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The VALE ESPIRITO SANTO arriving from Tubarao with 313.000 tons of Iron ore in the port of Sohar (Oman)

Photo : Rik van Marle – Senior Pilot Sohar ☺

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EVENTS, INCIDENTS & OPERATIONS

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The **TEAL** of Dockwise seen on arrival at Beira, Mozambique loaded with two container cranes.

Photo : Andre Korver ©

DP World sells stakes in Hong Kong port

By : Keith Wallis

Dubai's **DP World** has boosted its cash reserves by billions of Hong Kong dollars after two separate deals yesterday involving its facilities at Hong Kong's Kwai Tsing container port. One was a container terminal disposal to Hutchison Port Holdings Trust, while the other was with Australian property giant Goodman.

DP World said it would receive a total of US\$742 million including the repayment of shareholder loans from the two deals, while the net gain is expected to be about US\$151 million. Hutchison agreed to pay HK\$3.17 billion to acquire

Asia Container Terminals Holdings, which operates container terminal 8 West. The deal will enable the Singapore-listed trust to combine operations at CT8 (West) and CT8 (East), which it already owns through Cosco-HIT.

Under the deal, Hutchison will acquire 355 shares from DP World ACT Holdings, 350 shares from PSA China and 295 shares from DP World 8, which is jointly owned by DP World and PSA International, the Singapore container terminal company. Overall, DP World had a 55 per cent stake in CT8 West, while PSA had a 45 per cent interest.

The trust also agreed to pay HK\$750 million to repay existing debt owed by the ACT Holdings group to the affiliates of DP World and PSA. The trust is financing the deal from a HK\$4 billion term loan agreement dated yesterday.

CT8 West has two container berths totalling 740 metres that handled 1 million teu (20-foot equivalent units) last year against total handling capacity of 1.4 million teu. One source said DP World was anxious to sell because it felt the terminal was underperforming. Cosco-HIT's CT8 East has two berths with a total quay length of 640 metres with a further sea frontage of 448 metres for barges.

Barclays analysts Jon Windham and Esme Pau said it was "a good, small acquisition".

Separately, Goodman Hong Kong Logistics Fund paid HK\$3.5 billion to buy 75 per cent of DP World Asia, which gives Goodman 25 per cent ownership of the ATL Logistics Centre Hong Kong and partial ownership of CSX World Terminals Hong Kong.

Philip Pearce, Goodman managing director for Greater China, said it offered to pay for the full 100 per cent interest, but DP World wanted to keep 25 per cent to maintain a Hong Kong presence. **Source : South China Morning Post**



The 1012 delivered **RIVIERA** arriving in Willemstad (Curacao) during her maiden call in Curacao

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

Ceona charts new build deepwater flexlay vessel – with delivery scheduled for early 2014

CEONA is pleased to announce that it has placed a contract for the charter of a high spec new build construction support vessel with **GC Rieber Shipping**. The vessel will be contracted exclusively to Ceona for an initial period of 5 years with the option of up to 5 additional years.

The high-capacity vessel is designed for operations in harsh conditions and deep waters, with a length of 130 meters and a 25 meter beam. The vessel will be built to the highest standard for dynamic positioning, DP-3, and is equipped with a 250t AHC offshore crane. The vessel is designed to operate in the SURF market, with capacity for flexible pipe loads below deck and on main deck, and a vertical pipelaying system above the moon pool. The ship can accommodate 130 crew members, and is built according to the latest international environmental standards. CEONA will equip the vessel with a 270 t VLS which is capable of installing flexible pipe and umbilicals to 3,000m waterdepth.

The vessel's hull is currently in construction in the Ukraine, and will be towed for outfitting by Ulstein Verft in Norway. Once outfitted with the VLS, the vessel will be available for work in the first quarter of 2014. CEONA Chief Executive, Steve Preston commented on the deal: "We are very pleased to award the contract for the new vessel, which will be an excellent addition to our fleet, and a valuable part of our ongoing growth strategy," continues Preston. "It will

enhance our project delivery capabilities and will complement the work of the [Ceona Amazon](#), our new rigid pipelay vessel due for delivery in January 2015."



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The TSHD [GEOPOTES 15](#) operating at the Maasvlakte II project – [Hans van Ewijk](#) ©

Golar LNG Is Cut to 'Hold' at Pareto as Ship Rates Seen Falling

[Golar LNG Ltd.](#), an owner of tankers hauling liquefied natural gas, was lowered to "hold" from "buy" at Pareto Securities AS on prospects for reduced charter rates for the vessels. LNG supplies will be limited before 2015, which is expected to drive hire costs for the ships lower, Eirik Haavaldsen and Jonas Advocaat Kraft, analysts at the Oslo-based investment bank, said in a report. "Without a single contract on their 10 LNG carriers yet, in a market that is already somewhat oversupplied, we believe that the near-term upside from the current share-price level is limited," the analysts said of Golar LNG. **Source: Bloomberg**



Anthony Veder's [CORAL PALMATA](#) inbound at the Westerscheldt River – **Photo : Walter de Groot (c)**

STANFORD BATELEUR NAMED IN SINGAPORE by M3's CHARLIE TAN



Charlie Tan who has just completed her first week as a trainee broker with **M3 Marine** had the honour of naming the **STANFORD BATELEUR** at JSML yard, Singapore



Darren Reeves the GM of **Stanford Marine** who was mobilising the vessel after a rushed completion in China was keen to get the lady 'blessed' by the traditional 'crack' of a bottle of bubbles. **Charlie Tan** stepped up to the plate and set the boat on her way for fair winds and following seas to a long term contract in Malaysia.

The **STANFORD BATELEUR** is an MMC887, 87M 5000+DWT DP2 PSV which has just delivered from **Mawei Shipyard** in China.

Photo's : Mike Meade – M3 Marine ©

India may stop importing Iran oil after insurers back out

Indian refiners may soon be forced to stop importing crude oil from Iran after insurance companies said refineries processing oil from the Persian Gulf nation will no longer be covered.

Western sanctions aimed at crippling Iranian finances by drying up buyers for its crude oil, had last year banned insurance cover to ships carrying Iranian oil. Since most of the maritime insurance industry is based in Europe and insurers rely on European reinsurance markets to hedge their risk, shipowners refused to ferry Iranian oil.

That problem was overcome by Indian state-owned insurance companies providing cover to Iranian ships carrying oil from the Persian Gulf nation. But now, banks and insurers with EU or US business ties have for the first time said that even the refineries processing oil from the Persian Gulf nation will not get cover.

Sources at public and private sector refiners using Iranian oil, said the insurance companies, fearing blacklisting by US and Europe, have indicated that cover for refineries will not be available.

While crude oil imports from Iran continue for the time being, this could become a problem as no refiner can operate without an insurance cover. "There has been talk of this for some time now but they have not said it openly that insurance cover will not be withdrawn," a top official at one of the companies said.

Mangalore Refinery and Petrochemicals Ltd, India's second biggest buyer of Iranian oil after private sector Essar Oil, said it will have to halt crude imports from Iran in absence of insurance cover.

"What options do I have," MRPL Managing Director P P Upadhyia told PTI. "Insurance companies have said my refinery does not have insurance cover so I am looking at options."

Sources said the General Insurance Corp of India feels that cover and losses on processing the Iranian crude would not be payable by reinsurers due to existing sanctions. MRPL, Upadhyia said, continues to get crude oil and will end the fiscal with 4 million tonnes of oil from Iran.

Essar Oil will import 15 per cent less oil from Iran at about 80,000 barrels per day. Last month, US tightened its Iranian sanctions barring imports from paying for the oil with dollars and euros. Under penalty of expulsion from the US banking system, Iranian crude customers such as China and India have been restricted to using their own currencies for the purchases.

Importers are being compelled to keep the payments in escrow accounts that Iran can use only for locally sourced goods and services, in what will amount to barter arrangements. Since February 6, India too is paying for Iranian imports in rupee.

India had been, since July 2011, been paying in euros to clear 55 per cent of its purchases of Iranian oil through Ankara-based Türkiye Halk Bankası. Rest of the payments are made in rupees in Kolkata-based UCO Bank.

While the euro payments have stopped, India continues to pay for Iranian imports in rupee, sources said.

Sources said the new sanctions mean that National Iranian Oil Co (NIOC) will have to essentially keep all the revenue it earns from selling oil to Indian refiners in UCO or any other permitted local bank. These can be used for buying permissible goods and services.

This may sound workable but the problem is that Iran's imports from India are just one-fifth of the revenue it earns from sale of oil. With US sanctions barring sale of any defence or technology intensive equipments, New Delhi has not allowed Iranians to invest in its securities or debt. **Source Deccan Herald**



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Asia-Europe box traffic increased in January before renewing descent

FOR the first time in about a year container volumes rose on the Asia to Europe westbound trade in January when 1.3 million TEU was carried, an increase of 2.5 per cent compared to the same month a year earlier, according to the Container Trades Statistics Price Index.

The index compiled by two German research houses that records the container throughput of 39 ports worldwide shows that total box traffic last year fell by 4.8 per cent on this key global trade route. On the other hand, the Asia to eastern Mediterranean and the Black Sea trade recorded an increase of 6.8 per cent year on year in January to 225,772 TEU.

The trade to north Europe was up 2.3 per cent to total 850,219 TEU, but western Mediterranean and north African volumes fell 0.5 per cent to 222,112 TEU.

Dry container volumes on westbound services outperformed reefer containers, by rising 2.7 per cent year on year compared with a decline of 5.9 per cent for reefer traffic, reports Lloyd's Loading List.

The main reason for container volume growth in January is the Chinese New Year holiday - a period when the world's factory shuts down - fell later this year in February making for a lower level of comparison in January. Growth in westbound volumes during January triggered a rise in freight rates, albeit temporarily. The CTS price index rose from 77 in December to 82 in January.

By the upward momentum in January fizzled. The latest statistics from the Shanghai Containerised Freight Index show that at the beginning of March spot rates on the westbound trade to north Europe fell by eight per cent week on week, while rates on services from Asia to the Mediterranean shrank 10 per cent.

In north Europe, spot rates have declined 14 per cent since the end of January, casting a shadow over the plans of container shipping lines to introduce a general rate increase from mid-March of US\$700 per TEU.
source : Schednet



07-03-2013 : The **NORMAND PIONEER** arriving at the Tyne from Leith for **A&P, Hebburn shipyard**

Photo : Kevin Blair (c)

Nine foreign flagged ships under detention in UK ports during January 2013

The Maritime and Coastguard Agency (MCA) announced today that nine foreign flagged ships were under detention in UK ports during January 2013 after failing Port State Control (PSC) inspection.

Latest monthly figures show that there were six new detentions of foreign flagged vessels in UK ports during January 2013 and three vessels remained under detention from previous months. The overall rate of detentions compared with inspections carried out over the last twelve months was 3.64% this is slightly up from December's twelve month rate.

Out of the detained vessels five were registered with a flag state listed on the Paris MOU white list, two was registered with a flag state on the grey list, one was registered with a flag state on the black list, one was unregistered and none were registered with a flag state that was not included on the Paris MOU white, grey or black lists.

1. In response to one of the recommendations of Lord Donaldson's Inquiry into the prevention of pollution from merchant shipping and in compliance with the EU Directive on Port State Control (2009/16/EC as amended), the Maritime and Coastguard agency (MCA) publishes full details of the foreign flagged vessels detained in UK ports each month.

2. Inspections of foreign flagged ships in UK ports are undertaken by surveyors from the Maritime and Coastguard Agency. Where a ship is found to be deficient or lacks the required documentation, Maritime and Coastguard Agency surveyors can take a range of actions leading to detention in serious cases. The UK is part of a regional agreement on port state control known as the Paris Memorandum of Understanding on Port State Control (Paris MOU) and information on all ships that are inspected is held centrally in an electronic database known as Thetis. This allows the ships of flags with poor detention records to be targeted for future inspection.

3. Detained ships have to satisfy surveyors that remedial work has been carried out before they are allowed to leave port.

4. When applicable the list includes those passenger craft prevented from operating under the provisions of the EU Directive on Mandatory Surveys for the safe operation of regular Ro-Ro ferry and high speed passenger craft services (1999/35/EU).



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Tschudi's **BLIZZARD** outbound from Rotterdam – Photo : Frans de Lijster (c)

Scorpio Tankers Inc. announces time charter-in agreement for a product tanker

Scorpio Tankers Inc. announced that it has agreed to time charter-in a product tanker. A 2013 built MR product tanker will be time chartered-in for two years at \$14,121 per day and is expected to be delivered by the end of April 2013. The agreement includes an option for the Company to extend the charter for an additional year at \$15,504 per day. Upon delivery, the vessel will be time chartered-out for up to 80 days at \$22,850 per day. **Source : Portnews**



WesternGeco's seismic Survey vessel **WG VESPUCCI**

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The **PORT MOODY** alongside Tameco Terminal at Zeebrugge – **Photo : Luc de Schutter (c)**

Minimal Ballast water Ship VLCC concept approved by ClassNK

Namura Shipbuilding Co., Ltd. has been working for years to develop a MIBS (Minimal Ballast water Ship, hereafter abbreviated as MIBS) VLCC together with Shipbuilding Research Centre of Japan, with the support of Japanese Ministry of Land, Infrastructure, Transport and Tourism, The Nippon Foundation, and other parties. On 25 February 2013, they acquired AIP (Approval in Principle) from **NIPPON KAIJI KYOKAI (ClassNK)** to the MIBS VLCC, the company reports.

A MIBS has an inclined bottom with narrower flat part, can be operated with much less ballast water than a conventional ship. Therefore it can reduce necessary ballast water treatment system (hereafter abbreviated as BWTS) capacity and fuel consumption as well. The MIBS VLCC approved this time reduces ballast water weight in ballast condition by around 65%, BWTS capacity by 50%. With the same deadweight and the same speed, fuel consumption goes down by 4% in full loaded condition and 20% in ballast condition respectively, thus the average energy saving rate is as high as 12%.

It is anticipated as an environment-friendly, economical, next generation ship. Namura will exert more effort to further hear opinions from markets and to make it from drawings to real ships.



The **SIERRA LARA** arriving in Ijmuiden – photo : Marcel Coster ©

Noble Corporation provides fleet contract status update

Noble Corporation announced that its report of drilling rig status and contract information has been updated as of March 7, 2013. The report, titled "Fleet Status Report," can be found on the Company's Web site www.noblecorp.com, under the "Quick Links" section of the homepage.

SEAWAY HEAVY LIFTING'S LAUNCHES NEW WEBSITE



Seaway Heavy Liftings OLEG STRASHNOV and STANISLAV YUDIN moored in the Eemshaven
Photo : Koos Boertjens (c)

Welcome to **Seaway Heavy Lifting's** brand new website www.shl.com.cy It is not only a new and fresh design, but also gives the visitor a better insight into our company and what we stand for. Please have a look at our Careers section. It contains detailed information, inspiring testimonials, all our vacancies and the connection with social media like LinkedIn, Facebook and YouTube. In addition, a "responsive" version (suitable for smart phones) is available.

MOL launches onboard seafarer training programme for officer cadets

JAPAN's **Mitsui OSK Lines (MOL)** has built additional training facilities and cabins on CADET training vessels to commence a new onboard training programme, called Cadet Actual Deployment for Education with Tutorial (CADET Training). The programme will use a total of 15 CADET training vessels, comprising 10 containerships and five VLCCs. The maximum number of trainees per year is 330, with up to eight trainees per vessel in each programme. They will remain onboard for two to six months. The training programme is suitable for cadets (officer candidates) aboard

vessels that are already in service. This allows cadets to acquire basic safety education and individual guidance from onboard instructors to learn the skills required for their specific jobs, a company statement explained.

MOL has already started the programme in the tanker division, which is required to meet advanced safety standards. The programme uses two VLCCs and has 30 trainees. It plans to extend the training programme to containerships and other VLCCs. The course is in line with the group's "GEAR UP! MOL" mid-term management plan which is based on the goal of achieving "Four Zeroes", namely, zero serious marine accidents, zero oil pollution incidents, zero fatal accidents, and zero serious cargo damage. **Source : Schednet**

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The **PRIDE OF ROTTERDAM** arriving in Rotterdam-Europoort – **Photo : Piet Sinke ©**

Coast Guard Responds to Sunken Towing Vessel in Mississippi River

The US Coast Guard is supervising the salvage and pollution response operations of a sunken towing vessel in the Mississippi River at Mile Marker 161.5 near New Orleans, Thursday, March 7.

Coast Guard Sector New Orleans watchstanders received a report around 2 a.m. Thursday that the 56-foot towing vessel **Justice**, owned by River Ventures LLC, had begun taking on water and sank around midnight. The vessel was carrying 5336 gallons of diesel fuel and 100 gallons of lube oil when it sank. Coast Guard responders have been on scene to oversee pollution response operations since approximately 6 a.m. Boom has been deployed and the Coast Guard is continuing to monitor the situation to identify shoreline impacts. The Lower Mississippi River Waterworks

Network is currently monitoring water intakes in the area, but there have been no impacts to drinking water and none are expected. The Coast Guard is investigating the cause of the incident. Source coastguardnews.com



The **CELESTINE** enroute Moerdijk – Photo : Cees de Bijl ©

DFDS competitor gives up

The shipping company North Sea RoRo are sailing their last trip between Sweden and England this weekend. It is a consequence of the freight forwarding company NTEX - who was behind the route - having decided to return to DFDS again.

"North Sea RoRo stop its shipping activities. The Company will continue in the future with other activities", it is stated in a message from North Sea RoRo. DFDS has announced that they will add new tonnage on the route between Gothenburg and Immingham to have enough capacity for the increasing traffic on the route when North Sea RoRo stops their operations on the route. Source: sydinvest.dk

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CASUALTY REPORTING



Moldova-flagged cargo ship sinks in the Black Sea

The M/V **NIKOLAY BAUMAN** (flag of Moldova, built in 1973) went down in the Black Sea, 2 km off the Danube River delta at a depth of 17 m, the State Service for Emergency Situations of Ukraine said. The cause of the incident was not reported. The dry cargo ship laden with 2,700 tonnes of gypsum cargo was en route to Kherson from Turkey. There were 11 crew members on board. The crew has been safely evacuated on a rescue ship of port Ust-Dunaïsk to Vilkovo in Odessa region.

The cargo ship had on board 3.5 tonnes of diesel fuel and 540 kg (1190 lbs) of fuel and lube oil. There were no reports of spills, at least at the time of the crew evacuation. **Source : PortNews**

NAVY NEWS



On the right, the Dutch Minister of Defense, **Mrs. Janine Hennis-Plasschaert** during a "meet the press" giving a TV interview. In the middle **Major Eric Liefink**, commanding officer of the Royal Marines barracks at Curacao (formerly officer of the Dutch Merchant Navy), in the foreground left **Mrs. Vanessa Strijbosch**, the Press officer of the Royal Netherlands Navy in the Caribbean and at the left, occasional newsclipping contributor **John M. Kooijman**.

Indian coast guard pollution control ship arrives in Oman for friendly visit

The Indian Coast Guard's first pollution control vessel, **Samudra Prahari**, has arrived in Oman for a four-day friendly visit.

According to a press release issued by the mission, during the visit Indian Coast Guard personnel will exchange visits with the Royal Oman Police (ROP) Coast Guard and have discussions on ways to increase mutual cooperation.

The commanding officer will also call on senior dignitaries from the ROP Coast Guard, the Gulf News reports.

The 95-metre ICGS **Samudra Prahari** is the first pollution control vessel not only of Indian Coast Guard, but also in the entire region.

The ship has been indigenously built by ABG shipyard, Surat and was commissioned in October 2010. It is equipped with state of the art pollution response and control equipment. The ship is capable of unhindered oil recovery operations with storage capability of 502 KL. According to the report, the special features in the ship include an

Integrated Platform Management System, Power Management System, High Power External Fire Fighting System and one indigenous CRN 91 Gun mount along with fire control system.

The ship is designed to carry one twin engine ALH/Chetak helicopter, five high speed boats and four water scooters for SAR, Maritime law enforcement, EEZ surveillance and high speed interdictions, the report added. **Source :ANI**

Kustwacht onderschept met Hr.Ms. Friesland 1453 kg cocaine



Hr Ms P 842 FRIESLAND – Photo : Henk van der Lugt ©

Op maandag 4 maart heeft het marineschip **Hr.Ms. Friesland** in samenwerking met het Kustwacht patrouillevliegtuig Dash 8 een partij van 1.453 kg cocaine onderschept in de Caribische Zee. Door een succesvolle samenwerking kon een snelle boot, een zogenaamde 'Go Fast', met contrabande worden tegengehouden.

De eerste waarneming van de 'Go Fast' vond vroeg in de ochtend plaats door het Kustwacht patrouillevliegtuig. Dit vliegtuig was ook een van de hoofdrolspelers bij de recente verstoring van het transport van 500 kg drugs in de Caribische zee. Na de melding van het vliegtuig heeft het Redding- en Coördinatie Centrum van de Kustwacht het marineschip Hr.Ms. Friesland, dat momenteel vaart onder de vlag van de Kustwacht Caribisch gebied, erop afgestuurd. Door de snelle inzet van twee bewapende bijboten, de zogenaamde interceptors of FRISC vaartuigen met aan boord scheepsboardingteams, en de Alouette boordhelikopter kon de 'Go Fast' tot stoppen worden gedwongen. De driekoppige bemanning is gearresteerd en is met de drugs en het vaartuig overgedragen aan de politie te Sint Maarten in overleg met het Openbaar Ministerie. Uit testen van de contrabande is gebleken dat het 1.453 kg cocaine betrof. Na deze vaststelling zijn de drugs vernietigd. Ten tijde van de onderschepping bracht de Minister van Defensie een bezoek aan de Benedenwindse Eilanden. Vanaf kustwachtcutter Panter, die het gezelschap verplaatste van Curaçao naar Aruba, heeft de bewindsvrouw telefonisch contact gehad met de commandant van **Hr.Ms. Friesland** en heeft hem en zijn bemanning gecompimenteerd met de vangst. "Deze enorme vangst is iets om trots op te zijn en onderstreept het grote belang van onze aanwezigheid in het Caribisch deel van ons Koninkrijk. Opnieuw zetten we internationale criminaliteit de voet dwars. Juist in deze regio, waar de dreiging vanuit zee reëel is, zijn een sterke marine en kustwacht blijvend noodzakelijk". Aldus de bewindsvrouw. De Commandant der Zeemacht in het Caribisch gebied, generaal Dick Swijgman, die tevens Directeur is van de Kustwacht Caribisch gebied, noemt de recente onderschepping 'één uit het boekje'. "Nagenoeg alle eenheden die de Kustwacht en de Koninklijke Marine hier in het Caribisch gebied ter beschikking hebben, zijn ingezet en met succes. Kustwacht en marine hebben aangetoond uitstekend met elkaar samen te werken op het moment dat het erom gaat. Dit aansprekende resultaat geeft veel voldoening."

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The **KEHOE TIDE** moored at the Malta shipyard – **Photo : Mario Schembri ©**

Irving contracted to build new Navy ships

The Canadian Navy is still a long way from putting new arctic and offshore patrol ships through their paces, but the ships are a step closer to construction.

Irving Shipbuilding now has a contract with the government to refine and complete the ships' design so production can begin in 2015.

With military budgets tightening, Defence Minister Peter MacKay says the patrol ships will boast lower operating costs.

"These new ships will also serve as a more economical option for offshore patrols compared to the navy's large combatant ships -- the destroyers and frigates," MacKay said in prepared remarks Thursday in Halifax.

The government estimates this latest contract to be worth up to \$288 million, supporting as many as 200 jobs.

Plans are to build up to eight armed patrol ships for \$3.1 billion. The new vessels will allow the Navy to break through 30-cm-thick sea ice. **Source : Sun News**



65+ Tbp ASD Multi-Purpose Escort Tug boat **"GLADIATOR"** (ex-BOGAZICI 11) which has been built and delivered to her Italian owner at the end of December 2012 by BOGAZICI Denizcilik San. ve Tic. A.S. (**BOGAZICI Shipping**) of Turkey started giving service at Trieste Port of Italy.

Following above unit, M/Tug **"METRO TUG 12"** (ex-BOGAZICI 12) has been also successfully and timely delivered by **BOGAZICI Shipping** to her new Panamian owner at the end of February 2013.



The IJmuiden based KNRM lifeboat **KOOS VAN MESSEL** moored at the **De Haas Shipyard** in Maassluis
Photo : Kees van der Kraan ©



Vroon's **POOL EXPRESS** in drydock at the **Oranje Werf** in Amsterdam

Photo : Lourens Visser www.navcom.org ©

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The **NEPTUNE 11** Arrived in Malta towing the barge **STEMAT 76**, assisted by the local tugs, **Sea Salvor** and tug **Lieni**. Photo : Gaetano Spiteri (c)

Port of Tyne: Gateway to Northeast England

After a record breaking cruise season in 2012 the Port of Tyne is expecting another busy year in 2013 with 32 cruise calls, 11 of which are transit and 21 are turnaround cruises. Three new cruise lines will be making transit calls – visiting the Port for one stop – including Crystal Cruises, Hurtigruten and Costa Cruises. A number of first time calls will be made by existing customers including the inaugural visit of Fred Olsen's **Black Watch** and **MSC Magnifica**.



The **DEUTSCHLAND** arriving at the Tyne – Photo : Kevin Blair (c)

U.K. ports are set for one million cruise passenger embarkations this year after a record 2012. The number of people leaving U.K. ports on a cruise last year rose to a 10% high and now approximately 1 in 8 holidays is a cruise. Steven Harrison, Chief Operating Officer at the Port of Tyne, said, "The Port of Tyne operates an award winning International Passenger Terminal. Last year almost 600,000 passengers embarked on cruise and ferry holidays from the Port, with more destinations on offer than ever before including cruises to the Western Mediterranean, Scandinavia and the Baltics." In total 723,000 holidaymakers visited U.K. ports in 2012, double the 2007 figure, and over 62,000 either

visited North East England or sailed away on a cruise directly from the Port of Tyne's International Passenger Terminal. Vessels of up to 300m in length and up to 10m in draft can be accommodated at Northumbrian Quay, the Port's purpose-built cruise berth which is capable of accommodating 95% of the global fleet of cruise ships and ideally placed to handle turnaround and transit calls.

Sarah Stewart, Chief Executive of Newcastle Gateshead Initiative, the destination marketing agency for the City said, "The Port of Tyne is a fantastic gateway for North East England and, it plays a significant role in attracting visitors to experience Newcastle Gateshead's vibrancy, culture, shopping and attractions like Alnwick Castle, Alnwick Garden and Durham Cathedral." Named the U.K.'s Best Port of Call by CruiseCritic, the Port of Tyne offers easy access to world heritage sites, miles of stunning coastline, dramatic castles and cathedrals, sumptuous stately homes and gardens, plus one of Europe's most culturally exciting cities.

For the avid traveler, North East England has been named as an up-and-coming destination by the compilers of the Lonely Planet guide, one of only 30 places around the world to make it into the 'Go List' section – a chapter dedicated to detailing new destinations. A recent study found that cruise and ferry operations at the Port of Tyne contributes around £50 million gross value added to the economy of North East England and indirectly supports in excess of 1,700 tourism related jobs. From March 12-14 the Port of Tyne and NGI will join forces at Cruise Shipping Miami where the team hopes to win more cruise business for the North East. **Source :** www.portoftyne.co.uk

Jenga style solution to handle Maersk EEEs



With Maersk's slew of giant EEE ships about to hit the waters port operators are having to get creative to handle these 18,000 teu leviathans. While there are a number of ports in the region that will be able to handle the world's largest ships, others are having to seek alternative solutions to handle the nine-high stacked boxes on deck. To this end, CIMC, the leading Chinese marine equipment manufacturer, has developed an innovative side stacking

spreader that is inexpensive and can offload the top row of boxes from the side rather than overhead, described to SeaShip News as being akin to the woodblock game of Jenga. **Source:** [Sea Ship News](#)



China Steel orders two bulkers

China Steel Express, the shipping unit of Taiwan's steel giant **China Steel**, has announced that it has placed an order for two 200,000dwt capesize bulkers at Mitsubishi Heavy Industries. The two bulkers cost \$105m in total and deliveries are scheduled in the second half of 2014 and first half of 2015.

China Steel Express said it is taking advantage of the low ship prices to update its fleet by replacing old vessels with newbuildings. The total capacity of the fleet will be increased to 3.2m dwt by 2015, and the current fleet expansion plan which was started two years ago has also finished after these orders. **Source: Sino Ship News**



KOTUG'S tug **RT MAGIC** towing the ms **ANNE** and aft the tug **BUIZERD** (not visible) just passed Hoek van Holland, bound for Waalhaven. **Photo : Hans Steenbeek (c)**

Second Cruise Ship to Visit Region

The Hapag-Lloyd cruise ship **MS Bremen** will be in the Nelson Tasman region on Monday the 11th March. Dropping off passengers at both Tataranui and Kaiteiteri the 188 passenger ship will spend the day in the region as part of its world tour.

The passengers will disembark to experience the Abel Tasman National Park with Wilsons Abel Tasman and Farewell Spit with Farewell Spit Eco Tours. On board will be mostly German passengers, with the **Bremen** noted as an "expeditionary" ship meaning its passengers are generally more active and adventurous than average cruise passengers. **Source : Press Release: Nelson Tasman Tourism /SCOOP**

APMT to operate major Turkish port

The new AGT will have an initial capacity of 1.5m teu

Global terminal operator, **APM Terminals (APMT)** and Turkish petrochemical company, **Petkim**, have signed an agreement to create a new container and general cargo terminal, **Aegean Gateway Terminal (AGT)** at Turkey's Petkim Port.

AGT will be one of Turkey's largest container and general cargo terminals will be operated entirely by APMT under a concession agreement for a period of 28 years, with an option to extend this.

The initial capacity of the new terminal will be 1.5m teu, 50% more than the capacity of the current city port of Izmir. Petkim Port, which is located in the petrochemical complex in Nemrut Bay, will offer 15.5m water depth and access to Turkey's high growth petrochemical market.

Kim Fejfer, CEO, APMT, said: "Turkey is a very important high growth market which we are pleased to enter together with strong and well respected business partners such as **Petkim Petrokimya Holding AS**. We look forward to establishing a long term presence in Turkey and applying our customer and safety focus into further developing the Izmir area into a key strategic logistics centre."

The terminal will be constructed by Petkim, but under the company's technical and operational requirements.

The initial investment for the container terminal is around US\$400m, with further investments depending on market demand. Operations are expected to start in summer 2015. **Source : Port Strategy**

.... PHOTO OF THE DAY



Rederij Groen's **ASTRA G** left the builders in Stellendam for yard trials

Photo : Wim Kosten Sr – www.maritimephoto.com (c)

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