreed to acquire **APS Technology Group (APS)**, a San Diego, California-based company that develops and markets solutions for the port industry. The acquisition will expand ABB's crane system portfolio to the container terminal market. The transaction is expected to close in the first quarter of 2013. Established in 2002, APS employs approximately 50 full-time people in its headquarters in San Diego, California, and its office in Long Beach, California. APS is a leading global supplier of vision based automation solutions that identify containers, trucks, rail equipment, and other transport assets for ports and intermodal container facilities. These systems help container terminals, port authorities and shipping lines to streamline their operations by automating manual processes within gate, vessel, rail and yard operations. This addition will help ABB to expand its crane systems portfolio for the container terminal and adjacent supply chain markets. APS will join ABB's Process Automation division. "The acquisition of APS is an important milestone for us to expand our terminal automation offering and provide our customers with added-value integrated solutions," said Heikki Soljama, head of ABB's Marine and Cranes business unit. "This acquisition is a good strategic fit for our existing solution portfolio, and will further strengthen our product portfolio."

"Joining ABB will enable us to extend our support and engineering capabilities as we expand into new geographic regions," said Russ Scheppmann, CEO and founder of APS. "Our customers will also benefit from ABB's global reach in sales and service, and combined efforts in R&D projects." 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.



The **TSHD CRESTWAY** off Hoek van Holland – photo : Harrie van den Berg ©



NAVY NEWS

3 Royal Thai navy ships in the country for goodwill visit

three Royal Thai navy ships arrived at 8 a.m. Friday in South Harbor in Manila for a goodwill visit, the Philippine Navy said. The ships—**HMTS Chao Phraya (455)**, **HMTS Bangpakong (456)** and **HMTS Pattani (511)**—will be in the country from February 15 to 19. The ships are under the command of Rear Admiral Sucheep Whoungmaitree, the commander of the Royal Thailand Naval Cadet Training Unit. There are 759 officers, naval cadets, enlisted personnel and non-military rank personnel on board. The Thai officials are scheduled to pay a courtesy call on Manila Mayor Alfredo Lim and Manila Police District Director Senior Superintendent Alejandro Gutierrez. Source : INQUIRER.net

Australia's Largest navy ship named HMAS Canberra



Hundreds of sailors and navy veterans gathered in the main dock of the vessel at Williamstown, in Melbourne, as it was officially named **HMAS Canberra**. When it is fully built, the ship will hold up to 1,400 personnel as well as numerous helicopters and military vehicles. Ernie Rutland, an 89-year-old war veteran, served on the original Canberra in World War II and he says he is impressed by the size of the new vessel. "Oh dear, look I'm really stunned at the size of it and the way it's been put together," he said. The ship's hull was built in Spain and the combat and

communications systems are being developed at Williamstown. The ship is expected to be completed in February next year. Source : ABC News

SHIPYARD NEWS





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Heavy lift company **RollDock Shipping B.V.** from the Netherlands celebrated the First Steel Cut last February 4th 2013 at the **FLENSBURGER SCHIFFBAU-GESELLSCHAFT mbH & Co** in Germany for the first ship out of the 2 ships ordered last year with the German shipyard. The first ship "**M/V Rolldock Star**" is expected to be delivered in November 2013 and the second ship "**M/V Rolldock Storm**" is scheduled for delivery 3 / 4 month thereafter. Both vessels are Multifunctional Heavy Lift Ships suitable for Ro/Ro, Lo/Lo and Flo/Flo cargoes and almost identical to the already existing vessels "**M/V Rolldock Sun**" and "**M/V Rolldock Sea**" be it that the hold of these 2 new vessels is 119,44 m long x 19,40 m wide versus 116,20 x 19 m for the **RD SUN** & **RD SEA**. The new vessels will also have a larger dead weight. On picture: CEO Rolldock **Mr. Wout Van der Zwan** & CEO Flensburg **Mr. Peter Sierk**

DFDS and P+S Werften GmbH finalized two newbuilding contracts

all conditions have been met for the two newbuilding contracts between **DFDS** and the German shipyard **P+S Werften GmbH**, Stralsund, concerning the construction of two freight ships (ro-ro), DFDS reports. The newbuildings form part of DFDS' cooperation with the Danish defence, and since 2006 also with the German defence, concerning delivery of tonnage capacity for defence transport assignments (ARK project). The cooperation is based on charter

agreements covering the period 2013-2021. Delivery of the first ship is expected to take place in Q4 2013 followed by the second ship in Q1 2014. The price of the two newbuildings is EUR 84m. A further investment of EUR 6m in specialized equipment is also planned. Total planned investments in 2013 are EUR 75m and EUR 15m in 2014.



The m/v "**INDUSTRIAL DART**" from Intermarine alongside the **Curacao Dry-Dock Company Ltd** waiting on a new rudder. **Photo : John Smit ©**

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The **WATER PHOENIX** anchored off Gibraltar – **Photo : Francis Ferro ©**

Maersk cancels Asia-north Europe AE-9 loop again as demand slackens

DENMARK's giant carrier **Maersk Line** has announced it will cancel the Asia-North Europe AE-9 string again due to insufficient demand after re-launching the service less than two months ago.

The last sailing of AE-9 service was on February 4 from Ningbo, according to Alphaliner. After the suspension, Maersk's daily service for Asia-North Europe trade has again been reduced to five weekly sailings from its original seven.

This move implies that Maersk is not optimistic about the bookings of Asia-North Europe trade after the Chinese New Year and leaves the seven 4,500-7,500 TEU ships sailing on this service unemployed, reports Lloyd's Loading List.

Figures from Lloyd's List Intelligence indicate that there are currently 303 containerships in hot or cold lay-up totalling 497,352 slots. These seven vessels are likely to join the idle fleet. **Source : Asian Shipper**



The **ANNE SOFIE** enroute Rotterdam – **Photo : Henk van der Heijden ©**

Van Oord wins new project in Dubai

Meraas Development LLC has again contracted Van Oord to build an island in the emirate of Dubai, the company reports. Jumana Island will lie 500 metres off the coast and will be used for urban development. A bridge will connect the island to the coast. The contract is worth approximately EUR 100 million. Work on the project has started and completion is scheduled for the end of 2013.

The project involves dredging of sand from the sea bed, reclaiming the island as well as reclamation of the beaches. Construction of groynes, revetments, soil compaction of the new island and the reclamation of sand bodies to facilitate the construction of a bridge also form part of the project. A total of more than 8 million cubic metres of sand needs to be dredged and deposited and some 3 million tons of stone will be placed. Van Oord deploys 3 trailing suction hopper dredgers and a cutter suction dredger, as well as a variety of equipment for placing the stone.

Meraas Development LLC previously contracted Van Oord to construct the Pearl Jumeirah island. Van Oord has been working virtually non-stop in Dubai since 2001. Projects such as the construction of the islands Palm Jumeirah, The World and Palm Deira, the harbour development in Mina Zeyahi, the land reclamation for Dubai Maritime City and the reclamation of various beaches were realised by Van Oord. **Source : Portnews**



The Chief Engineer of the **ZAANDAM** is celebrating the birth of his first daughter. The little one decided it was time and did not want to wait till Daddy got home a couple of days later. Congratulations to the Chief, his wife and son with the latest addition to his family on behalf of crew and officers of the **Zaandam**.

Photo: **Zaandam Engineers** ©

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Port of Los Angeles volume falls 4.25pc in January to 496,685 TEU

The Port of Los Angeles posted a 5.36 per cent decline in January container volume year on year to 496,685 TEU with overall cargo falling 4.25 per cent over the same period. The slide was attributed to a decrease in vessel calls that have shifted out of the Port of Los Angeles, the port authority said. Imports decreased 5.32 per cent to 337,428 TEU in January while exports dropped 5.44 per cent to 159,257 TEU in the same period. Factoring in empties, which slipped

0.91 per cent year on year, overall January 2013 volumes (669,000 TEU) decreased 4.25 per cent compared to January 2012 (698,715 TEU). **SOURCE : schednet**



The **GRANDE PORTOGALLO** at the Westerscheldt River – **Photo : Walter de Groot ©**

Film over de Watersnood van 1953.

In het **Nationaal Baggermuseum** te Sliedrecht wordt zaterdag 23 februari 2013 tussen 11:00 en 17:00 uur voortdurend een film vertoond over de Watersnoodramp van februari 1953. In de expositiezaal van dit museum is een tentoonstelling ingericht die op populair wetenschappelijke wijze de Watersnoodramp van 1953 belicht. Hoe kon het zo ver komen? Hoe verliep het met de communicatie? Wat is er aan gedaan om ons land beter te beschermen tegen extreem hoge waterstanden? Hebben we maatregelen getroffen om de toekomstige niveau van de zeespiegel en de bodemdaling het hoofd te bieden? Het zijn vele vragen waar deze tentoonstelling een antwoord op wil geven. Voorts zijn er drie spectaculaire en unieke maquettes te zien van de stormvloedkering bij Capelle aan den IJssel, de stormvloedkering in de Oosterschelde en de Maeslantkering bij Hoek van Holland.

Het Nationaal Baggermuseum is geopend van dinsdag t/m vrijdag van 14:00 tot 17:00 uur en op zaterdag van 11:00 tot 17:00 uur. Kijk ook op www.baggermuseum.nl



The 1975 **Sietas** built **WEGA** outbound at the Westerscheldt River – **Photo : Huib Lievense ©**

MARITIME ARTIST CORNER



KOTUG S RT MARGOT in the port of Hamburg.
Impression : Peter Jaenicke-Jacobs ©

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.... PHOTO OF THE DAY



Seen in Constanta, Romania at the [GSP \(Grup Servicii Petroliere\) yard](#). Maintenance and shortening of legs Jack-up rig [GSP JUPITER](#)
photo : [Henk Willemsen](#) ©