

Number 076 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 17-03-2013**

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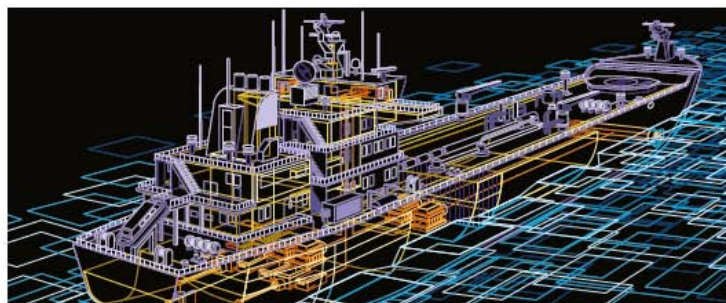
Photo : Lasse Uddebrant CE Tug Freja (c)

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16-03-2013 : The **MARE BRITANNICUM** departing Port Chalmers— Photo : Ross Walker ©

Maersk Stock Rises as China Container-Shipping Rates Jump

A.P. Moeller-Maersk A/S (MAERSKB), owner of the world's largest container line, rose the most in 10 days in Copenhagen trading after freight rates out of China jumped. Maersk's B shares rose as much as 1.7 percent, the most since March 5. The stock gained 1 percent to 46,520 kroner at 9:45 a.m. local time, with trading volume at 22 percent of the three-month daily average. The gain outpaced a 0.1 percent increase in the Nasdaq OMX Copenhagen 20 (KFX) index.

Container companies, including Copenhagen-based **Maersk Line**, have said they plan to raise rates starting today in an effort to combat price declines caused by overcapacity. The Shanghai Containerized Freight Index, a measure of box rates out of China, rose 13 percent, the most in a year and the first advance in two months. "It seems that container lines have enjoyed initial success in their efforts to boost rates, but it was also needed," Jacob Pedersen, an analyst at Sydbank A/S, said by phone. "It will be interesting to see if rates go up again next week as some of the announced increases may not have filtered through yet in today's SCFI."

Today's increase is "more or less in line with what I expected," Pedersen said. The analyst, who's based in the Danish city of Aabenraa, has a buy recommendation on Maersk shares. [Maersk Line](#) cut capacity on the Asia/Europe route - its biggest -- by about 21 percent last year amid a slowdown in demand. The shipping line said Feb. 22 that profit this year will be higher than the \$461 million reached in 2012 as the company cuts costs and as growth in global container demand accelerates. **Source: Bloomberg**

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Salvage operations continue at site of tug, pipeline fire near Lafitte

Salvage crews have been able to make some headway at the site of a tugboat and pipeline fire near Lafitte, the Coast



Guard reported Friday. But nearly three days after the tug and a barge struck the pipeline, plumes of dark smoke can still be seen billowing from the site as Chevron attempts to flare off any remaining gas.

As the amount of liquid petroleum gas in the pipeline is reduced, the amount and color of the smoke may change throughout the day, officials said. The Coast Guard said the air at the site is being monitored.

The fire has been burning since Tuesday

night, when a tug boat attached to a barge carrying more than 2,200 barrels of oil hit the pipeline. All four crew members on the 47-foot Shannon E. Settoon have been accounted for. One crew member was transported first to West Jefferson General Hospital and later to the Baton Rouge General Burn Unit with severe burns, officials said.

On Thursday, workers for [T&T Salvage](#) were able to separate the tank barge from the tug wreckage, the Coast Guard said. Responders want to make sure the barge remains intact so that salvage operations can begin as soon as the fire is out.

The Coast Guard said it has placed temporary flight restrictions over the site. Responders have also deployed 10,400 feet of boom around the tank barge to contain any possible leaks, the agency said. The Coast Guard is still investigating the cause of the incident. **Source : Greater New Orleans**



KEY EVOLUTION arriving at Lyttelton to load coal. - Photo : Alan Calvert (c)

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Evergreen links up with Hanjin and Simatch

Evergreen Line will team up with **Hanjin** and **Simatech** to launch the new IDEA service linking the Indian sub-continent, Persian Gulf and East Africa from late March 2013. Four 2,500 to 2,800 teu vessels will be deployed on the joint service. The first sailing is planned from Mundra on March 26. **Source: Seaship News**

BOSUN DE RUYTER RECEIVED “BONUS”



Bosun **Dirk de Ruyter**, which served 13 years (since the newbuilding) onboard the TSHD **VASCO DA GAMA** will be transferred to the Rock / Stone dumping vessel **JOSEPH PLATEAU**, above seen the capt of the **VASCO DA GAMA**, **Capt. Gerard Van de Meeberg** handing over the farewell present(bonus) to **Dirk**

Photo : Bert Nijs - TSHD 'Vasco Da Gama' ©

GAC International Moving cements Indian expansion with new Kolkata office

GAC International Moving, a wing of global logistics and shipping company **GAC**, has added a sixth office to its expanding network in India. The latest addition, in Kolkata, comes just a year after entering the Indian market in March 2012, and joins bases already established in Mumbai, Kochi, Chennai, Bengaluru and New Delhi. GAC is a global concern with a significant Middle Eastern presence.

GAC International Moving has been providing a fully fledged portfolio of packing and moving services throughout the Middle East for more than thirty years. The service was extended to India and Sri Lanka last year. Paul Haegeman, Managing Director of **GAC Shipping (India) Pvt. Ltd.**, says the encouraging growth in demand for GAC's moving services is likely to continue, with India a key market for the firm. "As the economy heads for recovery, infrastructural development and trade activities will be heightened, and this will give rise to an increase in the movement of people into and out of the country," he adds. "International Moving uses GAC India's extensive nationwide network and resources to provide reliable door-to-door moving services tailored to the needs of our customers. By engaging our one-stop services - covering everything from the initial survey, local and international moves, to storage and insurance - they are assured a stress and hassle-free moving experience."

Dibakar Roy has been appointed as Manager – International Moving for the Kolkata office, with the support of Rashid Batliwalla, General Manager of the International Moving Division in India. Klaus Holmager, **GAC International** Moving's Regional Manager for the Middle East & Indian Subcontinent, is upbeat about growth in the region: "We have been receiving positive response from our local offices, as well as our agency network since the introduction of International Moving services in the Indian Subcontinent. After Kolkata, we will be looking at bringing our services to other areas within the region to meet our customers' needs." **Source: GAC Group**



The **HUA HAI LONG** anchored off Cape Town – Photo : Aad Noorland ©

DNV: Damage Control Information

DNV has issued on its website new Technical Newsletter regarding Damage Control Information to address its customers who consider the subject relevant for their ships and the purpose is to clarify the requirements for the carriage of a Damage Control Plan and Damage Control Booklet and to provide further guidance and support. The 2009 Consolidated Edition of SOLAS Chapter II-1 Parts B (1 through 4) addresses Subdivision and Stability issues and is referred to regarding the documentation requirements.

A typical mistake is that Part A of this SOLAS edition, which is applicable to the whole of Chapter II-1, is not duly considered when the applicability of the other Parts of this chapter are in question.

Part A (General) Regulation 1 clearly states that:

"... 1.1 Unless expressly provided otherwise, this chapter shall apply to ships the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009..."

Therefore, for vessels constructed before 1 January 2009, older regulations should be applied. In order to outline relevant IMO requirements, please note that the Damage Control Plan & Booklet are required for:

- Passenger ships, regardless of size, constructed on or after 1980-05-25. (SOLAS 74, Chapter II-1 Reg.20)
- Dry cargo ships (not less than 500 gross tonnage) which are constructed between 1992-02-01 and 2009-01-01. (1989 amendments to SOLAS 74, Chapter II-1 Reg.23-1)
- All cargo ships (not less than 500 gross tonnage) which are constructed on or after 2009-01-01. (2005 amendments to SOLAS 74, Chapter II-1 Reg.19).

According to IMO Res. MSC.281(85) Explanatory Notes to the SOLAS Chapter II-1 Subdivision and Damage Stability Regulations, Reg. 4, the 2005 amendments to SOLAS 74, Chapter II-1 Reg.19 are to be applied to all cargo ships and passenger ships constructed on or after 2009-01-01 regardless of their length.

For dry cargo ships constructed between 1992-02-01 and 2009-01-01, DNV's interpretation is that 1989 amendments to SOLAS 74 Chapter II-1 Regulation 23-1 apply to dry cargo ships regardless of their length.

For vessels where Damage Control information is mandatory or when vessel operators would like to introduce the Damage Control information on a voluntary basis, the following must be noted:

- The Damage Control Plan should be permanently exhibited or readily available on the navigation bridge, ship's control station and, in addition for cargo ships, in the cargo control room, all ship's office or other suitable location.
- In addition to plans, Damage Control Booklets containing relevant information should be made available to ship officers.
- The Damage Control Plan and Damage Control Booklet should be provided in the working language of the ship and official language of the SOLAS Convention if this is different from the working language on board.
- The Damage Control Plan and Damage Control Booklet are ship-specific documents and must be approved by the administration or the classification society acting on its behalf.

- The master and ship officers should be able to understand and explain the content of the Damage Control Plan and Booklet.
- Regarding the information which is to be included in a Damage Control Plan and Damage Control Booklet, please refer to:
 1. IMO MSC/Circ. 919 Guidelines for Damage Control Plans for vessels constructed before 2009-01-01, and
 2. IMO MSC.1/Circ. 1245 Guidelines for Damage Control Plans and Information to the Master for vessels constructed after 2009-01-01. **Source: DNV**



15-03-2013 : The **FANFARE** outbound at the river Tyne bound for Antwerp – **Photo : Kevin Blair ©**

Salazar releases findings of review of Shell Arctic operations

Secretary of the Interior Ken Salazar announced the findings of a Departmental review of Shell's 2012 Arctic operations. Salazar ordered the review in January after a string of problems hit Shell's drilling program in the Beaufort and Chukchi Seas.

Post-season grounding of Kulluk was one of a string of problems to beset Shell's 2012 Alaska operations

The review focused on Shell's inability to obtain certification of its containment vessel, the Arctic Challenger, on a timely basis; the deployment difficulty of the Arctic Challenger's containment dome; and on what Interior calls "serious marine transport issues" associated with both of Shell's two drilling units, the Noble Discoverer and the Kulluk, including the grounding of the Kulluk off Kodiak Island during a towing operation.

Last month, Shell announced it would pause its exploration drilling activity for 2013 in Alaska's Beaufort and Chukchi Seas to prepare equipment and plans for a resumption of activity at a later stage

The review team, led by Principal Deputy Assistant Secretary for Land and Minerals Management Tommy Beaudreau, included senior staff from several bureaus at the Department of the Interior as well as other federal agencies. The review team met with representatives from Shell as well as key contractors that Shell retained for work related to its Alaska operations, the State of Alaska, the Mayor of the North Slope Borough, and the Arctic Slope Regional Corporation. The review team also sought information from a broad range of other stakeholders and experts, including representatives from the oil and gas and maritime industries and conservation non-governmental organizations. The Department retained the international consulting firm PricewaterhouseCoopers LLP (PwC) to provide expertise and support in reviewing issues related to safety and operational management systems.

The assessment found that Shell entered the 2012 drilling season without having finalized key components of its program, including its Arctic Challenger containment system, which put pressure on Shell's operations and schedule and limited Shell from drilling into oil-bearing zones last summer. Weaknesses in Shell's management of contractors on whom they relied for many critical aspects of its program – including development of its containment system, emission

controls to comply with air permits, and maritime operations – led to many of the problems that the company experienced.

"Shell simply did not maintain strong, direct oversight of some of its key contractors," said Beaudreau. "Working in the Arctic requires thorough advance planning and preparation, rigorous management focus, a close watch over contractors, and reliance on experienced, specialized operators who are familiar with the uniquely challenging conditions of the Alaskan offshore. In some areas Shell performed well, but in other areas they did not, and Alaska's harsh environment was unforgiving."

On February 27, 2013, Shell announced it has decided to pause its exploration drilling activity for 2013 in the Beaufort and Chukchi Seas to focus on preparation of equipment and plans before resuming its Arctic exploration program.

The report recommends that the company should submit to the Department a comprehensive, integrated plan describing every phase of its operation from preparations through demobilization. The report also recommends that Shell complete a full third-party management system audit that will confirm that the company's management systems are appropriately tailored for Arctic conditions and that Shell has addressed the problems that it encountered during the 2012 drilling season.

The report also stresses the critical need for coordination – across the federal government and with State and local partners, as well as with companies, local communities and other stakeholders. It notes, as a success of the 2012 season, Shell's extensive efforts to communicate and minimize conflict with Alaska Native communities that rely on the ocean for subsistence use.

"We have held Shell to very high standards specific to the Arctic, including the requirement for in-theater subsea containment systems capable of responding in the event of an emergency, and coordinating across the federal government to review and oversee Arctic exploration," said Deputy Secretary of the Interior David J. Hayes, Chair of the Interagency Working Group on Domestic Energy Development and Permitting in Alaska, established by the President. "The report confirms that we need to continue using a cautious, coordinated approach that adopts specialized practices for conducting drilling and related operations in the Arctic."

In its conclusions, the report reinforces that an Arctic-specific model is necessary, and it recommends continuing work on safety and environmental practices appropriate for the Arctic. Shell's 2012 drilling program was subject to a number of Arctic-specific conditions and standards, such as requiring deployment of subsea containment systems as a prerequisite to drilling into hydrocarbon-bearing zones, limitations on the Chukchi Sea drilling season to provide time for open-water emergency response, a blackout on drilling activity during the subsistence hunts in the Beaufort Sea, and surrounding vessels with pre-laid boom during fuel transfers.

"Our findings reinforce the importance of taking a regionally-specific approach to offshore oil and gas exploration the Arctic," said Beaudreau. "We must recognize and account for the unique challenges of this region, which holds significant energy potential, but where issues like environmental and climate conditions, limited infrastructure, and the subsistence needs of North Slope communities demand specialized planning and consideration."

In addition to Interior's report, the U.S. Coast Guard is undertaking a comprehensive marine casualty investigation regarding the recent grounding of the drill rig Kulluk. The Coast Guard also provided technical assistance for the Interior report. "We thank the U.S. Coast Guard for their collaboration in support of our report, and look forward to reviewing their findings as well," said James Watson, Director of the Bureau of Safety and Environmental Enforcement.

Maersk cuts significantly in business

A.P. Moller - Maersk reports in the employee magazine Maersk Post that the company in the course of the year will cut up to 100 activities away to concentrate business around the four core areas.

"We operate in highly capital intensive industries, and if our businesses are not in the world top we will either reduce them or sell them and move money into the business, that's it. And if an area that is of world class, which is not in our core business, we must ask ourselves whether the money will better returns elsewhere", writes CFO Trond Westlie in Maersk Post. Maersk has just invested capital of 55 billion U.S. dollars, an amount that through Project Fit during the year must be reduced by 3 to 5 percent. **Source: nordnet.se / Maritime Denmark**



Even in Austria you can find a stationairy cutter dredger named "**ROSA**" working in the "Ausgleichbecken" Rodund in the province of Voralberg. **Photo: Kees van Schie (c)**

Swire Shipping optimistic about Asia-South Pacific routes

China Navigation Company, the deep sea shipowning and operating arm of the multi-national **Swire Group**, is adding more capacity to its multipurpose vessel fleet to better serve its Asia-South Pacific business.

"We think the market in the region is very promising, we have just received two new innovative 31,000dwt new build MPPs out of eight we ordered at **Zhejiang Ouhua Shipyard** this week. The two vessels will be directly deployed into our multipurpose liner trades, which links key destinations in North Asia Southeast Asia with Australia, New Zealand and the island nations of the South Pacific," an official from **Swire Shipping** told SinoShip News at the Breakbulk China event in Shanghai, adding that the vessels have been specially designed for their unique high speed cargo handling ability and the versatility to carry a wide range of cargo types. **Source: SeaShip News**



The **STENA HOLLANDICA** passing Maassluis enroute **Keppel Verolme shipyard** – **Photo : Lex Keasberry ©**

Ramsey RNLI Lifeboat assists fishing vessel

Ramsey's Mersey class RNLI lifeboat, the **RNLB Ann and James Ritchie**, was launched at around midday yesterday (Thursday 14th March) to go to the assistance of a fishing vessel in Ramsey Bay. The lifeboat arrived on scene, about two mile east of Ramsey, by 12:20. The Fraserburgh registered vessel, which had steering gear failure, was secured

and taken safely under tow by the lifeboat to Ramsey Harbour, arriving at around 13:00. Ramsey Lifeboat then returned to Station. Source : Isle of Man.com



Spliethoff's **MAASGRACHT** anchored off Singapore – Photo : Rene Mostert ©

An Adventure Of A Lifetime!

London Offshore Consultants, Singapore, the leading global marine and engineering consultancy, is looking to sponsor two Singaporeans (one with a physical disability or sensory impairment and one able bodied), male or female between the ages of 16 - 18, who will be assigned to 'buddy' each



other and together they will discover how to sail a square-rigged tall ship.

We hope this will prove to be a life changing opportunity for the two lucky applicants. The adventure of a lifetime is the opportunity to join the Jubilee Sailing Trust's tall ship **STS Lord Nelson**, as full working crew members, on a six-day local voyage commencing on the 28 May 2013 and returning to Singapore on 3 June.

Left : The **STS LORD NELSON** off Simonstown 10-02-2013 - Photo Glenn Käsner ©



The international legal practice Norton Rose (www.nortonrose.com) is working in partnership with UK charity the **Jubilee Sailing Trust** (www.jst.org.uk) to sponsor the tall ship **Lord Nelson** which has embarked on a 23-month round the world voyage, **the Norton Rose Sail the World Challenge**, crewed of able bodied and disabled sailors to promote equality and inclusion in every port of call. This is the first time a voyage of this kind has taken place and it will mark **Lord Nelson's** inaugural visit to Singapore between 22 May and 10 June 2013. Over the 23 months, **Lord Nelson** will have sailed four times across the Equator, covering **50,000 miles**, and visited 30 countries on seven continents.

Lord Nelson, named after the world's most famous disabled sailor, is owned and operated by the **Jubilee Sailing Trust**. The

JST integrates able-bodied and physically disabled crew on their two purpose-built tall ships by focusing on what people can do rather than what they cannot. Along with her sister ship, **Tenacious**, also operated by JST, these are the only two such ships in the world.



The **LORD NELSON** off Simonstown (**South Africa**) Photo : **Glenn Kasner (c)**

The **Lord Nelson** has the capability to take disabled people to sea as fully working crew of a tall ship. Nobody is a passenger, as all work the ship 24 hours a day to the best of their ability. The ship can accommodate people with sensory impairments such as deafness and blindness, and physical disabilities including amputees and paraplegia. Up to eight wheelchair users can sail on board at any one time.

No prior experience of sailing is required, among the bespoke features of the ship are hearing loops, wheelchair lifts, integrated Braille instructions and a speaking compass. For more information visit www.jst.org.uk.

Life on board really is about joining in and getting involved regardless of physical ability. Many people step on board Lord Nelson with no experience of sailing, and the permanent crew will support joining voyage crew members through all the tasks involved.

The successful candidates will be put into one of four teams, called watches, which take it in turns to be responsible for various tasks on board including keeping watch, 24 hours a day in four-six hour shifts. Each watch includes an experienced watch leader and between them, they ensure that all crew members are given tasks that suit their individual strengths.

Applications from able bodied persons, male or female between the ages of 16 - 18, are limited to current members of the Singapore Scout Association/Singapore Girl Guides or the Boy's Brigade/Girl's Brigade and each applicant will need to be endorsed by their Scout/Guide Leader or Boy's/Girl's Brigade Company.

Applications from disabled persons, male or female between the ages of 16 – 18, are open to all Singaporeans.

Applicants must be able to speak English and participation may be subject to medical clearance. All applicants must have a valid Passport.

To apply, provide your full details as shown in your passport and in 500 words or less, answers to the following:

1. What you as a person, hope to gain from this experience
2. What you feel are your most important strengths
3. Why you should have a place on board **Lord Nelson**

Alternatively, you could send us a short movie clip. Before preparing your application, we advise you to look at the JST's website (www.jst.org.uk) as this will explain lots about the charity's work and life on board. Applications close at 5pm on the 26 April 2013, and the decision of the Managing Director and Directors of **London Offshore Consultants Pte. Ltd.** will be final. Applications can be sent to saillordnelson@loc-group.com or addressed to:

Sail Lord Nelson
London Offshore Consultants Pte.Ltd.,
6 Shenton Way
#19 – 09, Tower Two,
Singapore 068809

See also : <http://www.youtube.com/watch?v=kWMCubbGrrs>

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16-03-2013 : The **KRISTI I** leaving Valetta port , the **KRISTI I** is built in 1992 as the **VELOX** at the Bodewes' **Scheepswerven B.V.** in Hoogezand under yard number 563 – renamed **KRISTI I** in 2011 and it at present under the Albanian flag **photo: Mario Mario Schembri (c)**

AET reinforces leadership position in world VLCC fleet

Global petroleum tanker operator, AET, maintained its industry leading position in the world tanker fleet with the delivery of a second “eco-design” VLCC that is fully compliant with the IMO Ballast Water Management Convention.

Named Eagle Varna, this 320,000dwt vessel is fitted with a range of innovative technology that significantly reduces its fuel consumption and associated emissions. In addition, the new vessel is fitted with the Techcross BWM system that disinfects ballast water using electrolysis technology.

Enviro innovations include a pre-swirl stator, rudder bulb and propeller boss cap fins. Taken together, these additions produce a tangible reduction in overall fuel use. Eagle Varna has been awarded the ENVIRO and the Green Passport notation by class society, ABS. The EEDI attained is significantly less than the IMO base line. Speaking at the naming ceremony at the DSME shipyard in Korea, AET President and CEO, Hor Weng Yew said:

“Investing in eco-technology is a given for operators who seek to stay ahead of the curve and who have a passion for delivering optimum solutions to their customers. This new vessel reinforces AET's position as a world leading tanker operator and also as a company that takes its environmental responsibilities extremely seriously.” Two additional VLCCs will be delivered from the DSME yard later in the year. These vessels will be further enhanced with the latest super long-stroke green electronically controlled main engines that deliver more power using less fuel, together with a DSME duct. **Source: AET Tankers**



The 2008 built 189.9 mtr long **FIRST I** outbound from Rotterdam – Photo: Paul Gerdes ©

Ship's U-turn all routine, no breakdown

The **Queen Mary 2's** harbour u-turn was no cause for alarm, but simply part of routine maintenance.

The largest passenger ship ever to visit Wellington pulled the move but it was all part of routine checks and maintenance before setting off to its next destination.

The cruise liner left dock after 6.30pm and started making its way out to sea, before stopping and doing a 180-degree turn.

At 7.30pm, it was stationary with its bow towards the harbour, and several commentators on Twitter wondered if the ship had broken down. But harbourmaster Mike Pryce said the cruise ship was having its compass adjusted.

The **Queen Mary 2** arrived early today and its passengers swarmed the city's streets.



There was a 30-metre queue at the Wellington Cable Car on Lambton Quay once passengers had disembarked.

English visitors Jenny and Derek Berry were on the **Queen Mary 2** and Mr Berry said his first impressions of the capital were "lovely".

Te Papa, the Botanic Garden and the cable car were on the must-do list for the Berrys, as the

attractions were for Brisbane woman Lurline Isaacs, who is a passenger from the **Celebrity Solstice** cruise liner.

She was also in the market for some Levi's jeans, which she said were much cheaper in New Zealand.

The Cunard cruise liner is 345 metres long and is berthing at Aotea Quay. There are 3758 passengers on board.

It joins the **Celebrity Solstice**, 315m long and carrying 4019 passengers, and the smaller German expedition ship **Bremen**, with 200 people on board, in port. **Queen Mary 2** was launched in 2004 at an estimated cost of NZ\$829 million.

Today, an estimated 8000 passengers and crew were sightseeing and shopping in the capital.

The **Queen Mary 2** is making a 12-night Royal Circumnavigation of New Zealand, starting at the Bay of Islands and ending in Milford Sound. That trip is part of a 106-day voyage taking in 34 ports, 18 countries and four continents.

Source / Stuff /Fairfax NZ News



The 2007 built **HOHERIFF** arriving in Willemstad (Curacao) –

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

DFDS ship with new name and fresh paint



The **DANA SIRENA** arriving in Harwich – Photo : Bison ©

DFDS Seaways' ship **Dana Sirena** has gone through its biannual servicing in the dry dock of Bremerhaven, and after 13,000 man hours it has now returned to service with a new coat of paint and a new name: **Sirena Seaways**.

Sirena Seaways has undergone an extensive review of the ship's main and auxiliary engines and maintenance of propeller heads, a total overhaul of the steering system, new hinges on walkway ramps and repair of the main board and a number of other standard maintenance checks. "**Sirena** has not missed a single day of sailing the past year. Our team of engineers are doing a great job of keeping our ships on the water, but there are certain types of

maintenance work that can only be performed while the ship is in dock", said Carsten Røjgaard, Country Manager for **DFDS Seaways**. As this time of year is the most quiet for DFDS, it is the perfect time for service checks. **Source:** DFDS Seaways / Maritime Denmark

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The **2010** built Crude Oil tanker **KARAVAS** moored in Brisbane, the 107.505 DWT 243.8 mtr long tanker is built at **Tsuneishi Holdings Corp Tsuneishi Shipbuilding Co** - Tadotsu shipyard under yard number 1422 –
Photo : Chris Mackey - Southern Cross Maritime ©

Berlian Laju Tanker's proposals approved

Financially troubled oil- and gas-shipping line **PT Berlian Laju Tanker (BLTA)** was finally able to breathe a sigh of relief after the majority of its creditors approved its debt restructuring proposals during a vote in Jakarta on Thursday. The vote, supervised by the Jakarta Commercial Court, was held for Berlian Laju's creditors to decide whether or not they would accept the proposals.

It was the second vote after the publicly listed firm failed to reach an agreement with its creditors last Friday.

The vote was attended by representatives of all six secured creditors and 216 unsecured creditors. As many as 21 unsecured creditors did not attend the vote.

For the proposal to be accepted, Berlian Laju needed to get approval from a majority of creditors — in terms of numbers — and a majority of two thirds in debt value of both its unsecured and secured creditors.

The company gained approval from 151 of 216 unsecured creditors present, which represented 70 percent in number and 82 percent of debt value of the unsecured creditors. The highlight of the vote was when Berlian Laju acquired 100 percent approval from its secured creditors.

Major secured creditors Mizuho Bank and state-owned Bank Mandiri, who voted against Berlian Laju's restructuring plan during the first vote, gave their approval after the firm presented them with renewed proposals.

Under the new proposals, all debts to secured creditors—amounting to Rp 903.2 billion (US\$92.6 million) — will be paid within a 10-year timeframe.

Under the previous plan, debt repayment periods had varied among secured creditors, for example 10 years for Mandiri, 10 years for Mizuho and four years for privately owned bank BCA.

The shipping firm has been debt-strapped following its acquisition of the \$850 million US-based chemical tanker company Chembulk Tankers LLC in 2007.

The acquisition was carried out by subsidiary Asean Maritime Association and Berlian Laju turned to loans to finance the purchase.

It has outstanding debts of \$1.9 billion, \$418 million of which are in the form of principal payments. In early 2012, it froze repayment of the \$418 million due that year.

After the vote, Berlian Laju president director Widihardja Tanudjaja said that the results signified that the creditors still wanted the firm to operate, adding that it was no longer in jeopardy.

Meanwhile, Mandiri legal representative Junaidi Tirtanata said that the bank accepted the proposals because the changes were in line with what it wanted.

"The sales of six ships will also help accelerate the debt repayments, but we do not know yet how much funds the sales will generate. It will depend on several factors, such as market price," he said.

The six ships had been secured by Mandiri. The Jakarta Commercial Court's panel of judges is scheduled to assemble next Monday to discuss the vote's results. **Source : Jakarta Post**



The 1985 built PAN flag vehicle carrier **FRANCONIA** berthed at Freeport Terminal 1, West Quay, Marsaxlokk Harbour, Malta on Tuesday 26th February, 2013 loading transit vehicles that vehicle carrier **MIGNON** brought last Thursday 7th February for transit to Barcellona, Spain.

Photo : Mr. Szabolcs Pocza - www.maltashipphotos.com ©



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BIG OCEAN TOWING



Qatar Navigation reports net profit of QR 835 million for FY 2012

Qatar Navigation (Milaha) Q.S.C. announced its financial results for year ended December 31st, 2012.

Summary financial results are as follows:

- Operating Revenues of QR 2.35 billion vs. QR 2.19 billion for the same period in 2011, an increase of 7% year over year.
- Operating Profit of QR 575 million vs. QR 461 million for the same period in 2011, an increase of 25% year over year.

- Net Profit of QR 835 million vs. QR 711 million for the same period in 2011, an increase of 17% year over year.
- Earnings per share of QR 7.31 vs. QR 6.21 for the same period in 2011.

The Board of Directors also decided to recommend to the General Assembly to distribute a cash dividend of QR 3.75 per share. Milaha's Maritime & Logistics segment net profit strongly improved over 2011, driven largely by port services and container feeder transport activities.

A one-time income related to an increased stake in 2 LNG carriers boosted the net profit of the Gas & Petrochem segment relative to 2011 by 5%.

Net profit for Milaha's Offshore segment declined by 26% relative to 2011, largely due to unforeseen operational issues in the first quarter of 2012.

Milaha Capital's profit rose 43%, mainly on the back of investment sales and increased gains from the Company's portfolio.

"2012 was another exciting and challenging year for Milaha, one in which we delivered strongly improved financial performance while continuing to make progress towards our long term strategic goals," said Sheikh Ali bin Jassim Al Thani, Chairman and Managing Director of Milaha. "The combination of a dynamic Qatari economy and our own significant, internal efforts to optimize productivity within Milaha contributed to a strong year overall."

Beginning Q1 2012, Milaha began reporting segment financials under its new structure, following the re-alignment of the company into a corporate entity and strategic business pillars.



The 2007 built 139.5 mtr long Egyptian Ro Ro vessel "**AL HURREYA 2**" (Alexandria) loading second hand vehicles in Genoa for shipment to Egypt.

Photo: Capt. Alex Castle – Master MV 'Strait Of Messina' ©

NAVY NEWS



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Russian frigate built for India undergoes sea trials



The **Trikand**, the last in a series of three frigates that Russia is building for India, has completed contractor sea trials and is preparing for state sea trials, an official said.

The frigate is being built at the **Yantar Shipyard** in Kaliningrad exclave, said Sergei Mikhailov, a spokesman for the shipyard.

He said the trials of the **Trikand** frigate in the Baltic Sea began Feb 5 and were completed March 14.

"Within this period, the vessel carried out five voyages in the Baltic Sea, each lasting several days," Mikhailov said.

The **Trikand** is currently at the Baltiisk port, preparing for state sea trials. It is scheduled to join the Indian Navy in the summer of 2013.

Russia and India signed a \$1.6 billion contract on the construction of three modified **Krivak III** class (also known as **Talwar class**) guided missile frigates for India in 2006.

The first frigate, **INS Teg**, joined the Indian Navy April 27, 2012, and the second, The **Tarkash**, arrived in Mumbai Dec 30, 2012. The frigates are each armed with eight BrahMos supersonic cruise missiles.

They are also equipped with a 100-mm gun, a Shtil surface-to-air missile system, two Kashtan air-defence gun/missile systems, two twin 533-mm torpedo launchers and an anti-submarine warfare (ASW) helicopter. **Source : Zeenews**

Man Who Set Fire To Navy Submarine Sentenced To 17 Years

Casey Fury, the civilian employee who set fire to the USS Miami nuclear-powered attack submarine in Maine was sentenced to 17 years in prison.

Fury pleaded guilty to two counts of arson, one for the Miami fire, the other for a fire he set weeks later.

Sea Coast Online reports:

"From the bottom of my heart, I'm truly sorry," Fury said during his sentencing hearing. "I can't put into words the remorse I feel. I had no intention of hurting anyone."

"Eric Hardy, a shipyard firefighter, said Fury should get the maximum sentence.

"I feel sorry for the family, but to me this is unforgivable," he said in court Friday. Hardy was seriously injured helping a fellow firefighter falling down a ladder and said some of colleagues were trapped at one point and he doesn't know how they escaped."

As we reported last summer, Fury said he set the fire — that cost \$400 million in damage — because he wanted to get out of work early. Sea Coast Online reported at the time that Fury was "distressed over a text conversation with an ex-girlfriend."

WMUR in Maine reports that the Navy said the submarine can be repaired, but "those repairs have been delayed because of automatic federal budget cuts."

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The newbuilding **DUKE II** fitting out at the **KOOIMAN shipyard** - photo : **Leen van der Meijden** ©

French shipyard sends 4,300-berth MSC Preziosa on first voyage

Pride of French shipbuilders, cruise ship is among 10 largest in the world

Europe's largest cruise ship, the **MSC Preziosa** - a behemoth longer than the Eiffel Tower - has cast off on its first voyage, from Saint-Nazaire in western France to the southern port of Marseille.



The **Preziosa** was initially ordered by Libyan state shipping firm GNMTC in 2010, before **shipbuilder STX France** sold it on to Swiss-Italian operator MSC Cruises a year ago after Libya stopped making payments amid the revolution against Muammar Gaddafi. The ship is 333 metres long, can carry 4,300 passengers and 1,400 crew, has four swimming pools, and is decked out in black and purple velvet, white-veined black marble and giant mirrors in front of passengers' beds.

At a christening ceremony on Thursday, French Industrial

Renewal Minister Arnaud Montebourg said the **Preziosa** was a symbol of French shipbuilding prowess.

"Look at the 'Made in France', as they say, look how magnificent it is," he said, announcing €100 million (HK\$1 billion) in state aid to the industry, including €80 million for projects such as fuel-efficient cruise liners. Look at the 'Made in

France', as they say, look how magnificent it is Shipbuilding employs some 70,000 people in France and generates annual turnover of more than €10 billion. The **Preziosa** measures among the 10 largest ships in the world.

But **MSC Preziosa** loses out in the size battle to be the world's largest to Miami-based Royal Caribbean International, which has five ships larger than the **Preziosa**.

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16-03-2013 : in San Juan, Puerto Rico the tugs **Marianne McAllister** and **Beth M McAllister** was assisting Norwegian flagged 1987 built **TANCRED** in to berth. As seen from dk.13 on GTV **Brilliance of the Seas**.

Photo : Anders Olsen (c)

Glan port ready for RoRo vessels

Vice President Jejomar "Jojo" Binay Sr. and Governor Miguel Dominguez inaugurated on Friday the new Roll-On Roll-Off (RoRo) facility of Glan International Port, a gateway that provides alternative trade links and inter-island routes in the South.

While Southern Mindanao is tossed up as the country's next vegetable basket, Binay said the new RoRo port will eventually benefit thousands of farmers in the region as this would facilitate "fast transport of perishable goods" and would resolve the "burden of the high cost of transportation using commercial vessels."

This new RoRo route "will enable to immediately ship the produce at a very cheap cost," Binay said.

He also said this service would boost the emerging cross-border trading and people mobility between the members of Jose Abad Santos-Glan-Sarangani Cooperation Triangle (Jags-CT) which fosters better trade relations between the Regency of Sangihe, Indonesia and Davao del Sur and Glan.

The prioritization to develop Glan Port came after then President Gloria Macapagal-Arroyo declared it in 2005 as a Limited International Port. The Philippine Ports Authority (PPA) consequently undertook in 2007 the rehabilitation of the dilapidated pier with a 20M budget. In 2012, another P28 million was approved for the port development which covered the construction of this RoRo ramp, concreting of landing area, repair of crossway, among others.

The RoRo ramp was proposed to provide links with that of the RoRo ramp of the neighboring Port of Mabila, Sarangani, Davao del Sur and its people thru the expanded Strong Republic Nautical Highway.

According to PPA port district manager and PDO of Southern Mindanao Atty. Christian Santillan, among "its contemporaries in the newly constructed RoRo capable ports in Southern Mindanao, the Port of Glan is the only one which has reached international status."

"It has been transformed into a formidable alternative port" in which he cited its integrated Customs, Immigration, Quarantine and Security (CIQS) has also bilateral standards.

Santillan said the advent of the RoRo concept and the Glan port was envisioned to link with the "seven thousand islands of the country using RoRo vessel where shippers only need to pay terminal fee at the port of entry and the cargoes that are loaded thru container vans or trailers are rolled up to the next port of call." **Source : SunStar**



The Belgian pilot cutter **LOODSBOOT 1** at the Westerscheldt River - **Photo : Henk de Winde (c)**

Govt to build floating piers in Lombok's Gili Trawangan

The Transportation Ministry is planning to build floating piers on the three islands of Gili Trawangan, Meno and Air in North Lombok regency, West Nusa Tenggara, to help boost tourism in the area.

Sinar Wugiarno, head of the North Lombok Communication and Information at the Transportation Agency, said that the construction of the three floating piers would start later this year. The piers, one of which will be on Pemenang Bangsal Beach, are designed to accommodate small boats transporting tourists from nearby Benoa Port in Bali.

"The project, estimated to cost about Rp 20 billion (US\$2.06 million), will be financed with state budget funds," Wugiarno said, adding that the management of the facilities would be entrusted to the local administration to help raise its locally-generated income. The construction of the floating piers is a part of the government plan to build 12 piers at a number of beaches across Indonesia, he said.

Wugiarno explained that the local administration expected the design of the piers to be durable and capable of accommodating yachts or fast-speed- and heavy-weight-vessels. The piers will be built using modern technology rivaling neighboring countries like Singapore and Japan, he added. **Source : Jakarta Post**

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14-03-2013 : The **BBC GERMANY** leaving OTP, Walker for Blyth Photo : Kevin Blair (c)



Sea Port of Saint-Petersburg completes testing of new equipment

Tests of 2 new radio-controlled grabs produced by Turkish company GUVEN GRAB & MACHINE and purchased within programme on modernization of port facilities were completed on March 14, the company's PR Department informs.

New equipment will allow to widen application of handling equipment and increase efficiency of handling of bulk cargoes.

Electronic components of the new equipment were made for low operating temperatures and severe weather conditions. Grabs work in standalone mode and do not require outer power sources. Battery can work 30 days without charging. Operating distance for remote control is up to 100 meters. Opening speed of the grab amounts to 9 seconds, its carrying capacity can be adjusted from 12 to 18 cub. meters.

Remote control and absence of driving gear allows to equip not only gantry cranes but also vessel cranes and the floating crane Bogatyr by such grabs. No additional components are needed in order to install them aboard the vessels.

JSC “Sea Port of Saint-Petersburg” (included in UCL Port – stevedoring division of the International transportation group UCL Holding) – is the largest operator, rendering services on handling of all types of dry cargoes in the Greater Port of Saint-Petersburg. It operates by modern specialized terminals for handling of container, reefer, ro-ro cargoes, cars and metals. In 2012 the turnover of JSC “Sea Port of Saint-Petersburg” amounted to 8.7 mln. tons of cargoes.



The **WILHELMINE** outbound from Rotterdam-Europoort – Photo : Paul Gerdes (c)

Wärtsilä to set up new manufacturing plant in Brazil

Wärtsilä will set up a new fully-owned manufacturing facility in Brazil to meet the increasing market demand, particularly in the offshore market. Wärtsilä's investment in the new facilities is approximately EUR 20 million.

The manufacturing premises will be based on a multi-product factory concept for the assembly and testing of Wärtsilä generating sets and propulsion products. In the initial phase, activities will focus on medium sized, medium speed generating sets and steerable thrusters, with the possibility to flexibly expand the product range to respond to market needs.

“Wärtsilä's global strategy is to be close to its customers. Our presence in Brazil is now further strengthened to respond to the ongoing demand for Wärtsilä power solutions, and to meet the set local content requirements,” says Björn Rosengren, President & CEO of Wärtsilä Corporation.

The new manufacturing plant will be located some 300 kilometres north of Rio de Janeiro in the Açú Superport Industrial Complex. The construction of the 4000 square meter plant, with its own waterfront and quay, will commence in April 2013 and it is scheduled to be fully operational by mid 2014. The new delivery centre is expected to employ close to 100 people. **Source: Wärtsilä**



The **RIO BRAVO** moored in Cagliari – Photo : Piero Corona ©

.... PHOTO OF THE DAY



The Belgian Pilot SWATH **WIELINGEN** alongside the **SCHOKLAND** at Wandelaar pilot station
Photo : Jan van Vuuren (c)

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