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The QUEEN VICTORIA, powering her way at 27kts - Photo : Ian Forsyth ©

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EVENTS, INCIDENTS & OPERATIONS



Anti-piracy navies fade as budgets cut, warns marine security start up

ANTI PIRACY operations are likely to fall away as defence budgets of leading countries are cut, according to the American Journal of Transportation of Massachusetts, quoting the CEO of Typhon, a new Abu Dhabi-based maritime security start up. The US could be the latest country to cut anti-piracy spending, meaning a further reduction to the forces patrolling Somali waters, said the report.

Although there has been a decline in attacks, it is estimated that 40 per cent of this decline can be attributed to the presence of warships. But others argue that the presence of armed shipboard guards is the main factor.

Typhon CEO Anthony Sharp, an ex-French Legionnaire, plans to convoy ships through dangerous waters from a company mothership while dispatching armed skiffs, called ribs (rigid-inflatable boats), to scout about the convoy and confront pirates they encounter.

Said Mr Sharp: "While some claim there has been a reduction in piracy in recent years, pirates are opportunists and any that have previously been deterred will soon see opportunity renewed as deterrents disappear." **Source Asian Shipper**

As piracy attacks dwindle, ransom demands rise

The average ransom rose from about \$4 million (Dh14.8m) in 2010 to \$5m in 2011. There were 14 hijackings and 75 pirate attacks last year, down from 28 and 237 in 2011. A strong naval presence in high-risk areas and private armed guards on merchant vessels have helped to rein in the hijackers.

"The pirates know the fight against them has succeeded, hence the increase in ransom money," said Saeed Rageh, counter-piracy minister in Somalia's autonomous Puntland region.

"Their desperation has made them charge exorbitant amounts of ransom money. This puts the hostages at risk if quick and appropriate interventions are not put in place." Pirates have held no UAE-owned vessels since the release on March 8 of the chemical tanker **MV Royal Grace** and its 21 hostages after more than a year in captivity.

Experts believe the ransom paid was well over the US\$1.7m relatives say was demanded in threatening phone calls by pirates. The **MV Smyrni**, a tanker with 26 crew carrying 135,000 tonnes of crude oil hijacked last May, was also released last month after payment of a ransom believed to be more than \$9m. **Source: The National**

PUERTO RICO TUG TOWING ASSISTS DRIFTING VESSEL RESCUE EFFORTS



The tugs **TRITON** and **HONCHO** of Puerto Rico towing & Barge Co assisted a drifting Tug off the coast of Puerto Rico, the **GLOBAL DESTINY** (ex **SMIT ROTTERDAM** / **SMITWIJS ROTTERDAM/ROTTERDAM**) She was laid up at El Botado, Samana Bay in the Dominican Republic in October 2012 and is at present owned and operated by **DIAVLOS MARITIME** based in Athens (Greece) called for assistance the morning of Saturday March 16th, the tug reported that it had run out of fuel and was drifting approximately 5 nm off the coast of

Dorado approximately 9 miles North west of San Juan.

Puerto Rico Towing's tug came to the vessel's aid and stood by the vessel until it was directed by the United States Coast Guard to proceed to the San Juan harbour anchorage

On Monday, March 18th the **GLOBAL DESTINY** was towed by the tug **TRITON** and **HONCHO** to the anchorage, after receiving inspection and clearance by the USCG, the vessel was towed to pier 11 for refueling. Puerto Rico Towing's Captain **Neftali Padilla**, celebrating his 5th year with the company was in charge of the rescue operation. **Puerto Rico Towing & Barge Co** headquartered in San Juan, Puerto Rico, provides marine transportation services including harbour assistance services, cargo transportation and emergency services. **Source: Puerto Rico Towing**

To learn more visit : www.thegreatlakesgroup.com

De Russen komen... en nog veel meer

De **Erasmus Universiteit** wordt kennispartner van de Wereldhavendagen, het AD Havendictee vindt na meer dan een decennium afwezigheid wederom plaats en de Russische marine stuurt een écht marineschip. Dit waren drie van de ongetwijfeld nog veel volgende hoogtepunten die de organisatie van de Wereldhavendagen vanmiddag onthulde tijdens de kick off voor deelnemers, partners en sponsors. Tevens toonde directeur **Sabine Bruijninx** het nieuwe logo van het grootste maritieme festival van Nederland.



De Wereldhavendagen vinden dit jaar op 6, 7 en 8 september plaats. Het thema van deze editie is vanwege het Nederland-Rusland jaar: **Van Wolga tot Maas**. Het verklaart ook meteen waarom een schip van de Russische marine acte de présence zal geven. "Erg bijzonder, maar vooral ook ontzettend leuk dat ze hier zijn", aldus Bruijninx. "Dat wordt een trekpleister van formaat. We hebben echter nog veel meer Russisch getinte activiteiten in de planning, waarvan de vorig jaar opgestarte samenwerking met het Gergiev Festival er één is."

Erasmus Universiteit kennispartner

Bruijninx is ook bijzonder te spreken over de samenwerking met de Erasmus Universiteit. "Top dat ze voor ons kiezen. En dat nog wel in hun jubileumjaar. We gaan er samen iets moois van maken, waarbij de nadruk op jongeren en studenten zal komen te liggen."

Terug in de tijd met Havendictee

Het AD Havendictee is terug van weggeweest. "De laatste keer dat dat op het programma stond was 1999", aldus **Bruijninx**. "Dit jaar hebben we een leuke verrassing in petto, maar daar kan ik nu nog niets over zeggen. Het wordt wel bijzonder."

Russische connectie

Naast het nieuwe logo en de nieuwe huisstijl van het evenement, onthulde **Bruijninx** ook het campagnebeeld (zie bijgesloten) voor 2013, dat duidelijk aansluit bij de 'Russische connectie' van dit jaar. De komende maanden zal er meer nieuws over de vele activiteiten en optredens tijdens de Wereldhavendagen geopenbaard worden. In juli zal het hele programma dan bekend zijn.

Over de Wereldhavendagen

De Wereldhavendagen zijn het grootste maritieme evenement van Nederland en zijn om iedereen een kijkje achter de schermen te geven van de grootste haven van Europa: Rotterdam. Het driedaagse evenement wordt in 2013 voor de 36e keer georganiseerd en vindt plaats op 6, 7 en 8 september. Bezoekers van jong tot oud kunnen naast scheepsbezoeken, demonstraties op het water en presentaties van havenbedrijven onder andere genieten van een uitgebreid cultureel programma. In 2012 trok het evenement meer dan 400.000 bezoekers.

Voor meer informatie over de Wereldhavendagen kijkt u op: www.wereldhavendagen.nl.



BATUIRA Working in the Campos Basin – Photo: Brendan Lally ©



Zim cancels 5 newbuildings, delays deliveries

ZIM has become the latest line to cancel newbuildings, with five contracts annulled and possibly more to come.

ZIM said it had cancelled five unspecified newbuildings at an undisclosed shipyard and would receive \$30m in refunds on advance payments. Further the company said it had delayed the delivery of a number of other newbuildings until 2016. The agreements cancel payments totaling \$235m due in 2013.



The **ZIM INDIA** off Haifa – Photo : Peter Szamosi ©

The line said it had the option to cancel four more newbuildings pending approval from the shipbuilder. ZIM said it expects to report a fourth quarter loss of \$133m as a result of the newbuilding cancellations. The company operates a fleet of roughly 100 vessels, 29 of which are fully or partly owned by ZIM itself. Source : Seatrade Global

UNIEKE TRAINING: 'ONBOARD NOISE & VIBRATION'

De gehele maritieme industrie kan profiteren van de Engelstalige toptraining 'Onboard Noise and Vibration'. Dit is de enige opleiding ter wereld op hoog niveau die deelnemers bekend maakt met de ins- en outs van geluid en trillingen aan boord van schepen. De training trekt dan ook deelnemers uit de hele wereld aan. Deze 2-daagse training is een gezamenlijk initiatief van **HME** en kennisinstituten **MARIN** en **TNO**. Ook het bedrijfsleven is vertegenwoordigd door Loggers BV, specialist op het gebied van trillingen en geluid. De internationale training vindt plaats in Delft op 28 en 29 mei en is met name interessant voor engineers, naval architects, R&D managers en instructeurs/docenten.

Reduceren geluid en vibraties

Kennis van geluid en trillingen is noodzakelijk om deze te kunnen minimaliseren, iets wat van toenemend belang is in de internationale scheepvaart en scheepsbouwindustrie. De snelle ontwikkeling en implementatie van elektronica aan boord is één van de factoren die de vraag naar deze kennis creëert. Ook de aandacht voor mogelijke schade aan schepen door vibraties vergroot de vraag naar kennis over deze materie. Te denken valt bijvoorbeeld aan breuk van het schip. Bovendien zijn geluid en trillingen vermoeiend voor de bemanning, wat ook negatieve gevolgen heeft voor de veiligheid aan boord.

Unieke kennisoverdracht

Het trainingsprogramma is ontwikkeld en afgestemd op de wensen van de industrie en behandelt het ontstaan en voorkomen van geluid en trillingen aan boord. De inbreng van specialistische kennis en ervaring van **Loggers BV** en de samenwerking met **MARIN** en **TNO**, maakt dit een training op hoog niveau en daarmee enige in zijn soort.

Dankzij de internationale setting, biedt de training bedrijven een uitgelezen kans om kennis op te doen en te netwerken met collega's, cliënten en/of leveranciers. Het stelt hen in staat zich beter te positioneren als partner in het internationale scheepsbouwproces.

Voor gedetailleerde informatie kunt u contact opnemen met HME's manager trainingen, **Jan Adriaan Krans** via T: 010 44 44 333 of E: jk@hme.nl of klik [hier](#).



20-03-2013 : The **ELLEN ESSBERGER** with pilot **Rob Sprong** inbound passing Maassluis with destination Dordrecht
Photo : Kees van Schie ©

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Settlement completed by Boskalis and squeeze-out initiated of shares in Dockwise

This press release is issued by **Royal Boskalis Westminster N.V. (Boskalis)** and **Dockwise Ltd. (Dockwise)** pursuant to the provisions of Article 5-12 of the Norwegian Securities Trading Act (Verdipapirhandelloven), Article 5:25i paragraph 2 of the Dutch Act on Financial Supervision (Wet op het Financieel Toezicht) and Article 4 of the Dutch Decree on Public Takeover Bids (Besluit openbare biedingen Wft) in connection with its public offer for Dockwise. This announcement does not constitute an offer, or any solicitation of any offer, to buy or subscribe for any securities. This announcement is not for release, publication or distribution, in whole or in part, directly or indirectly, in or into Canada or Japan. Terms not defined in this press release will have the meaning as set forth in the offer document of 8 February 2013 (the Offer Document).

Reference is made to the Offer Document and the press release of 8 February 2013 in which **Boskalis Holding B.V.** (the Offeror), a wholly-owned subsidiary of Boskalis, launched a mandatory cash offer for all issued and outstanding ordinary shares of Dockwise (the Shares) at an offer price of EUR 18.50 / NOK 137.65 per Share cum dividend (the Offer).

In the Offer, the Offeror received acceptances for a total of 22,675,948 Shares, amounting in aggregate to 57.20% of the total number of Shares. Settlement of payment and transfer of such Shares has been completed today. Together with the 16,722,812 Shares that were already held by the Offeror prior to the Offer, the Offeror now holds 99.39% of the total number of Shares.

In addition, the Offeror has also acquired the Preference Shares held by **HAL Investments B.V.** in accordance with Section 7.2. of the Offer Document.

Further, the Offeror has initiated a statutory squeeze-out procedure under Section 103 of the Bermuda Companies Act, which may be invoked by shareholders holding not less than 95% of the shares in a company by giving notice to the remaining shareholders of the intention to acquire their shares on the terms set out in the notice. Such notice has

been submitted to the remaining shareholders today. The price offered in the squeeze-out is the same as the offer price in the Offer.



the **Heerema barge H-851** arriving at the **Yiu Lian yard** in Shekou, Shenzhen China.

Barge was towed in from the Hong Kong anchorage to the yard by the 2011 built ,6000 HP ASD, **Yiu Lian** yard owned, tug " **HAI SHAN**" - Photo's - Willem van Woercom ©



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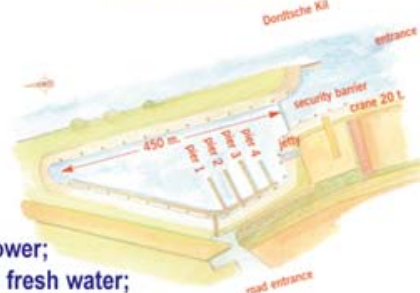
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Falmouth lifeboats assist crew member on board sail training ship Pelican



Falmouth's inshore and offshore lifeboats were called to Falmouth harbour in the early hours of Wednesday morning to assist a crew member on board a sail training vessel who was suffering an anxiety attack.

The woman on Pelican was reported to have collapsed with chest pains just before 2am. She was taken by lifeboat to the station where paramedics treated her and she was returned to the vessel.

Source : thisiscornwall.co.uk/

A.P. Moller-Maersk to explore alternative fuel for its ship fleet

Danish oil and shipping group **A.P. Moller-Maersk** said on Wednesday they have entered into an agreement to explore biofuel as an alternative energy source for its ship fleet.

The group said in a statement they signed in February a memorandum of understanding with Progression Industry - a spin-off company of Eindhoven University of Technology - to develop a viable marine fuel from lignin, a complex organic polymer found in plants.

Maersk, which has an annual fuel bill of \$7 billion for vessel operations, will buy 50,000 tonnes of this fuel if Progression can produce a lignin based fuel that meets Maersk's criteria.

"For the past 75 years, the shipping companies have used oil, but looking at the next 75 years this is likely to change," Jacob Sterling, head of Environment and CSR in Maersk Line, said in the statement.

"The great thing about biofuels is that they would not only secure a future fuel supply, they will also greatly reduce our CO2 and SOx emissions," he said.

Lignin has been touted as a potential biofuel for the shipping industry as companies look for alternatives to bunker fuel which emits greenhouse gases. Tougher EU rules on the sulphur content of shipping fuel will be phased in across EU waters from 2015.

The European Commission is also putting pressure on the shipping industry to cut carbon dioxide emissions in the absence of international regulation.

Lignin is used as a biomass in power plants but when it is put through a biorefining process it can be transformed into liquid fuel. Several projects are trying to accomplish this but lignin as an alternative fuel for the marine sector is not yet in commercial production.

Maersk is also exploring other alternatives to oil. They have entered an agreement with Quadris Fuels International to conduct sea trials of MSAR fuel, a low-cost substitute where refiners blend water and speciality chemicals into the tarry residue, instead of diesel, to produce a cheaper, cleaner fuel.



The **FITNES** and **FLINTSTONE** during loading operations in the Shetlands **Photo : Flintstone Crew ©**

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The multicat **Llanddwyn Island** with drilling platform Rockbuster on the way to a new location. United Nations of Europe at work: Welsh, Irish, Finnish, Belgian and Dutch team working together. **Photo : Dirk van Uitert ©**

Fire ravaged MSC Flaminia sails to Romania for repairs and overhaul

THE severely damaged 6,732-TEU **MSC FLAMINIA**, whose cargo section was badly destroyed last July by a fire and finally towed to Wilhelmshaven, has left the German deep-water port under its own power, bound for Romania where she will be overhauled by the **DSME (Daewoo)-Mangalia shipyard**.

When the vessel which was stricken by fire in its holds and resulted in the death of two crewmen, it eventually obtained permission to dock in Germany. It has since secured permission to leave Germany for Romania and is expected to take 10 days, according to Alphaliner.

The **MSC FLAMINIA**, originally named the **CONTI COTONO**, was built in Korea by **Daewoo** in 2001 for **Conti Reederei**, and was chartered to MSC for 16 years. The costly sections (engine room, aft section and bow section) were not affected by the fire.

A new cargo section will be built and inserted at the place of the ruined section. The ship manager, **Niederelbe Schifffahrt (NSB)**, and the shipyard estimate that the repairs will be completed by the end of September.

Source : Asian Shipper

Delisting looms for Sinotrans subsidiaries

Further losses could see Nanjing Tanker and CSC Phoenix suspended from stock exchanges

By : Keith Wallis

Two listed offshoots of China's largest transport group faced suspension from mainland stock exchanges if they posted further losses, the chairman of Sinotrans Ltd said yesterday.

Zhao Huxiang said Nanjing Tanker would be suspended from the Shanghai stock exchange this year if it reported a net loss for 2012, which would be its third consecutive negative result.

CSC Phoenix faces similar action by the Shenzhen bourse if it posts a net loss next year. The firms will be delisted if the losses continue for a fourth year.

Zhao said a profit warning had been issued for Nanjing Tanker but the firm's 2012 annual results had not been released.

He said the China Securities Regulatory Commission, the Shanghai stock exchange and the Sinotrans&CSC group were all "concerned" about the situation facing Nanjing Tanker and talks were taking place regarding the situation.

"I am under a lot of pressure. There are delisting pressures and we are studying the problems internally," Zhao said, adding the group would take responsibility for the impact on small shareholders.

Turning to dry bulk operator CSC Phoenix, Zhao said "there is still some room" for operations to improve, but there were no consolidation plans.

He was commenting after Sinotrans Ltd, the Hong Kong-listed freight forwarding, ship agency, warehousing, trucking and shipping subsidiary of Sinotrans&CSC, reported a 1 per cent rise in net profit to 649.1 million yuan (HK\$801.66 million) last year from 2011.

Revenue climbed 8.5 per cent 47.48 billion yuan.

Asked about the impact of the new Beijing leadership, Zhao said exports and imports grew better than expected in the first two months of this year and the economy "seems to be improving". He added: "We are seeing double-digit growth for the logistics business."

Zhao also said the company had talked to the central government about help for the shipping sector.

"We would like to see the government come up with beneficial policies," he said.

Separately, China Shipping Development saw net profit drop 93.1 per cent to 73.74 million yuan. The firm, which operates dry cargo ships and oil tankers, only remained profitable as a result of a 469.14 million yuan one-off tax gain. The firm's pre-tax loss was 331.37 million yuan, fuelled by a 220.3 million yuan loss from its tanker business, while dry bulk posted a 21.7 million yuan pre-tax profit. Revenue dropped 9.1 per cent to 11.05 billion yuan in 2012. **Source :** *South China Morning Post*

Lifeboats moved to new site

THE OFFICIAL opening of Montrose's new £1 million lifeboat station is a step closer after the town's lifeboats were moved to the new premises at the weekend.

Contractors handed the building over to the RNLI at the end of last week and both the inshore and Tyne-class lifeboats were moved to the site from the old port-side station on Saturday. From now on, all call-outs will be answered from the Wharf Street building.

The million pound new-build facility will provide the charity rescue service with a greater range of facilities, easier access to the harbour and will be home to a brand new £1.5 million lifeboat, the Shannon class - the first of its kind to be stationed in Scotland.

Work on the new site began in September 2011 with the construction of a steel jetty and pontoon, with the foundations of the building itself being laid last summer, after Fife couple Hugh and Molly Brown left their entire £1 million legacy to the RNLI and a fund-raising drive by the Montrose Lifeboat Guild.



Jim Strachan, lifeboat press officer for RNLI Montrose, said: "We moved in to the station on Saturday and it's now running as a station, although there will be an official opening day which will be in the near future.

"There were quite a few of the crew involved in the move and it took around two hours to get all the equipment moved in."

Facilities at the new station include a crew parking area, a souvenir outlet, changing area and a boathouse, removing the need for crew members to have to pass through the busy dock-side to the current station, often when time is of the essence.

The new station will continue to accommodate an inshore lifeboat in addition to the arrival of the new **Shannon-class** vessel later this year. The Shannon-class was designed by the RNLI's own naval architects to feature the latest technology and is the first all weather lifeboat to be powered by twin water jets instead of propellers.

Funding for the new vessel came in a bequest from Morayshire solicitor Ruth Grant Smith who died in December, 2005 aged 99. The new lifeboat will be named after her late husband, **Ian Grant Smith** **Source :** *Montrose Review*

CASUALTY REPORTING

Three hurt when fire breaks out aboard tug boat

Three crew members aboard a tug boat near Mariner Square Drive were injured Wednesday morning when a fire broke out in the engine room, firefighters said. What caused the fire aboard the "**Z-Five**," a 4,400-horsepower tug operated by **Starlight Marine Services**, remains under investigation. But Alameda fire Capt. Jim Colburn said the fire was likely sparked during a mechanical malfunction and is not considered suspicious. The extent of the crew members' injuries was not available. They were treated at the scene and released. Firefighters were dispatched at 10:41 a.m. to the business at 321 A Ave. after workers reported the fire aboard the tug, Colburn said. "The damage was confined to the engine room," he said. "It did not spread anywhere else and it was contained within minutes." An estimate of damages was not available. Starlight Marine Services, which works under **Harley Marine Services**, has been on San Francisco Bay since April 2003 and provides petroleum transportation, tanker escort and other maritime work, according to the company's website. **Source : Mercury news**

NAVY NEWS

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Pak Navy gets two new vessels – KIT OF MATERIAL SUPPLIED BY DAMEN SHIPYARDS

Two pusher tugs constructed at the Karachi Shipyard & Engineering Works



were formally handed over to the Pakistan Navy at a ceremony held on Tuesday. Vice Chief of Naval Staff Vice

Admiral Muhammad Shafiq was the chief guest on the ceremony at the Karachi Shipyard. The addition of these pusher tugs to the Pakistan Navy Fleet was an important step towards self reliance, said a statement from the Pakistan Navy. The navy has also signed a contract with KS&EW to construct a 15,000 ton capacity fleet tanker.

Addressing the ceremony, the chief guest said that while Pakistan's geographical location and geostrategic environment essentially necessitates the building of a strong and balanced navy; the realization of goals through foreign acquisitions was becoming increasingly difficult.

Self-reliance has been at the forefront of policies and it is in this context that the navy has been supporting and interacting closely with the local defence industries, particularly the [Karachi Shipyard](#), to make steady progress towards indigenization.

The admiral said that the [Karachi Shipyard](#) had lived up to the navy's expectations and remained a major support for the fleet in terms of new constructions and the repair of ships.

Earlier in his welcome address, Rear Admiral Syed Hasan Nasir Shah, the managing director of the Karachi Shipyard, gave a brief account of recent progress and underlined the projects undertaken for the Pakistan Navy. He mentioned that presently, KS&EW was undertaking the construction of five Pakistan Navy vessels. He apprised that the fourth F-22 P Frigate [PNS ASLAT](#) had successfully completed all harbour and sea trials and would be handed over to the navy in April this year.

In addition, a fast attack missile craft and a 32-ton Tug are also under construction, which will be handed as per the contractual schedule. The ceremony was attended by a large number of officers, engineers and technicians of [Karachi Shipyard](#). Source : Imran Farooq



The Dutch [LCA L 9525](#) passing Ridderkerk enroute Werkendam to deliver 100 Dutch Marines in training, which in the final exercise from Werkendam via the Biesbosch have to get back to the Genth Kazerne in Rotterdam, after successful completion of this final exercise the Marines will get the famous, much coveted *Marines beret* Photo : Bram Plokker ©

Chinese Navy ships to call at Malta

A Chinese Navy Task Force, consisting of two frigates and a replenishment ship will pay a port visit to Malta between March 26 and 30 at the invitation of the Armed Forces of Malta.

The vessels are the frigates [Huangshan](#) and [Hengshan](#) and the replenishment vessel [Qinghaihu](#).

The Task Force has just concluded a four-month anti-piracy mission in the Gulf of Aden, during which it provided escort to hundreds of civilian and commercial vessels of various nationalities including Maltese.

This will be the first visit to Malta by a Chinese Navy Task Force. The ships will be berthed at Pinto Wharf in Grand Harbour and will be open to the public for viewing between 9 a.m. and noon on March 27 and between 2 p.m. and 5 p.m. on March 28. Visitors cannot take bags or food on board. Source : Times of Malta



17-03-2013 : The Arleigh Burke-class guided-missile destroyer **USS John S. McCain (DDG 56)**, front, the Republic of Korea Navy Aegis-class destroyer **ROKS Seoae-Yu-Seong-Ryong (DDG 993)**, middle, and the Arleigh Burke-class guided-missile destroyer **USS McCampbell (DDG 85)** move into formation during exercise Foal Eagle 2013 in the waters to the Korean Peninsula WATERS TO THE WEST OF THE KOREAN PENINSULA. **McCampbell** and **McCain** are members of **Destroyer Squadron 15**, forward deployed to Yokosuka, Japan, and are underway to conduct exercise **Foal Eagle 2013** with allied nation Republic of Korea in support of regional security and stability of the Asia-Pacific region. Photo : US. Navy

SHIPYARD NEWS







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Babcock marks high point in aircraft carrier assembly

The island is a crucial component of the ship, containing the main bridge and around 100 vital mission systems compartments. The event was witnessed by the Secretary of State for Defence, Phillip Hammond, MP.

The circa 600 tonne forward island – which arrived at Babcock's Rosyth facility (where the carriers are being assembled) from BAE Systems in Portsmouth on 11 February – was lifted into position on HMS **Queen Elizabeth's** flight deck by the massive Goliath crane, which had a special 78 tonne lifting frame attached for the purpose.



The lift process began with the attachment of the crane to the lifting frame, and application of a percentage of the island weight to the crane to confirm the predicted centre of gravity. After some minor adjustments the crane took the full weight of the Island, lifted it over the aircraft carrier flight deck and located it in its final position. Although not the heaviest lift of the project, the island's geometry and shape presented significant challenges. Also demanding was the alignment of the 2.4 metre diameter gas turbine exhausts which were pre-fitted in the island and below in the ship superstructure.

The 22 metre high by 13 metre wide and 27 metre long Upper Block 07, as the forward island is known, already has all consoles installed, as well as 43km of cables and 3,101 pipes. The floor-to-ceiling windows of the main bridge are up to two metres high, providing an exceptional level of visibility.

With the island in place, the Long Range Radar (LRR) will now be installed on top. This will be closely followed by a period of consolidation when the island will be welded to the superstructure and mechanical and electrical systems installed. The later phase of the project will see the LRR set to work and fully integrated with the ship systems.

Uniquely, the QEC carriers will feature two islands. The second 'aft island' is due to arrive and be installed by the end of July 2013 and will operate as an airport control tower to co-ordinate aircraft movements. Both islands are designed with the ability to carry out each other's role in an emergency.

Commenting on the successful lifting of the forward island into place, and the milestone this represents, Babcock QEC Project Director Sean Donaldson said: "Seeing the forward island in position on the flight deck marks a highly visible achievement in the assembly programme. The month for lifting the island into place was set over three years ago. Since then the island has been designed and constructed, the crane put into place and the blocks that the island sits on assembled ready to accept the island – a considerable achievement."

Defence Secretary Philip Hammond said: "The addition of the forward island is a significant milestone for HMS Queen Elizabeth, which is now entering the final months of her construction. The workforce at Rosyth should be proud of their involvement in developing the largest and most technologically advanced warships the UK has ever had.

"The **Queen Elizabeth Class** of Carriers will be in service for up to fifty years, providing the Royal Navy with highly versatile and potent capability that will enable the UK to project its power and carry out a wide range of tasks around the world."

The first of the two carriers, **HMS Queen Elizabeth**, will be structurally complete at the end of this year, with the ship capable of 'float up' in spring 2014.

Turkey continues to export ships to Norway

Turkish firm has delivered fifth ship to Norway and works on manufacturing of nine more ships have been continuing.

Following the launch of platform supply vessel Grand Canyon in 2012 in Yalova which was attended by Transport, Maritime Affairs and Communications Minister Binali Yildirim and Norwegian Prime Minister Jens Stoltenberg, the fishing vessel which was built at **Tersan shipyards** in Yalova, northwestern province of Turkey, has been delivered to Norwegian Maritime Company Strand Rederi.

The vessel was named **Havbryn** at a ceremony held in Norway's Alesund city which was attended by both Turkish and Norwegian authorities. The vessel is 70 meters long and 15.4 meters wide and it has a mechanism that can process the hunted fish.

Speaking at the ceremony in Norway, **Tersan Shipyard** Board Chairman Osman Nurettin Paksu said they delivered five vessels including petrol supply vessel, platform supply vessel and fishing vessels. They also discussed the building of seismic vessels and the works on building of nine more vessels, he added. **Source : TurkishPress**



18-03-2013 : the **NOURAH of RIYAD** entered **Palumbo shipyard** Malta **photo : Mario Schembri ©**

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Chinery joins Toll UK

Toll Global Forwarding has appointed **Paul Chinery** as Director - Air Freight for its UK operations.

In his new post, Chinery will be responsible for developing Toll's UK airfreight business, and will manage all aspects including carrier negotiation. He will also directly control the company's main UK airfreight operations at Harmondsworth and Feltham, near London Heathrow Airport. Chinery has spent 20 years in the airfreight industry, starting with Danzas UK in 1993. Before joining Toll, Chinery was General Manager of DHL's London airfreight and logistics operations, where he led a radical restructuring of operations.

Says Toll Global Forwarding UK MD Steve Buckerfield: "We welcome Paul to our team, and are confident his solid operational background and experience of working in merged businesses will enable him to play a key role in taking Toll to the next level in the UK, maximising the opportunities created by its recent major acquisitions."



The **MAVERICK GENESIS** outbound from Amsterdam – Photo : Ruud Coster ©

Roro terminal up and running in Mindanao

A new gateway that provides alternative trade links and inter-island routes in the south of the Philippines has been inaugurated. The roro facility at **Blan International Port** in Mindanao will serve the island's booming vegetable farming market. Mindanao has been the scene of most of the Philippines terminal development in the past 12 months as the country's second largest island tries to foster closer trading ties with neighbours Malaysia and Indonesia.

Source: Sea Ship News

Mombasa Port won't be privatised – Uhuru

President-elect Uhuru Kenyatta has assured Kenyans that the Mombasa Port will not be privatised. Instead, Kenyatta affirmed that he will improve the port's efficiency and effectiveness, to make it a world class facility. "My government will focus on ensuring that the port operates efficiently for the benefit of all Kenyans," he stressed.

Speaking on Tuesday during a familiarisation tour of the port and its operations, Kenyatta said that all port stakeholders should work towards the smooth operations of the facility.

"It is unfortunate that that it took up to seven days to clear goods from the port while the same took only a few hours in other countries," the president-elect regretted. Accompanied by his deputy, William Ruto, Kenyatta was briefed on the operations of the Kenya Ports Authority (KPA) by the port's chairman Shukri Baramadi and Managing Director Gichiri Ndua. Kenyatta asked Kenyans to maintain peace in order to sustain the development momentum pointing out that the absence of peace destabilises the country.

"Kenyans are tired of endless politicking. They want an improved economy that will guarantee efficient delivery of services and create jobs for the youth not political antics," Kenyatta said. Also present were outgoing Transport Minister Amos Kimunya, his Environment counterpart Chirau Ali Mwakwere, former Mvita Member of Parliament Najib Balala and members of KPA board of directors. Source: CapitalFM

Kolkata port to begin trans-loading operations from new location soon

Kolkata Port Trust (KoPT) expects to begin trans-loading operations in three month's time at an alternative point within the Kanika Sands area.

"We should be able to start trans-loading on the south-west end of Kanika Sands in the next two to three months in the new location about 30 km east of Dhamra port," R. P. S. Kahlon, Chairman, KoPT, said on Monday after a meeting organised by the Bengal National Chamber of Commerce and Industry.

According to Kahlon, the port authorities have identified a new location for trans-loading operations following Dhamra port authorities' and Odisha Government's opposition to the earlier decided spot which was nearer to Dhamra port.

Kahlon added that 70 per cent of the cargo would be trans-loaded to barges for respective destinations, while the rest would come to the Haldia dock complex.

Jindal ITF has already bagged a contract to ferry 3 million tonnes of imported coal in barges from the sandheads to NTPC's Farakka unit along the Hoogly river. Meanwhile, the KoPT Chairman said the last date for submitting the final bid document for developing the second dock facility at Haldia has been extended till March 28. Earlier, interested bidders were to submit it by March 4. He added that the three interested bidders have sought more time.

Source: The Hindu Business Line



BOURBON MISTRAL seen manoeuvring at Risavika harbour, North of Stavanger

Photo : Bert de Ruijter ©

China Shipping Venture to Order Six LNG Ships for \$1.2 Billion

China Shipping Development Co. (1138)'s venture will order six liquefied natural gas tankers worth about \$1.2 billion by June to tap the nation's rising demand for cleaner fuel, Chairman Li Shaode said.

"We will expand LNG transportation business to make it become a new profit growth driver as soon as possible," Li told reporters in Hong Kong today. "The deal means a 20-year shipping contract for us, which will bring us stable earnings."

The addition of the tankers comes as the world's largest energy consumer plans to more than double natural gas consumption to cut its dependence on coal and oil. The vessel purchase will be made by a venture owned by China

Petrochemical Corp., also known as **Sinopec Group, China Shipping** and **Mitsui O.S.K Lines Ltd.** (9104) and each ship will have a capacity to carry 174,000 cubic meters of natural gas, Li said.

The vessels will cost about \$205 million each and the shipping company has arranged syndicated loans to finance the deal, Chief Financial Officer Wang Kangtian said.

Hudong Zhonghua Shipbuilding Group Co., the only Chinese shipyard that has built LNG tankers, will make the six vessels, Wang said. China Shipping is also in talks with two Chinese shipyards to order an additional four, which may be announced as early as this year, he said.

China Shipping, the crude and dry-bulk carrier of the nation's second-largest shipping company, had earlier ordered four LNG carriers from Hudong Zhonghua through its venture with Mitsui.

Sinopec in January last year agreed to pay \$1.1 billion to increase its stake in an Australian LNG development led by ConocoPhillips (COP) and Origin Energy Ltd. (ORG) The purchase plan comes after **China Shipping** reported a 93 percent drop in 2012 net income to 73.7 million yuan (\$11.9 million). Sluggish demand and excess capacity in international and domestic markets resulted in a downturn in freight rates, the company said in a statement in January. China Shipping fell 1.7 percent to HK\$4.09 at the close in Hong Kong trading. The benchmark Hang Seng Index rose 1 percent. **Source: Bloomberg**

Euroseas Ltd. Announces Charter Contracts for Three of Its Containerships and One of Its Drybulk Vessels

Euroseas Ltd. an owner and operator of drybulk and container carrier vessels and provider of seaborne transportation for drybulk and containerized cargoes, announced that four subsidiaries of the Company have entered into time charter agreements for the following vessels:

- **M/V Despina P**, a 1,932 teu, 1990 built handysize containership, has been extended for about six months at a gross daily rate of \$ 6,000 with the new rate applicable from the 15th of March 2013.
- **M/V Captain Costas**, a 1,732 teu, 1992 built handysize containership, has been extended for about one year at a gross daily rate of \$6,500; the new rate will apply from the 15th of April 2013 with the charterer having the option to extend the charter for a further year at a gross daily rate of \$11,500.
- **M/V Aggeliki P**, a 2,008 teu, 1998 built intermediate containership, has been chartered for about one year at a gross daily rate of \$6,000 starting on the 8th of March 2013.
- **M/V Aristides N P**, a 69,268 dwt, 1993 built Panamax bulk carrier, has been chartered for about 11 to 14 months at a gross daily rate of \$7,500. The charter will commence upon completion of its scheduled drydocking which has already commenced and is expected to be completed before the end of March 2013.

Following the above mentioned charters, as of March 15, 2013 approximately 37% of the Company's remaining container fleet days for 2013 and approximately 4% in 2014 are secured under period charters and are protected from market fluctuations. The Company's drybulk fleet is 75% covered in 2013 and 25 in 2014 via time charter contracts and participation in pools.

Aristides Pittas, Chairman and CEO of Euroseas, commented: "We are pleased to announce that we have concluded these time charter agreements which provide about \$8.2m of secured revenues. Our entire fleet continues to be fully employed despite this challenging environment. We look forward to capitalizing on an anticipated stronger containership and drybulk market in the near future with the remaining of our vessels coming up for re-chartering in the rest of 2013 and 2014."

Nordic American Tankers Limited -- Announces Acquisition of Its Twenty- First Vessel

Nordic American Tankers Limited announced that the Company has entered into a preliminary agreement to acquire its twenty-first vessel, a very modern double-hull Suezmax tanker delivered from a top yard in South Korea earlier this year. The agreed purchase price is in the region of \$55 million. This first class vessel is expected to be delivered to us no later than May 15, 2013. The acquisition will be financed from the financial resources of the Company.

The vessel was built at high technical specifications. Our focus on safety for crew, vessels and the environment will never cease. NAT is a company built on quality in all respects.

The acquisition represents a natural step in the further development of NAT. The Company is seeking to increase its dividend and earnings capacity through further expansion. We believe that our strong balance sheet, well defined and transparent operating model provide the Company with a solid competitive position going forward.

KPT invites global bids for container terminal at Tuna

India's largest major port, Kandla Port Trust (KPT) has invited global bids for setting up a container terminal at Tuna - Tekra near Kandla Port. The port authority has invited expression of interests (EOIs) from global majors for setting up the container terminal on build, operate and transfer (BOT) basis for container vessels having capacity up to 18000 twenty-foot equivalent units (TEUs).

The project will be developed on public private partnership (PPP) basis with 30 years of concession period for the operator. According to official sources, the bidders will be required to prepare a feasibility study report along with a statement of total investment required and expected revenue generation.

However, according to the preliminary feasibility study, the projected capacity of the container terminal is around 1.5 million TEUs. Last year, Mumbai-based marine consultancy provider, **Zebec Marine Consultants and Services** was appointed for the techno-feasibility study of the project.

"Tentatively it can be said that the terminal can have the capacity of 1.5 million TEUs annually. And the preliminary study showed that an investment of around Rs 3000 crore will be required for the project," informed a senior KPT official on condition of anonymity.

"The business through containers is rising. Already KPT has two container berths, but considering the demand for container infrastructure, this project has been taken up," said the official.

According to officials, the partner for the terminal project will be appointed by the end of the financial year 2013-14. The last date for submission of EOIs is April 2, 2013.

Currently, there are 12 cargo berths at Kandla Port, out of which 10 are for handling dry cargo and 2 berths are used for handling container cargo.

The combined current capacity of the two container handling berths is about 7.2 million twenty-foot equivalent unit (TEU). The existing berths are located within the Kandla creek.

The Tuna-Tekra area has been identified by KPT to develop the port facilities beyond Kandla creek. The proposed container terminal is located 10 kilometers from Tuna. It may be noted that Adani Group-owned Adani Ports and Special Economic Zone (APSEZ) was awarded a dry bulk terminal project for handling 14 million tonnes of cargo per annum at Tekra. The project cost is Rs 1060 crore. **Source: Business-Standard**

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MARITIME ARTIST CORNER



The latest painting made by [Willem Johan Hoendervanger](#), the 1984 built **SMIT SINGAPORE**

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.... PHOTO OF THE DAY



20-03-2013 : **KARINE BULKER** inbound for Melbourne anchorage off Portsea
Photo : Andrew Mackinnon – www.aquamanships.com ©