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The HANJIN KAOHSIUNG moored in Rio Grande – Photo : Marcelo Vieira (c)

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The **KST SALVO** operating in Beira port, Mozambique – Photo : Andre Korver (c)

Superfast VI sold to Genting Group - owners of Star Cruises

Attica Holdings S.A. announces that it has contracted to sell to Genting Group the RoPax vessel **Superfast VI** for a total cash consideration of Euro 54mIn. The delivery of **Superfast VI** is scheduled to take place at the beginning of April 2013. **Superfast VI** will be replaced in the Patras-Igoumenitsa-Ancona route by another vessel of the Group's

fleet. From this transaction, Attica Group is expected to book capital losses of approximately Euro 6.3mIn which will appear in the company's 2012 financial results. After the repayment of the bank debt and all other expenses, the remaining cash is expected to reach Euro 21mIn approximately. Source : Ferries outside Europe

SLIEDRECHT- MODEL VAN DE MAAND en FILMMIDDAG.



De afsluitdijk is het model van de maand maart in het [Nationaal Baggermuseum](#). In het jaar 1891 werd het eerste plan opgesteld door ir. [Cornelis Lely](#). Na een watersnood in 1916 en een daarop volgende hongersnood in 1918 waren de geesten rijp voor de uitvoering van het plan. In 1920 startte men met het eerste deel van het werk, een 2,5 km lange dijk tussen Noord-Holland en het eiland Wieringen. In het jaar 1927 werd gestart met de aanleg van de afsluitdijk, 32 km lang en 90 meter breed. Zowel vanuit Noord-Holland als vanuit Friesland werd gewerkt aan de dijk en in 1932 kon het laatste gat in de dijk worden gedicht. Voor die tijd was dit een staaltje van waterbouwkundig vakmanschap dat de

aandacht in de rest van de wereld aantrok. Een combinatie van vier grote aannemers werd voor dit werk opgericht, de Maatschappij tot Uitvoering van de Zuiderzeewerken, kortweg de MUZ genaamd. Vanzelfsprekend waren de Sliedrechtse baggaraars betrokken bij dit grote werk. De mannen verbleven vier weken aan een stuk op het werk en gingen dan voor een weekend met verlof naar huis.

Op zaterdag 16 maart 2013 is er opnieuw een speciale filmmiddag in het Nationaal Baggermuseum. Deze filmmiddagen worden doorgaans goed bezocht. Uit de rijke filmcollectie van het Baggermuseum is een selectie gemaakt met het volgende programma: 11:10 uur De impact van de Watersnoodramp van 1953, duur 45 minuten. 12:00 uur Delta Finale, met onder meer de bouw van de Oosterscheldedam, 26 minuten. 12:40 uur Strandsuppletie Texel, 17 minuten. 13:10 uur Overstroming Maas 1926 met verhalen van overlevenden, 25 minuten. 14:10 uur Bouw Maastunnel Rotterdam, 17 minuten. 14:40 uur Bouw van een dam zonder machines in Bangladesh, 19 minuten. 15:10 uur Stormvloedkering Nieuwe Waterweg, 10 minuten. Een tenslotte om 15:30 uur Ophoging sloppenwijk in de hoofdstad van Equador, filmlengte 15 minuten. De te vertonen films zijn indrukwekkend en imponerend.

[Nationaal Baggermuseum](#), Molendijk 204 te Sliedrecht. Geopend van dinsdag t/m vrijdag van 14:00 uur tot 17:00 uur en op zaterdag van 11:00 uur tot 17:00 uur. [Kijk ook op www.baggermuseum.nl](http://www.baggermuseum.nl)





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The **CALEDONIAN SKY** moored in Melbourne – Photo : Dale E.Crisp (c)

Conoco Phillips to go ahead with Chukchi Sea drilling

While Shell has delayed its plans for drilling offshore Alaska (see earlier story), ConocoPhillips plans to go ahead with exploratory drilling in the Chukchi Sea during the 2014 open water season.

In a document submitted to this year's NOAA Fisheries public Open Water Meeting in Anchorage, Alaska, ConocoPhillips Company said it "intends to drill one or two exploration wells within existing lease holdings in the Chukchi Sea during the open water season of 2014 to test whether oil deposits are present in a commercially viable quantity and quality. The drilling will be conducted with a jack-up rig and a variety of vessels (including tugs and barges, ice management and oil spill response vessels) and aircraft (fixed wing and helicopter) to support the drill rig operations. Activities that are part of the drilling operation include: (1) drill rig mobilization and positioning, (2) ice management, (3) drill rig resupply, (4) personnel transfer, (5) refueling, (6) oil spill response capability, and (7) drill rig demobilization. In addition, two or three vertical seismic profile (VSP) data acquisition runs per drilled well will be conducted from the rig."

ConocoPhillips was one of the major participants in the Chukchi Sea federal outer continental shelf (OCS) lease sale held in 2008. The company was awarded 98 OCS tracts, or 0.56 million acres, with total lease costs of \$506 million.

Reuters reports that, at the Open Water meeting, Mike Faust, ConocoPhillips Chukchi program manager, said that the company would take Shell's experience into account, but said there were key differences between their respective Arctic efforts.

Conoco Phillips is targeting the Devils Paw prospect, which is farther south in the Chukchi than Shell's prospects, so its operations will be in an area where sea ice melts earlier in the spring and forms later in the fall, meaning a longer open-water season in most years, he said.

ConocoPhillips also plans to use a jack-up rig, rather than the mobile units used by Shell, noted Mr. Faust.

The unit that ConocoPhillips will be using is the **Noble Houston Colbert** under a one-year contract with Noble that extends through fourth-quarter 2014 at \$235,000/day.

Capable of drilling wells up to 35,000 ft deep in 400 ft of water, the jack-up is scheduled for delivery from Singapore's **Jurong Shipyard** during the second-half 2013 and is being built to a Friede & Goldman JU3000N design that resulted from the combined development efforts of the shipbuilder, Noble, and Friede & Goldman. **Source :MarineLog**



The Dredger **Njord R** outbound from Den Helder – **Photo : Tom van Oossanen – www.tomvano.com** ©



The **NORDERNEY** arriving at the River Tyne from Singapore – **Photo Kevin Blair (c)**

USCG Detains Ship for Failure to Use Low Sulfur Fuel Oil

The US Coast Guard included in its listing of IMO reportable detentions in its Port State Control (PSC) program the detention of a foreign bulk carrier for operation within the North American Emission Control Area (ECA) while using fuel oil exceeding the 1% m/m limit on sulfur content.

The ship had low sulfur fuel on board, but neither the master nor the chief engineer was familiar with the current North American ECA regulations and the compliant fuel was not used.

This may represent the first enforcement action under the North American ECA regulations. As noted in MEPC.1/Circ.756, the North American ECA entered into force on 1 August 2011 and took full effect (including mandatory compliance) on 1 August 2012. Source: USCG.



The **THEBELAND** arriving in Malta – Photo : Mario Schembri ©

Flagship Welcomes Sheila LaFleur as a Senior Associate

Flagship Management, LLC announced that **Sheila LaFleur** will be joining the firm as a Senior Associate in its maritime practice. Sheila is a former colleague of Flagship's partners and has a proven record of recruitment success. Flagship is a global leader in personnel and executive recruiting for the maritime and energy markets.

"It's great to welcome Sheila LaFleur back to our team. We've worked with Sheila before and are excited to have her join our practice," said Jack Mylott, a Partner in the company. "Sheila has earned an excellent reputation in the industry and compiled a wide-ranging network of contacts. She is an accomplished professional who brings a wealth of experience to our group." "I am excited to join the same team of professionals with whom I have had so much success in the past," commented LaFleur. "I am truly passionate about recruitment and look forward to sourcing the best candidates for our customers. I am honored to be part of the Flagship family and look forward to contributing to its continued growth." LaFleur is a graduate of the California Maritime Academy where she obtained a Bachelor's Degree in Business Administration with a minor in Law. She holds a USCG Unlimited Master's License and spent seven years at sea onboard tankers, tugs, breakbulk and multiproduct vessels. Since coming ashore four years ago she has focused on maritime recruitment, business development and human resource consulting. She holds a certificate in Human Resource Management from Florida Atlantic University and is a member of the CMA Alumni Board of Directors.



08-03-2013 : The cruise ship **BREMEN** departing Dunedin Photo : Ross Walker ©

Sinotrans slides amid gloomy dry bulk outlook

Shipping company's net profit slumps 78.1 per cent, leading to dip in shares

By : Keith Wallis

Shares in **Sinotrans Shipping** dropped more than 3 per cent yesterday after the firm said net profit slumped 78.1 per cent to US\$20.1 million last year, down from US\$91.7 million in 2011.

The stock fell 3.1 per cent to close at HK\$2.16 as prospects for the dry bulk cargo sector, which contributed 89.8 per cent of total revenues of US\$222.2 million last year, remain gloomy in 2013.

Xie Shaohua, chief financial controller, said "a large amount of fresh tonnage will pour into the [dry bulk] market" this year. He estimated there would be a 7.4 per cent increase in the dry bulk fleet this year based on figures from Clarkson, the British ship broking house. Although this would ease from the 10.3 per cent tonnage rise last year, Xie said there would be just moderate growth of 5 per cent in dry bulk seaborne trade volumes in 2013.

He said: "China was vulnerable to slower economic growth" that could affect the market.

Sinotrans Shipping operates 42 dry cargo and nine container ships. Executive director Li Hua said the container market's prospects were linked to economic recovery in the US and Europe.

Barclays analysts Esme Pau and Jon Windham said the net profit figure indicated **Sinotrans Shipping** barely broke even in the second half, making all the profits in the first half. They said: "Despite some early signs of improvement in current spot rates, Sinotrans' [exposure to] long-term contracts renders it less capable of benefiting from spot rate increases."

Sinotrans Shipping posted a US\$7.5 million operating loss last year which included an impairment provision of US\$7.04 million, mainly on four elderly container ships. But this was offset by an increase in investment income which boosted total cash to US\$916.8 million in 2012, against US\$892.1 million in 2011.

The Barclays analysts said the firm's cash pile "would make it an apt candidate to make vessel purchases at current low new-building prices should the company opt to do so".

Li reiterated plans for Sinotrans to expand its fleet, although after taking delivery of two new dry bulk Panamax ships last year no other ships are on order.

Li said there had been "in-depth studies and negotiations" about possible new orders of fuel-efficient ships. "We have had close negotiations with shipbuilders," he said.

Li hoped the mainland government and shipping industry could "formulate policies that would be beneficial for healthy development" of the shipping sector, including possible rebates for shipbuilders and tax breaks. **Source : South China Morning Post**



The newbuilding Amels built yacht **EVENT** turning into the "buitenhaven" of Vlissingen

Photo : Henk Nagelhout ©



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Singapore's focused drive trumps HK's laissez-faire on shipping hub

SINGAPORE is the "place to be if you are in shipping today", Anglo-Eastern CEO **Peter Cremers** told an annual luncheon of shipping journalists at the Royal Hong Kong Yacht Club yesterday.

Mr Cremers, whose Hong Kong ship management company has 20,000 seafarers afloat or on leave and manages 250 ships out of Hong Kong alone, said Singapore has a more focused policy to attract shipping interests, owners brokers and ship managers like himself.

"And when some of them come, more of them come. It starts a momentum, and then even more want to come. Singapore has been very successful in building a cluster," he said.

"They are always asking what do you need, what they can do for you. Hong Kong is more like a platform. You come here, do well, or you don't do well. There is no special interest on the part of the government," he said.

Anglo Eastern chief operating officer Marcel Liets interjected: "Singapore is run like a company. If they want something, they go after it. It's not like that in Hong Kong." But Mr Cremers conceded that costs have gone up in Singapore in the last two years, so there is no thought of moving much more there today.

"But it is odd," he said "In Hong Kong there are no taxes and in Singapore there are tax incentives. But in a funny way, it works for them," he said. Turning to other questions, Mr Cremers said he suspected there was reason to fear for the prospects of the Panama Canal - despite its expansion programme. This is because of 18,000 TEU ships entering the market, which are too big for even the expanded canal, which will barely take 13,000-TEUs, up from the 4,500-TEU vessels it can accommodate today.

Said Mr Cremers: "With carbon footprints becoming an issue, together with high fuel costs, it makes sense to use slow steaming and carry much, much more. Ships today are five or six times more efficient than they were even a few years ago. This trend does not favour Panama," he said. As for Arctic shipping, Mr Cremers is hopeful, but his hopes have little to do with global warming, which he described as "debatable".

Boasting that that Anglo-Eastern had the finest ice-strengthened ships afloat, he said: "There is as much ice as there ever was. What has changed is the upgrade in technology, that ice strengthened ships are stronger and able to carry more today than ever before. And with the price of commodities rising, it makes sense to use Arctic trade lanes."

Anglo Eastern executives at the lunch commented that that a 25,000-tonne cargo of nickel ore cost US\$250,000. "These days it even pays to take iron ore out of Baffin Island," said one. **Source : Asian Shipper**



The **AAL SHANGHAI** enroute Rotterdam – **Photo : Jan Oosterboer ©**

Xu Zuyuan: Overcapacity here till 2015

It will take two or three years for the shipping industry to come to an even balance between supply and demand, Xu Zuyuan, deputy director at the Ministry of Transport (MOT) said during a recent interview with local media.

"The owners are suffering while many shipbuilding yards have died," Xu said. The coming two or three years should also be the opportunity for toperators to adjust development plans and scrap old ships, Xu continued.

Meanwhile, Yang Chuantang, director of MOT, has said the government is working on supporting policies to the industry. **Source: Sino Ship News**

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The Dutch Pilot Tender **AQUILA** after disembarking the pilot from the **MAERKS KYRENIA** at Maas Pilot Station
Photo : Marijn van Hoorn ©



The **MSC LAUSANNE** outbound from Antwerp – Photo : Sjaak Klaassen - Klaassen F&V Production (c)

Indian Waters LRIT Monitoring

The Indian Directorate General of Shipping (DGS) issued a circular reminding owners and operators that ships of 300 GT and above are required to report their LRIT positions on scheduled times. Owners and operators are expected to monitor the LRIT reports of their ships and to make a monthly summary of LRIT reports of their ships.

The summary should be signed by the CSO and sent to the respective vessels to keep as valid documents during the SEQ/SRC survey and during flag state inspections. Circular 01/2013 can be retrieved from the following link

http://www.dgshipping.com/dgship/final/notices/ntcir1_13_lrit.pdf.

Commander Of EU Naval Force Reinforces Role Of Operation Atalanta In EU Approach To Somalia

During a port visit to Djibouti by Spanish EU Naval Force (EU NAVFOR) flagship **ESPS Méndez Núñez**, and warship **ESPS Rayo**, Force Commander Rear Admiral Pedro García de Paredes held meetings with other EU leaders to demonstrate the commitment of EU NAVFOR to work together with other missions towards a common goal of improving security and stability in Somalia. On Sunday 3 March, Rear Admiral Pedro García de Paredes hosted a meeting on board **ESPS Rayo** with Admiral Jacques Launay, the Head of Mission for EUCAP Nestor. EUCAP Nestor is a civilian mission aimed at strengthening the Rule of Law in Somalia, with an initial focus on the regions of Puntland and Somaliland, and developing the maritime capacities of Djibouti, Kenya, and the Seychelles.

Afterwards, the Force Commander hosted a meeting on board **ESPS Méndez Núñez** with Mr Maciej Popowski, the Deputy Secretary General of the European External Action Service (EEAS) and Mr Walter Stevens, who is the Head of the Crisis Management and Planning Directorate (CMPD) at EEAS.

During the meeting Rear Admiral García de Paredes highlighted the success that Operation Atalanta and other counter-piracy forces are having in the High Risk Area, with pirate attacks down from 176 in 2011 to 35 by the end of 2012. However, the Force Commander reiterated that there is still much work to be done by those involved in countering piracy off Somalia, with the recent disruptions by EU NAVFOR demonstrating that pirates still have the will and means to deploy to sea. Following the meeting a number of EU ambassadors and diplomats based in Djibouti, along with representatives of the embassies of the US and Japan, local authorities, the Commander of the French Forces in Djibouti (FFDJ) and the Head of Mission of EUCAP NESTOR, came on board **ESPS Méndez Núñez** for lunch.

In the afternoon Djiboutian and Somali journalists were welcomed on board. They were briefed on counter-piracy operations off Somalia and given the opportunity for a question & answer session with Rear Admiral Pedro García de Paredes, Mr Maciej Popowski and the Head of the EU Delegation in Djibouti, Mr Joseph Silva. Mr Popowski completed his regional visit with a call to the Support Element Atalanta (SEA) facilities and the Maritime Patrol and Reconnaissance Aircraft (MPRA) detachments at the Air Base. On 4 March, Rear Admiral García de Paredes paid a visit to the Commander of the French Forces in Djibouti (FFDJ), Brigadier General William Kurtz. The EU Naval Force Commander thanked General Kurtz for the permanent support to the German and Spanish MPRA Detachments provided by the French Forces in Djibouti. The EU NAVFOR MPRA detachments play a crucial part in Operation Atalanta by gathering and providing intelligence information and pictures. **Source: EuNavfor**



Shipping interests among those affected by draft UK residential property tax changes

International accountant and shipping consultant **Moore Stephens** says many overseas companies, including some connected to shipping interests, will be among those affected by draft legislation from the UK government proposing changes to the taxation of UK residential property valued at £2m or more. Among other things, companies resident outside the UK will, for the first time, be liable to capital gains tax (CGT) on such property, with effect from 6 April 2013.

The measures in the draft legislation include CGT at a fixed rate of 28 per cent on disposals of UK property owned by so-called 'non-natural persons' (NNPs), including those resident overseas, and an annual residential property tax (ARPT) on such properties where they are held by NNPs. Various entities are classed as NNPs, principally companies, but the definition does not include trusts. This means that a property owned directly by a trust will not be subject to the new charges.

These changes were announced in the March 2012 UK Budget but, following lobbying, the government has allowed properties to be re-based to 6 April 2013, so that only gains from that date onwards will be caught by the charge. Non-resident companies will be liable for CGT in respect of any chargeable gain accruing for a period where the property has been liable to ARPT. Previously, companies resident outside the UK were not liable to tax on gains unless they were trading in the UK.

Gill Smith, a tax partner with Moore Stephens, says, "The government's original proposals would potentially have taxed gains accruing since 1982, and involved the need to consider restructuring before April 2013. The rebasing to 6 April 2013 has bought a little time, but structures still need to be reviewed and valuations obtained."

The ARPT will apply to ownership of interests in residential property valued at more than £2m. The charging structure falls into four bands, starting from an annual charge of £15,000 for properties valued between £2m and £5m, and rising to £140,000 for properties valued at more than £20m. Charges will be uprated annually in line with the Consumer Prices Index.

Gill Smith concludes, "The ARPT and CGT charges being introduced are significant. Structures need to be reviewed to see if restructuring can be undertaken to reduce liabilities. However, care is needed to ensure that other tax charges are not inadvertently triggered."

□ Moore Stephens LLP is noted for a number of industry specialisations and is widely acknowledged as a leading shipping and insurance adviser. Moore Stephens LLP is a member firm of Moore Stephens International Limited, one of the world's leading accounting and consulting associations, with 624 offices of independent member firms in over 100 countries, employing 21,224 people and generating revenues in 2012 of \$2.3 billion.



One CEMESA Cpy Service Boat acting as Pilot boat at YLNG terminal – Aluminium Catamaran build by Alnmaritec (UK)

Photo : Capt F . Fontaliran ©



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Singapore Says Indonesian Ship Sank After Ferry Collision

An Indonesian-registered vessel sank in Singapore waters after colliding with a ferry this morning, triggering a search and rescue operation for one missing crew member, according to the Maritime and Port Authority.

The **Budi Jasa 18** was involved in a collision with **Sea Hawk**, a ferry carrying 200 passengers, in the West Keppel Fairway, the authority said in a statement. While other vessels have been ordered to keep clear of the search-and-rescue area, port operations are not affected, according to the statement.

Divers and four maritime and police coast guard craft have been activated for the operation, it said. Five crew from the Budi Jasa 18, described as a coaster craft, were rescued, with one reported missing, it said.

Eight people on the **Sea Hawk**, which was traveling to Singapore's Bukom Island, suffered injuries, the authority said. The authority received a report about the sinking at 6:25 a.m. local time. Singapore, a city-state at the southern end of the Malacca Strait, is home to the world's second-busiest container port. **Source : Bloomberg**




The **GOLDEN IRIS** in Haifa – **Photo : Peter Szamosi (c)**

2013 Sailors' Society Asian Challenge

London Offshore Consultants Ltd Pte (LOC) has entered one team from our Singapore office into the 2013 Sailors' Society Asian Challenge. This year the Challenge will be to climb to the summit of Mount Kinabalu, located on the North Eastern part of Borneo, Malaysia. (4,095m above sea level) Mount Kinabalu is the tallest mountain in South East Asia and ranked on place 20 in the list of the worlds highest mountains.

Together with another 41 teams, each of three people from across the shipping industry we will climb to the summit on 6 and 7 April 2013. With the heat and cold, sun and rain, oxygen and lower oxygen levels, this will not be an easy task!


Our team will be represented by: **Rutger Bierman**(team captain), **Olof Koning** and **Peter Ryan**.



Sailors' Society Asian Challenge

London Offshore Consultants (LOC) has entered one team into the Sailors' Society Asian Challenge. Without your donation the Sailors' Society would not be able to function and sustain the essential work. Please read more and donate now at:

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Our goal is to climb to the summit and return safely, during this climb we like to generate financial donations for the Sailors' Society.

Sailors' Society

The Sailors' Society is an international charity that provides a personal lifeline for seafarers all over the world, providing welfare and support for merchant seafarers and their families, around the world. Their Port Chaplains visit thousands of ships every year, directly addressing the needs of seafarers, irrespective of a person's belief or nationality. The Sailors' Society operates in 30 countries and 100 Ports. This Society wants to expand its web of services and to maintain the existing facilities. Without your donation the Sailors' Society would not be able to function and sustain the essential work. So, be generous and hopefully your arms are not too short or your pockets too deep.

Please donate now at: <http://www.justgiving.com/loc-singapore-2013>

Donating through JustGiving is simple, fast and totally secure. Once you have completed your donation this will go directly to the charity. So it is the most efficient way to donate.

THANKS ON BEHALF OF THE LOC TEAM AND THE SAILORS' SOCIETY



05-03-2013 : the 31-01-2013 commissioned **TRINA OLDENDORFF** bound for Geelong via Melbourne anchorage off Portsea **Photo : Andrew Mackinnon – www.aquamanships.com ©**

Fishermen left to die as ship sank

The 'angry' Korean skipper of an unsafe fishing boat in New Zealand waters was responsible for the deaths of five Indonesian men. Foreign charter boat **Oyang 70** sank in August 2010 while fishing for southern blue whiting 740 kilometres east of Otago. Six men were killed, including skipper Hyoniki Shin, 41, who chose to go down with the ship. Five Indonesians, all working in brutal conditions with low or no wages, died because, as coroner Richard McElrea found in a report out yesterday, the Korean officers of the 38-year-old ship abandoned the low-wage Indonesians and Filipinos as the ship sank. "It was a matter of every man for himself."

While Sajo Oyang Corporation of Korea never helped the widows; the Accident Compensation gave them grants, although not required to.

One of the widows, known by the alias "Eula", tried to get her late husband's salary from an agent. "They said husband's insurance money has not come from the Korean agent and, if you want to get insurance money, you must sleep with the director of the agency for a few days," a friend of Eula's said.

McElrea conducted hearings last April in Wellington and his report was delayed as lawyers for Sajo Oyang and its Christchurch charter, Southern Storm Fishing (2007) Ltd objected to the adverse findings.

He said that, of the 51 people on board, the eight Koreans held positions of responsibility while Shin was described as "an angry man" and "very authoritarian". The ship sank because of "mismanagement by its master". He hauled in a large net of southern blue whiting as the crew pleaded with him to cut it free.

"His attempt to haul a 120-tonne bag of fish on the trawl deck of a vessel with marginal stability set in place a catastrophic and sudden chain of events that he and his Korean command personnel were unable to counter," the report said. When the ship went into a list, water flooded in, through a factory deck offal chute left open.

Shin failed to react in any professional manner. After he failed to right the ship, he gave a command in Korean to abandon ship.

"The navigator last saw the master in the wheelhouse where he handed the master a lifejacket, which he refused to accept. The master was sitting hugging a pole in the wheelhouse and crying after having drunk from a bottle."

McElrea highlighted the way the Koreans discriminated against the Indonesians, noting the Koreans all had lifejackets but nobody else did.

A crewman told how all the Koreans were in one liferaft, not helping anybody else. Indonesians on the factory floor were "bizarrely left processing fish until they were in water of a metre's depth".

McElrea said it was a miracle 45 people survived, and hailed the rescue by the Nelson-based Talley's ship Amaltal Atlantis. The Oyang 70 operated "with routine violation of maritime rules".

The Maritime Union of New Zealand has called for tougher regulations on the fishing industry.

National secretary Joe Fleetwood said the union had been calling for such an overhaul for 10 years, and the Oyang 70 workers' deaths were a result of the "rotten practices" currently permitted.

"It is a stain on New Zealand's conscience that these ships of shame were allowed to be operated in New Zealand waters," he said. Fairfax NZ **Source : Fairfax NZ News- Stuff-co**



05-03-2013 : The **AMBELOS**, loaded, inbound for Melbourne off Portsea

Photo : Andrew Mackinnon – www.aquamanships.com ©

Lamma ferry disaster: Hong Kong lacks marine training, says union chief

Maritime leader calls for a mandatory lookout on passenger vessels, as inquiry draws to a close

By : Simpson Cheung

A trade union chief yesterday criticised a lack of training in the local marine industry and long working hours in some ferry companies.

The criticism by Hong Kong and Kowloon Trades Union Council chairman Lee Kwok-keung came at the end of 48 days of evidence to the commission of inquiry into the Lamma sea tragedy. Lawyers' final submissions will be heard on Monday. Lee, the last of 110 witnesses, said a new class had not been held since 2007 for deckhands or for those wanting to advance to coxswain.

"The companies operating local vessels have repeatedly alerted the Marine Department in the last few years about the lack of provision of training courses."

Lee said this was one reason for a manpower problem in the local industry that was short of 80 seafarers while the government injected HK\$28 million into training for ocean-going crew. The union leader also called for a mandatory lookout on passenger vessels.

"It seems that there is a culture that the masters and coxswains of local vessels are not accustomed to maintain a proper lookout," he said. Lee also compared the working hours of some of the ferry operators. He said First Ferry crew worked 24-hour shifts, while coxswains of the Star Ferry worked eight hours a day, with a one-hour meal break. Shun Tak-China Travel crew worked 11 hours a day, with a 45-minute break. Coxswain of the Hong Kong & Kowloon Ferry vessel Sea Smooth, Lai Sai-ming, said previously he worked 24-hour shifts with no designated meal break.

Commission counsel Roger Beresford said the Marine Department was also "considering some prosecutions" against the crew of the two vessels.

"The ones they've mentioned are fairly technical in nature. They're not manslaughter or endangering life at sea. But no final decision has been made."

Director of Public Prosecutions Kevin Zervos SC said earlier that arrested crew members could face serious charges including manslaughter. **Source : South China Morning Post**

Hijacked ship crew released by pirates

Almost a year after their ship was hijacked by Somali pirates, 17 Indians among a crew of 22 have been released. While there are no details of negotiations that led to the eventual release of these sailors, the families of the Indian crew said that they had received confirmation of the release. The ship, **MT Royal Grace**, had reportedly been on its maiden voyage and was hijacked on March 4.

Sharing the news of her brother's rescue, Sheja Singh, said, "It was like a dream come true. I received a call from my brother on Friday morning and froze for the moment. Day by day we were losing hope that he would be rescued. We thank everyone except the Indian government for their release."

TOI had first reported that the oil tanker on way to Nigeria was captured by pirates on the coast of Oman on March 4, 2012. On several occasions the pirates had threatened to kill the captives. The families of crew members allege that from the beginning the Indian government showed no interest. **Source : IndiaTimes**

NAVY NEWS



The 210 mtr long Lewis and Clarck Class **T-AKE- 6 AMELIA EARHART** passing Loyang (Singapore) outbound
Photo : Capt. Jelle de Vries ©

SHIPYARD NEWS



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Birdseye view of **Damen Ship Repair** in Vlissingen with the jack up **ATLANTIC AMSTERDAM**

Photo : **FLYING FOCUS** luchtfotografie - www.flyingfocus.nl ©

New head of Ulstein Verft

Kristian Sætre has been appointed managing director of **Ulstein Verft**. He will commence the position by 1 June 2013.

Kristian Sætre has a solid background and 30 years' experience from the maritime industry. He has worked in Scana for more than twenty years, most recently as managing director for Scana Propulsion AS. He has also held a number of board positions in the Scana group. Sætre is a chartered engineer from NTNU (Norwegian University of Science and Technology). He resides in Volda, Norway.

"We are pleased to announce that **Kristian Sætre** will be joining ULSTEIN. He has a broad industrial and technical background and experience from many different areas in the maritime industry. Sætre will be part of the group management in ULSTEIN and we look forward to working with him," says Gunvor Ulstein, CEO in Ulstein Group.

"ULSTEIN is a very interesting company with great potential. I look forward to taking up the position as managing director of Ulstein Verft and to joining the ULSTEIN team," says Sætre.

ROUTE, PORTS & SERVICES



The 1988 built VCT flag tugboat **LAVAN** berthed at Pinto 2, Grand Harbour, Malta on Thursday 7th March, 2013 in prior to change name into **SVITZER EUROMED**. Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©



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Dhamra Port handles 10 mn tonnes of cargo in FY 2012-13

The Dhamra Port in Odisha Friday said it has reached a milestone handling 10 million tonnes of dry bulk cargo in the 2012-13 fiscal against over five million tonnes handled during the previous year. "The milestone was reached on March

5," a senior port official told IANS. There has been over 60 percent increase in total imports of coal and limestone and projected total handling of the port for the current fiscal was 11.2 million tonnes, he said.

The port in the coastal district of Bhadrak, about 170 km from here, is a 50:50 joint-venture between Larsen and Toubro and Tata Steel. It commenced commercial operations May 6, 2011. The port has crossed eight million tonnes of imports in current fiscal year -- the highest by any Indian port in only the second year of its operations.

The projected target for the port in the fiscal year 2013-14 has been set for 18 million tonnes, he said.

Source : Newsrack India

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Hong Kong's marine HR issues see urgent bill passed

The Pilotage (Amendment) Bill 2013, which aims to amend the Pilotage Ordinance to meet the pilotage sector's and shipping industry's needs, will be gazetted today. The bill raises the retirement age for pilots, something seen by many as a nod to the fact that Hong Kong is not producing enough young people in the city's marine industries.

Pilotage is compulsory for all ships visiting Hong Kong with a gross tonnage of over 3,000.

Among the changes put forward in the bill is allowing a working pilot who has reached the age of 65 to retain the same class of licence he is holding until the statutory age limit of 68, upon passing examinations for physical and mental fitness and eyesight. Under existing legislation, such pilots would have their licences downgraded, permitting them to pilot only shorter vessels. Source: Sino Ship News

BOOKSPEAKING

Door : Frank NEYTS

"Mentoring at sea. The 10 minute challenge".

The Nautical Institute published a new book entitled "Mentoring at sea. The 10 minute challenge". It was written by Captain André L Le Goubin MA FNI.

Anyone can be a mentor at sea and anyone can need mentoring – and it only takes 10 minutes to get started. This book explains how knowledge gained through experience, and then reflected upon, can be passed on in an informal but purposeful way. Every suggestion will take no more than 10 minutes to carry out but incorporating opportunities for mentoring into the daily onboard routine will widen and consolidate the on-the-job experience of those progressing through the ranks. It will also improve communications and enhance team-building and hopefully lead to a reduction in accidents and incidents.

This practical guide sets the 10 minute challenge for potential mentors and candidates to identify concerns and practical solutions. Examples progress from the simple thought of the Master spending a few minutes with each of his watchkeeping officers daily to second or third officers bringing the vessel to anchor, or picking up a pilot, under the Master's supervision.

"Mentoring at sea." (ISBN 978-1-906915-39-1) is available from The Nautical Institute, price £45. For more information: Tel. +44.20.7928.1351.

.... PHOTO OF THE DAY



08-03-2013 : smit tug **SMIT CHINOOK** upbound on the north arm of Fraser river
Photo : Robert Etchell ©

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