



**Number 054 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Saturday 23-02-2013**

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# FAIRPLAY TOWAGE

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**The STX ROSE I loaded in Rotterdam 3 inland water passengerliners**  
**Photo : Kees Torn ©**

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Still providing frontline service across the Clyde is the 1964 **Arnhemsche Scheepsbouw Mij NV** – Arnhem built 48.4 mtr long **SOUND of SANDA**. She is the former Dutch ferry **GEMEENTE PONT 24** which was sold in 1996 to **Western Ferries Clyde Ltd** and renamed **SOUND OF SANDA** and is due for replacement later this year with a new build from Cammel Laird shipyard on the Mersey.

Photo : Tommy Bryceland, SCOTLAND ©

## PACIFIC TUGBOAT SERVICE CONVERTS 20 VESSELS

**Pacific Tugboat Service**, a member of the Port of San Diego's Green Business Network, has converted its fleet of 20 vessels.

Shore power, also known as cold ironing, is the process of switching from a ship's onboard diesel power supply to shore-based electrical power while the ship is at the dock. This process reduces polluting air emissions and noise levels from idling engines.

"I think the Green Business Network taught us is that we're not just a small business trying to make a living on the Bay, but we're a neighbor," said Pacific Tugboat Service Vice President Stephen Frailey. "We have a park near us, we have a neighborhood near us. Our contribution back to that neighborhood is to try to improve the environment."

The conversion was part of a \$3 million overall upgrade the company's facility at the Crosby Street Pier, located at the Port's Tenth Avenue Marine Terminal. About \$500,000 went to installing charging stations and retrofitting vessels so they could plug in.

The project was made possible by San Diego Gas & Electric (SDG&E), which helped upgrade power to the charging stations, and a funding grant from the County of San Diego's Air Pollution Control District. Frailey said the immediate benefits are air quality and noise pollution, since the engines are shut off. The company's vessel fleet now includes more than 20 tugs that divide time between the San Diego headquarters and offices in the Long Beach-Los Angeles area. Pacific Tugboat Services has several large contracts, including jobs with the Navy, pile driving, and crane services for both land and sea.

As part of its role as an environmental steward, the Port of San Diego established the Green Business Network. It's made up of 67 tenants businesses, including Pacific Tugboat Services, working to reduce energy consumption, water use, waste, and prevent pollution. The Port of San Diego also utilizes shore power at its B Street Cruise Ship Terminal and the Port Pavilion on Broadway Pier. **Source : MarineLink**



The **SANTA CLARA** outbound from Rotterdam – **Photo : Leo Verhoog ©**

## Counting Up the Numbers for 2012

As we move through 2013, many in the shipping industry are wondering how the world fleet will develop. But, now that the numbers are in, this month we look at 2012's delivery, demolition and contracting trends. Are You In or Out? The year began with what was a record rate of deliveries, suggesting the top of the shipbuilding cycle was still to come. In total 97.7m dwt was delivered during 1H 2012. 2Q 2012 ended with a 'bang' as the push to deliver newbuildings prior to the IMO's Performance Standard for Protective Coatings, which took effect in July 2012, saw monthly deliveries peak at 21.0m dwt in June. Subsequently, the pace of output slowed, and deliveries in 2H 2012 fell

by 43.4% in dwt terms. Overall, 2,474 vessels of a combined 152.9m dwt were delivered into the world fleet in 2012, marking a 6.6% y-o-y decline from the top of the shipbuilding cycle and the first decline in annual output since 1998. Meanwhile, demolition activity hit record highs and outpaced contracting activity for the first time on record. 1,247 vessels, of a combined 56.3m dwt were sold for scrap through the course of 2012. Recycling activity increased across the major shipbreaking nations, aided in part by the Bangladeshi breakers' return to the market, following environmental disputes in 2011. Poor earnings, oversupply and weak secondhand values coupled with comparatively buoyant scrap prices saw owners scrap 3.7% of the start year fleet, with average scrap vessel ages trending downwards as the year progressed.

Although the gap between vessel deliveries, which add to the world fleet, and demolitions, which remove vessels from the fleet, has been shrinking since 2010, the 'net tonnage' additions reduced to 96.7m dwt in 2012. This meant annual fleet growth, in dwt, fell to 6.0% in 2012, down from 8.7% in 2011.

2012's lacklustre newbuilding de-mand, influenced by struggling markets and financing difficulties, particularly in Europe, led to the lowest level of contracting activity in over a decade. In total, 1,120 vessels of a combined 45.5m dwt were ordered in 2012, representing a 45.1% y-o-y decline, in dwt terms. Of the contracts placed, the focus was on 'niche' sectors such as offshore, gas and passenger. The low contracting environment, coupled with relatively high delivery levels, led to a 34.2% y-o-y fall in the volume of vessels on order. At the start of January 2013 the orderbook had fallen to 260.2m dwt, its lowest point since the start of 2006.

Looking forward, 2013 is projected to be another strong year for demolition. Although we appear to be over the peak of the shipbuilding cycle, with deliveries slowing, a top heavy orderbook (62.6% of capacity is scheduled for delivery in 2013) means that de-liveries into the fleet are likely to remain relatively high this year. However, the outlook for contracting remains challenging. For shipyards, who have been working to record output, difficult times lie ahead. But, in the long-term, lower projected fleet growth and a re-balancing of supply could be good news. **Source : Source: Clarkson Research Services**



The 2004 built British tanker **TESSA PG** leaving the port of Aalborg, Denmark. The Chemical/Products Tanker is built as the **EVANNE** at the Sedef Gemi Endustrisi A.S.in Tuzla (Turkey) and renamed in **TESSA PG** in 2005

**Photo : Lars Engelbrecht Rohde ©**

## Russian ghost ship discovered off Ireland

A RUSSIAN cruise ship abandoned and adrift in the North Atlantic has been located about 2400 kilometers off the west coast of Ireland. with no crew or warning lights, the ship **LYUNBOV ORLOVA** has been adrift for two months and maritime authorities had been uncertain of its precise location.

According to a document from the National Geospatial-Intelligence Agency, the **LYUNBOV OLOVA** has been spotted at the coordinates 49-22.70N and 044-51.34W, or roughly 1300 nautical miles from the Irish coast.

The details were listed in a Daily Memorandum Atlantic Edition, a maritime update put out by the intelligence agency, which analyses satellite imagery and creates detailed maps for the US government. With only rats as its passengers, the **LYUBOV ORLOVA** had left Canada's shores on January 23 to be towed to a scrapyard in the Dominican Republic. But a day later, the cable snapped, leaving it stranded in international waters.

It was then secured by the **ATLANTIC HAWK**, a supply vessel in the offshore oil industry, which managed to take the ship under tow before it drifted off yet again. Canada's transport authority has said the ship - abandoned for two years - was no longer its concern, as the vessel had left the country's waters. But officials said the owner was responsible for its movements.

Earlier this week, Canadian officials acknowledged they did not know the location of the ship, as the vessel's global positioning system was no longer working. But the information locating the ship shows the derelict vessel is slowly heading towards Europe, having drifted at least 800 kilometres toward the European coastline. **Source : news.com**



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The 147.8 mtr long **FSL TOKYO** moored in Rotterdam, The product tanker is built as the 20.938 DWT **PRITA DEWI** at the Shin Kurushima Dockyard Co. Ltd. In Akitsu under hull number 5410 in April 2012 renamed in **FSL TOKYO** and is now operated by **Nordic Tankers Trading A/S** – **Photo : Marijn van Hoorn ©**

## Lamma IV engineer recalls final moments on doomed ferry

**Lamma IV engineer relives his last moments on doomed ferry and his attempts to save lives**

**By : Simpson Cheung**

The engineer of the sinking **Lamma IV** waved in a plea for help at a nearby ferry, but got no response, the commission of inquiry in the accident heard yesterday. The vessel belonged to **Hong Kong & Kowloon Ferry**, Leung Pui-sang told the inquiry into the October 1 disaster, in which 39 people died. But he was not sure that the boat in question was the Sea Smooth - which had just collided with **Lamma IV**.

Leung said he walked to the wheelhouse to check the engine panel and keep a lookout shortly after the ferry set sail, when he saw a ship approach at about 20 knots, which surprised him. "I yelled to the coxswain, 'A ship is coming at us'," he said. But, within seconds, he felt the impact of the collision and fell to the deck, hurting his right hand. Charles Sussex SC, for the owner and crew of Sea Smooth, suggested that coxswain Chow Chi-wai had previously said he heard his sailor, Leung Tai-yau, yelling. The engineer said he was not facing Chow when he shouted.

Leung then went down to check the engine room - despite being warned it would be dangerous - and found the room flooded, with water pouring in. On his way back to the wheelhouse he saw a vessel two to three ship-lengths away. "I waved my hands and yelled out for help, as the **Lamma IV** was sinking. But there was no response," he said.

Leung then noticed three people sitting still at the vessel's stern on the port side of the main deck. He shouted at them to escape and tried to go to them. But as he cleared the wreckage blocking his way, fresh debris kept falling, Leung said.

Then on the starboard, or right, side of the vessel, he saw a mother and a daughter holding on to each other. He lifted the girl in his arms and began moving up the tilted deck, with the mother behind him. But by the time they reached the ship's midsection, the deck was tilted at about 45 degrees and Leung lost hold of the girl, he said. At that point he fell into the water below, where he floated with a group of passengers, losing sight of the mother and daughter. He was saved by rescuers who broke the windows to free him.

He also recalled passengers had previously alerted him to loose seats and asked him to tighten them. During the accident some seats broke loose and trapped passengers. Like Chow, Leung had no radar licence and did not recall if Hongkong Electric had provided him with training or a radar manual, despite company records showing it had.

He said he used radar only in foggy weather. The hearing continues, with **Lamma IV** sailor Leung Tai-yau testifying next. **Source : The South China morning post**

## Three Dead After Cargo Ship Sinks in East Sea

Three sailors died in hospital after they were rescued along with nine others from a cargo ship that sank in the East



Sea. Korean maritime police on Thursday said the 269-ton cargo vessel sent a distress signal at 7:04 a.m. while sinking 548 km northeast of Ulleung Island. Three of the crew were Korean and the other nine Chinese. Wrecked sailors from a cargo vessel wait to be rescued in a rubber dinghy in waters near Ulleung Island on Thursday. /Courtesy of Korea Coast Guard Korean maritime police dispatched two patrol planes, two large patrol vessels and two helicopters to the scene, while alerting Russian and Japanese maritime police for assistance. Japanese maritime security forces dispatched one aircraft, two helicopters and two patrol boats, while the U.S. Navy assisted by dispatching two patrol aircraft.

Two Japanese naval helicopters rescued all 12 crew at around 2:06 p.m. from a rubber dinghy. They were flown to a hospital near an air base in Niigata, Japan, but two Koreans and one Chinese died. **Source : Chosun Ilbo**

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After a crew change and being supplied with food and stores the **TSHD "ORANJE "** returns to her duty in the Northern part of the Persian Gulf. **Photo : Rinco Hollemans (c)**



The **ZIM RIO GRANDE** in Haifa – **Photo : Peter Szamosi ©**

## **Ship loses power, hits North Mole after leaving Fremantle Harbour**

A CARGO ship has struck North Mole as it was leaving Fremantle Port last Thursday morning

The **Princess Mary**, a 100m cargo ship known as a tweendecker vessel, was leaving port about 4.30am when it lost engine power.

"The ship lost power and nudged into the North Mole just past berth one on North Quay," a Fremantle Port Authority spokeswoman said. "It's now been pulled off and has been put to anchor near South Mole whilst it's inspected." The

spokeswoman said it was too early to tell if there was any significant damage to North Mole or the ship itself. "Whether there has been any damage there (North Mole) I don't know at this stage," she said. It's understood the ship was heading to Christmas Island and was carrying scrap metal. **Source : Daily Telegraph**



Discharging of Tuna fish and sharks in the port of Benoa (Bali)  
**photos : Roel Knigge (c)**



## POLLUX REUNIE

Er is weer een reünie op zaterdag 27 april 2013 tussen 13.00 en 17.00 uur aanboort van de " **POLLUX** ".  
NDSM Pier Nr.6 - Amsterdam Noord.

**Inschrijving via de site: [www.vriendenvandepollux.nl](http://www.vriendenvandepollux.nl)**

Tevens is **Jan Nierop** van het " **MARITIEM TREFPUNT** " die dag aanwezig met een expositie in ruim Nr.1 inzake afbeeldingen diverse schepen van Nederlandse Maatschappijen en Rederijen.  
met vriendelijke groet namens vrienden van de pollux,



The 1959 built 1940 hp ABC powered tug **TYFOON** owned by K.G. de Ruyter, Sliedrecht, assisted the **STX ROSE I** during loading operations of 3 inland cruisevessels in the Europahaven. **Photo : Bas van Hoorn (c)**



The **STX ROSE I** moored in Rotterdam – Europoort after loading the three inland cruiseliners  
**Photo : Marijn van Hoorn (c)**

## Ukrainian captain in fatal sea collision off Lantau loses appeal

By : Keith Wallis



**NEFTEGAZ-67's** captain **Yuriy Kulemesin** lost his bid to have his conviction quashed on Friday and must serve the remainder of his 18-month sentence. Yuriy Kulemesin, a Ukrainian captain involved in a deadly 2008 shipping accident, must serve out his 18-month sentence on charges related to endangering life at sea, the Court of Final Appeal ruled on Friday.

The ruling upheld a Court of Appeal judgment last year on one of Hong Kong's deadliest marine disasters.

Kulemesin was the master of the oil rig supply ship **Neftegaz-67**, which capsized and sank, killing 18 crew members, after colliding with the bulk carrier **YAO HAI** off Lantau Island on March

22, 2008.

Rejecting his appeal against conviction, Chief Justice Geoffrey Ma Tao-li said Kulemesin would have to "serve the remainder of his 18-month sentence". But the Court of Final Appeal judges cleared Tang Dock-wah, the chief pilot on board the **Yao Hai**, and allowed his appeal against conviction.

In a 99-page judgment, the judges also ruled that the stretch of water where the accident occurred, off the Brothers Islands, was a narrow channel rather than open water, as contended by Kulemesin's defence team.

The two vessels were following different navigation rules because, while **Neftegaz-67's** officers thought they were in open water, **Yao Hai's** believed they were in a narrow channel. Kulemesin, who was present in court, was immediately taken to the cells. He has already served 45 days and with a third off the 18 month sentence for good behaviour, Kulemesin could be home for Christmas, his lawyer said. **Source : South China Morning Post**



the **BBC THAMES** passing Terneuzen, both underway from Varberg in Denmark to Antwerp.

Photo : P., M. & Ph. van Luik [www.shipsofterneuzen.nl](http://www.shipsofterneuzen.nl) ©

## Maritime Labour Act reinforces rights of seafarers

Bundestag implements International Maritime Labour Convention 2006 into German law On Thursday evening, Germany's lower house of parliament ("Bundestag") adopted the extensive Maritime Labour Act, implementing the International Maritime Labour Convention 2006 (MLC) of the International Labour Organization (ILO). It supersedes the legacy

### German Seafarers' Act.

"The Maritime Labour Act reinforces the rights of seafarers on board ships. We greatly appreciate that the Bundestag has now implemented the fourth pillar of international maritime law into German law," said Michael Behrendt, President of the German Shipowners' Association (VDR). "The convention also boosts the competitiveness of German shipowners, who already meet many of these criteria today." The Maritime Labour Convention of the ILO will enter into force on an international scale in August 2013. "Once it does, uniform standards will apply across the globe to working and living conditions on board of maritime vessels – irrespective of the flag under which a particular ship sails. The Maritime Labour Convention is a key preventive measure against social dumping," explained Behrendt.

The Convention enshrines numerous minimum standards, such as for working and rest periods, medical treatment on board and onshore as well as for accommodation and food for seafarers. Even ships sailing under flags of states that have not ratified the Convention cannot avoid or ignore the standards as soon as they call at ports of signatory states. If any violations of the Convention were to be identified in the course of port state controls, severe sanctions may be imposed, ranging from fines all the way through to arrest of the ship in question.

With the MLC, the fourth pillar of the international body of maritime shipping rules will be added. The other three pillars are the International Convention for the Safety of Life at Sea (SOLAS), the International Convention for the Prevention of Marine Pollution from Ships (MARPOL) and the International Convention on Standards of Training, Certification and Watchkeeping (STCW). "Accordingly, maritime shipping is the only industry segment throughout the world that has such a tightly knit and effective body of rules," said the Association's President, Behrendt. The VDR is confident that the Ratification Act on the Convention on Maritime Work will be passed by Germany's upper house, the "Bundesrat" without delay. The formal ratification by Germany of MLC is to be expected in the course of this summer.

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## 2 chemical tankers collide in Gulf of Mexico

Two inbound chemical tankers collided, Wednesday, approximately 70 miles south of Galveston, causing some internal damage to one of the tankers. Watchstanders at Coast Guard Sector Houston/Galveston were notified of the collision by a National Response Center report at approximately 4:30 a.m., stating that the **CHEM SEA**, a 385-foot tanker, and the **BOW KISO**, a 557-foot tanker, had collided while headed to Houston.

The **BOW KISO** suffered a fuel leak in their engine room, but was able to patch the leak and pump the remainder of the fuel into an auxiliary tank. The Coast Guard launched crews aboard an **HU-25 Falcon jet** from Air Station Corpus Christi and an Air Station Houston **MH-65 Dolphin helicopter** to assess the situation. Marine Safety Unit Texas City will board both vessels to conduct damage assessments and investigate the cause of the accident.

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## NAVY NEWS



The guided-missile cruiser **USS Mobile Bay (CG 53)** and an **MH-60S Sea Hawk** helicopter from the Eightballers of Helicopter Sea Combat Squadron (HSC) 8 prepare for a replenishment-at-sea.

**CREW WELFARE: DELIVERING A HOME-FROM-HOME EXPERIENCE**

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A photograph of a television screen showing the Alphatainment interface. The screen displays a dark background with several icons and the word 'Alphatainment' in red. A black remote control is positioned in front of the screen.

## Russia, NATO to Hold Gulf of Aden Anti-Piracy Exercise

The Russian Navy's Udaloy I class anti-submarine destroyer **Severomorsk** will take part in a NATO anti-piracy exercise in the Gulf of Aden, Navy spokesman Capt. First Rank Vadim Serga said on Thursday. Russian and Italian naval teams will practice operations to recover pirate-held ships, he said, adding that the exercise will begin "within several days."

In the most recent attack, Reuters reported pirates seized the ship **Armadah Tuah** off the Nigerian coast on Sunday, holding its crew to ransom. The Russian Foreign Ministry said there were three Ukrainians, two Indian nationals, one Indonesian and one Russian on board. According to an AP report, the crew members were taken off the vessel, operated by multinational energy company Century Group. The kidnappers demanded a 200 million naira (\$1.27 million) ransom. There has been no comment from the Nigerian government.

In mid-January, an international maritime watchdog said sea pirate activity in international waters had subsided to the lowest level since 2008. The International Maritime Bureau (IMB), an arm of the International Chamber of Commerce, said a total of 297 vessels were attacked by pirates last year, down from 439 in 2011. The IMB's Piracy Reporting Center also recorded 67 attempted attacks last year. Pirates took a total of 585 people hostage last year. Six people were killed and 32 injured.

Somalia and the Gulf of Aden remain the world's most dangerous maritime routes, accounting for nearly a quarter of the world's piracy incidents. Seventy-five ships were attacked there last year. This figure, however, is well below the 2011 figure of 237 attacks. Pirate activity intensified off the coast of Nigeria, where 58 crew members were attacked and 207 were taken hostage in 2012. **Source : Ria Novosti**



20-02-2013 : the 1989 commissioned German Navy Oste Class Intelligence Ship **FGS ALSTER A50** entering Grand Harbour, Malta - **Photo : Mr. Szabolcs Pocza** - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)

## China approves funding for nuclear-powered ships

China has approved funding to develop core technologies for nuclear-powered ships amid speculation about Beijing's plans to build nuclear-powered aircraft carrier.

China Shipbuilding Industry Corp, one of the two dominant shipbuilders in China, said that one of its research institutions has received State approval and funding to formally begin research on core technologies and safety for nuclear-powered ships, state-run China Daily reported today.

"Compared with ships that use conventional propulsion, nuclear-powered ships can travel farther and are more reliable, factors that make the ships a reasonable choice for polar expeditionary missions," Du Wenlong, a senior researcher at the People's Liberation Army's Academy of Military Science, told the Daily.

Many military followers link the announcement to widespread speculation that China may develop its own nuclear-powered aircraft carriers, the Daily said. "I think the research will definitely pave the way for our nuclear-powered aircraft carrier," it quoted a micro-blogger who uses the name Shangoufu. China launched its first conventional aircraft carrier last year which is still undergoing trials. Du said he considers it possible that the Chinese navy's next carrier will be equipped with nuclear propulsion. "China already has the technology and industrial capability to develop

and build a nuclear-powered aircraft carrier," he said. "We already have nuclear-powered submarines, which require more sophisticated technologies and manufacturing capabilities, so developing a nuclear-powered carrier will not be difficult." Li Jie, a professor at the PLA Naval Military Studies Research Institute, said it is "more likely" that China will install nuclear reactors on its next aircraft carrier.

"We have command over most of the essential technologies of building a nuclear-powered carrier," he said, adding that some technical problems still need to be resolved.

The US navy has all but one of the world's nuclear-powered aircraft carriers, with 10 in service after the **USS Enterprise** was deactivated in December. The only operating aircraft carrier outside the US is France's **Charles de Gaulle**, also the first French nuclear-powered surface vessel. **Source : Business Standard**

## SHIPYARD NEWS



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A DAMEN **STAN PATROL 4207** pulled on the slip at **Damen shipyard** in Gorinchem – **Photo : Arie Boer ©**

## EC allows more state aid to ease Brodosplit privatization

The European Commission has authorized an amendment to the restructuring plan and the privatization contract for **Croatia's Brodosplit shipyard** and the Government of Croatia has committed to complete the sale of the shipbuilder to Samobor, Croatia, based DIV Group by February 28, 2013. The amendment agreed by the EC is described as "a modest increase in the total amount of restructuring aid to Brodosplit, as well as additional compensatory measures.

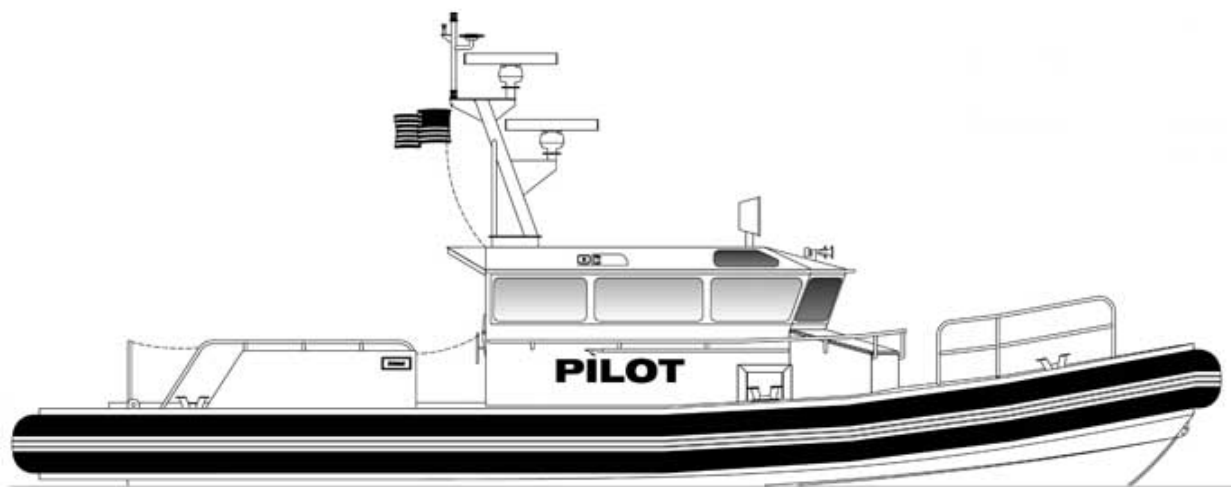
Commission Vice-President and Competition Commissioner Joaquin Almunia said: "I am happy that we could find a satisfactory solution for the restructuring of the Brodosplit yard. This means that privatization can now go ahead in line with the commitments made by Croatia under the Act of Accession. The implementation of the restructuring plan should enable the new owners of Brodosplit and its workforce to move ahead and build a new future for this shipyard".

In line with EU guidelines on state aid for the rescue and restructuring of companies, any restructuring aid must be accompanied by compensatory measures in order to offset the impact of the aid on competition. The Commission has

accepted the proposal by Croatia to further reduce the annual production ceilings for the yard. The Commission considers that these additional compensatory measures are sufficient in view of the relatively modest increase in the amount of restructuring aid requested for the yard.

The EC says the contribution being made by the Brodosplit Group's buyer to the restructuring is "real, free of state aid and still represents 40 percent of the total restructuring costs." **Source : MarineLog**

## Kvichak Marine books order for pilot boat



**Kvichak Marine Industries**, of Seattle, WA, has been awarded a contract to build a 50 ft x 15.5 ft pilot vessel for the Southwest Alaska Pilots Association (SWAPA). SWAPA provides pilotage service in the coastal areas of South Central Alaska.

Designed by Kvichak Marine, the all-aluminum vessel will be powered by twin CAT C18 ACERT tier II engines rated for 715 BHP coupled to Twin Disc MGX-5135SC marine gears. Hamilton 364 waterjets are the chosen propulsors. This combination allows for excellent maneuverability and a top speed of around 32 knots. The vessel will have a Wing Hybrid fendering system. Delivery from the shipyard is scheduled for June 2013 **Source : MarineLog**

## IHC Merwede verbindt naam aan Teamworkprijs Universiteitsfonds Delft

**IHC Merwede** heeft haar naam verbonden aan de Teamworkprijs die jaarlijks door het Universiteitsfonds Delft (UfD) wordt uitgereikt. Deze prijs zal de komende jaren dan ook door het leven gaan als de **UfD-IHC Merwede Teamworkprijs**.



Het Universiteitsfonds Delft heeft deze prijs in 2002 in het leven geroepen om teamwork binnen de universiteitsgemeenschap aan te moedigen en te belonen. De naam van de prijs was destijds de UfD-Ritsema van Eckprijs en werd in 2002 voor het eerst uitgereikt aan het Alpha Centauri Team. Van 2009 t/m 2012 was E.ON de sponsor van de prijs en vanaf dit jaar heeft **IHC Merwede** haar naam voor drie jaar verbonden aan de prijs.

De opzet van deze UfD - IHC Merwede Teamworkprijs, waarbij een onderscheidend resultaat dient te worden behaald op basis van samenwerking en individuele excellente inhoud, is voor IHC Merwede zeer herkenbaar en daarom een belangrijke reden voor de naamsporing van deze prijs. IHC Merwede wil hiermee tevens haar goede band met de TU Delft en het Universiteitsfonds bevestigen, en IHC Merwede nader onder de aandacht

brengen bij de TU Delft en haar studenten. Studententeams kunnen zich vanaf nu en tot uiterlijk 8 april 2013 inschrijven om kans te maken

op de hoofdprijs van € 7.500,-. Daarnaast zijn er ook twee aanmoedigingsprijzen van € 2.500,- te verdienen. Een deskundige jury zal beoordelen welke teams genomineerd worden voor de prijs. Vervolgens presenteren deze teams op 21 mei 2013 hun teamprestatie en wordt de winnaar bekend gemaakt. Het Universiteitsfonds Delft (UfD) is een

stichting, die zich onafhankelijk van de TU Delft, maar in nauwe samenwerking met het College van Bestuur en hoogleraren, inzet om de studie en het onderzoek aan de TU Delft te bevorderen en te ondersteunen. Het UfD werkt aanvullend op wat de TU Delft doet en kan dikwijls een belangrijke aanvullende steun betekenen bij het realiseren van allerlei projecten.

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The **MERMAID COMMANDER** (built 1987 as **StENA MARIANOS**, in 1997 became **CSO MARIANOS** until 2005) alongside in Songkhla, Thailand. Photo : Capt. Paul Battarbee (c)

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## Ports of Auckland 1H profit falls 17% on container drop

**Ports of Auckland 1H profit falls 17 percent as container volumes drop**

Ports of Auckland, whose operations have been disrupted by a drawn-out industrial dispute that scared off customers, posted a 17 percent decline in first-half profit on reduced container volumes and an absence of year-earlier one-time gains. Profit fell to \$15.5 million in the six months ended Dec. 31, from \$18.6 million a year earlier, the city-owned port company said in a statement. Revenue from port operations fell 5.8 percent to \$90.1 million.

Container volumes fell 8.9 percent to 413,884 twenty-foot equivalent units, it said. Full import containers fell 5.4 percent and export containers declined 9.2 percent.

Breakbulk cargo volumes, including cars, rose 6.5 percent to 2.02 million tonnes. Vehicle volumes rose 1 percent.

Auckland lost business to Port of Tauranga because of the strike as shipping company Maersk diverted some services and Fonterra opted to move all of its upper North Island export dairy products through the Tauranga port. Port of Tauranga yesterday posted record first-half earnings and recorded a jump in volumes of dairy products and meat.

Source : Scoop



22-02-2013 : The 1998 built **CAPITANE TASMAN** Still showing her recent heritage in the **PIL** funnel, ex **Kota Raja** (IMO 9167423) now the 12.814 DWT **Capitaine Tasman** for this years showing. Seen off Portsea in calm conditions at last bound for Melbourne

Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©



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## horn-D® antifouling-film applied on crew vessel in Dubai

Dubai based GGM chooses green antifouling solution

Maritime Technology Company **Micanti BV** has applied its patented non-toxic antifouling on a crew vessel **Lady Rasha** in Dubai. **Thorn-D®** is an adhesive foil with fibers that creates a textured surface. Instead of killing marine growth the textured foil is preventing it from attaching itself to the hull of a ship. **Thorn-D®** is set to replace the generally used chemical coatings on hulls of ships. **Lady Rasha** is owned by GGM in Dubai and mainly operates in the Gulf. Mr Foad Al Ali, owner of GGM explains: " during two years of operation with a conventional antifouling, we lost 5 knots of speed. Since speed is crucial for our operations, we have choosen **Thorn-D®** as an antifouling system since it has proven to be effective while moored and while sailing"

Dr. ir. Rick Breur, founder of Micanti: "Five years ago I developed this patented non toxic antifouling. The technology



provides a physical barrier in the shape of specific short fibers for organisms such as mussels, barnacles and algae to settle. The basic thought behind **Thorn-D®** is that a combination of prickliness and swaying of **Thorn-D®** fibers makes the surface unattractive for organisms. Multiple tests under various circumstances and in different locations around the world have been done and **Thorn-D®** has proven to be effective every time."

Compared to other antifouling products, Thorn D® has many advantages. Whereas all other products are (chemical) coating products and need regular replacement, **Thorn D®** is a physical barrier to fouling and has an expected lifetime of at least 5 years. Moreover, **Thorn-D®** is sold as an easy-to-apply self adhesive foil instead of a (chemical) paint. The foil is developed and

produced together with **Avery Dennison**. As an additional feature, the physical nature of the product guarantees environmental friendliness.



21-02-2013 : the **SETUBAL EXPRESS** entering palumbo malta shipyards 21/02/2013 photo : **Mario Schembri(c)**

## New tax could push cruise ships away from Caldera

Tourism business owners fear that a tax increase could force cruise ship Companies to use ports in Nicaragua or Panama. Tourists arriving by cruise ship at the Central Pacific port of Caldera and staying less than 12 hours in the country now have to pay a new \$3 tax on top of \$4.99 charged by the Port Authority. The \$3 fee kicked in when a new law, Ley 9111, went into effect on Feb. 5 as a financing mechanism for providing funds to the Municipality of Esparza. It makes Caldera "the most expensive port in the country for cruise ship tourists," said Miguel Mena,

president of the Costa Rican Association of the Cruise Industry (ACIC) and owner of a tour company. Data provided by ACIC shows that a 1,000-passenger cruise would pay in the ports of Golfito and Quepos (South Pacific) \$3,120, because none of those municipalities charge extra taxes to visitors in transit. In Puntarenas, the same cruise would pay \$4,620, which includes the tax for 1,000 passengers, plus \$1,500 for the new tax to the municipality, while in the Caribbean province of Limón, the cruise ship would pay \$3,590. But all of these figures are lower than the \$7,999 that cruise ships will pay now if they decide to dock in Caldera, Mena said.

"It is most likely that cruise ships will decide to dock in Puntarenas or Golfito, or even worse, decide to go to Balboa [Panama] or at some port in Nicaragua," he added. For the 2012-2013 cruise season, Costa Rican port authorities expect 161 cruises, with 106 docking in the Pacific and 55 in Limón. **Source : Tico Times**



The advertisement features a blue background with three white-bordered boxes on the left, each containing a small image and text. The top box shows a ship and the text 'MARINE & TRANSPORT SERVICES'. The middle box shows a ship's hull and the text 'SALES & RENTAL'. The bottom box shows a ship's interior and the text 'REPAIR & MAINTENANCE'. To the right of these boxes is the company logo, which consists of a stylized blue elephant holding a white tool, followed by the word 'TENWOLDE' in large, bold, white capital letters. Below the logo is the company name 'Tenwolde Transport en Repair BV' in white text.



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The **SMIT CHEETAH** operating in Rotterdam-Europoort – **Photo : Dirk van Uitert ©**

## DAMEN INTRODUCES ANTI-FOULING FOIL

Port of Amsterdam starts with sustainable film on patrol vessel

**Damen Shipyards** (Gorinchem, Netherlands) and the **Port of Amsterdam** are launching a pilot project today to test Thorn-D®, a relatively new antifouling film that is applied to ships' hulls below the water line. The film has an expected lifetime of five years. That is much longer than conventional antifouling coatings, which need to be replaced every six months on average. Dr Rik Breur, the founder of supplier Micanti, developed the film and tested it extensively on trial surfaces and work vessels. That attracted the attention of the Port of Amsterdam, which is concerned about the safety and sustainability of its vessels. "The film is an excellent additional application."

Damen is applying the antifouling film to one of the Port's patrol vessels today, and will complete the work on Tuesday. "We're using two boats in the pilot project: one with the film and the other with a conventional antifouling coating," says Willem Spoelstra of the Port of Amsterdam's Nautical Division. "The pilot will run for a year and we've agreed with Micanti that the film has to remain problem-free for at least two years. They've given us certain guarantees concerning durability and so on, in any event. We can now assume that the film will not come off. The great thing about this test is that the two vessels will be operating in precisely the same area. That's ideal for a pilot project."

The film is being marketed internationally under the brand name Thorn-D®. Breur, the managing director and owner of Micanti, and Eric Pieters, the firm's commercial director and co-owner, can already point to their product's proven performance. Two vessels – one a tug belonging to Dutch company BMS Towing and another located in Florida – have already been operating for some time after application of the antifouling film. The film has so far been tested up to 30 knots.

"We can now say that we've achieved a breakthrough with our application: we'll be applying our film to a fleet of approximately fifteen work vessels and crew vessels in the months ahead," says Pieters. "They include boats run by towing companies in the Netherlands, the Middle East and a tug owned by the Port of Los Angeles."

It's no surprise that Damen is involved in this innovation. The Dutch shipyard has shown itself to be in the vanguard when it comes to environmentally friendly, innovative and cost-efficient shipbuilding. It will no doubt be using the Thorn-D® antifouling film on more of its vessels.

A short animation is available here: [Animation movie Thorn-D - 75 seconds](#)



The **CAPE UNITY** assisted by the **KOTUG** tugs **RT Magic**, **RT Champion** and **RT Leader** arriving at the **EMO terminal** in the Mississippi Harbour in Rotterdam-Europoort

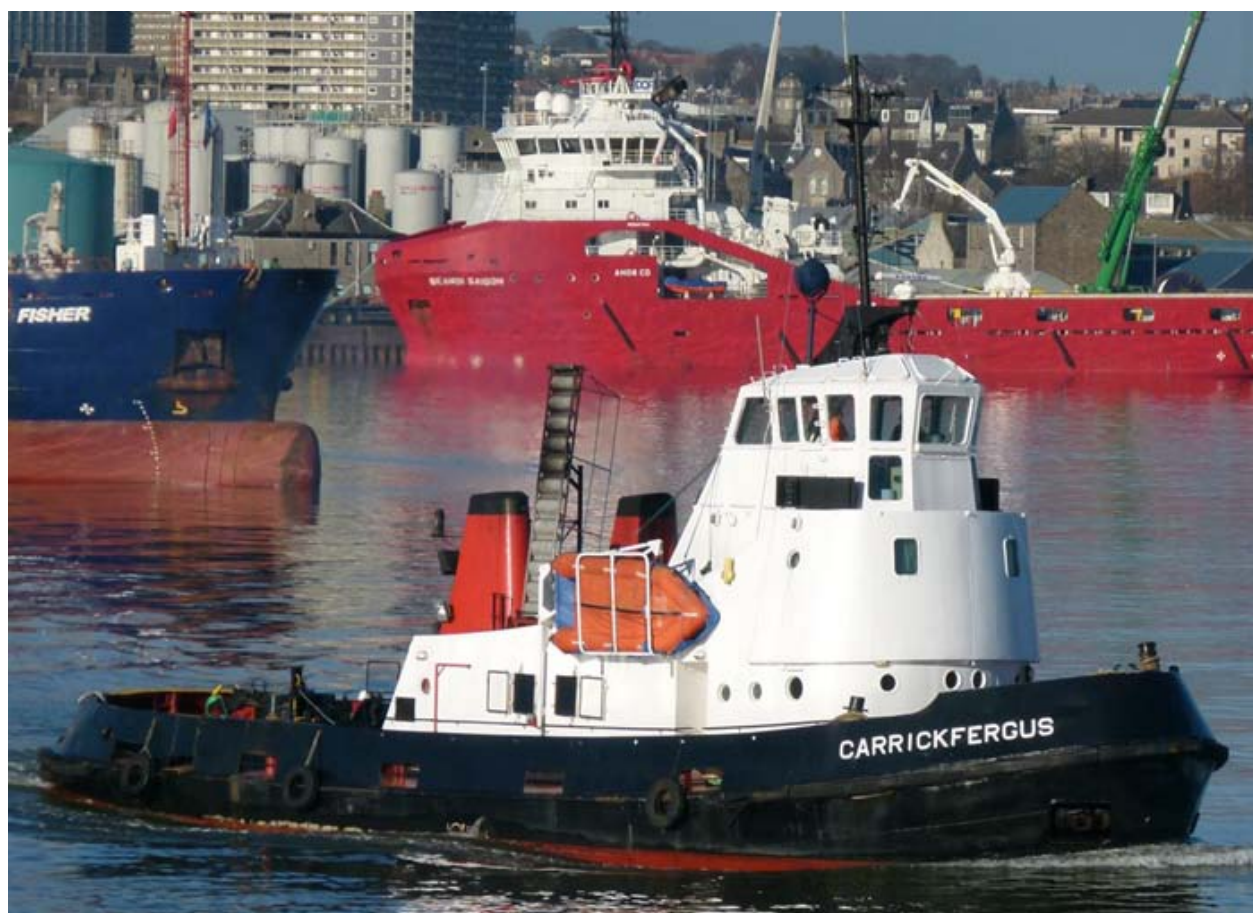
Photo : Marijn van Hoorn ©

## ABERDEEN HARBOUR REMAINS THE BASE FOR BP'S NORTH SEA OPERATIONS

**Aberdeen Harbour Board** has announced that BP has agreed to extend its presence at the port for a further 10 years. The agreement, worth an estimated £25 million to the Board over the term, will see BP continue to lease its

Albert Quay base from Aberdeen Harbour for the next decade to support its operations in the North Sea and West of Shetland. With activity forecast to increase at the base the company has also elected to expand the area it will occupy. Aberdeen Harbour chief executive, Colin Parker, said: "We welcome this very strong commitment by BP to the port and the very clear message it sends out regarding the longevity of the region's oil and gas industry." Mark Hardie, BP's UK Logistics Infrastructure Manager, said: "This award is another key component of BP's long- term marine strategy and commitment to Aberdeen. Over the last decade Aberdeen Harbour Board has provided BP with a world-class facility at Albert Quay and this new 10 year award allows both organisations to further expand and improve service levels to BP's offshore operations." The agreement with BP comes after a period of sustained growth and success for Aberdeen Harbour, which recently revealed an eight per cent increase in year-on-year traffic during 2012. Further growth at the start of this year helps to explain why the Harbour Board is currently engaged in a feasibility study looking at future expansion. Colin Parker added: "BP's commitment to Aberdeen Harbour underpins our current strength and the importance the port plays in the north east economy." Caption: BP has agreed to extend its presence at Aberdeen Harbour's Albert Quay

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



Tug "CARRICKFERGUS" operating in Aberdeen Harbour.

Photo : Dave Medgett ©

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