



Number 082 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 23-03-2013**

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A blue-tinted background image of an offshore oil rig.



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The Livestock carrier OCEAN ROVER at Singapore West Jurong anchorage
Photo : Kapt Jim Stone ©

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The **BROLTUS** loaded onboard the **SAMIRA** in Rotterdam Eemhaven with destination Stavanger – Photo : Paul Slijk ©

Moore Stephens says UK Budget is generally good news for shipping sector

International accountant and shipping adviser Moore Stephens says the UK Budget 2013 contains generally good news for the shipping sector.

Measures which will have an impact on the shipping industry include a reduction in the main rate of UK corporation tax. This is 23 per cent for the year ended 31 March 2014, reducing to 21 per cent from April 2014. A further reduction to 20 per cent from April 2015 has now been announced.

There was also good news for shipping on the capital gains front. Last year the government announced that, where a company had a functional currency other than sterling, capital gains and losses on disposals of shares would with effect from April 2013 be calculated in that functional currency rather than in sterling. Moore Stephens tax partner Sue Bill says, "Now, following representations by Moore Stephens and others, it has been announced that this measure has been extended to cover the disposal of ships and aircraft as well as shares, thus removing an anomaly in the calculation of capital gains and losses arising on ships outside the UK tonnage tax regime.

"Where ships are held outside the UK tonnage tax regime, capital allowances (or tax depreciation) are available in respect of the capital cost of the ship. For many years, no first-year allowances (being accelerated capital allowances available in the year of acquisition) have been available in respect of ships. This exclusion from claiming first-year allowances has now been removed for ships and railway assets. This, however, may be of limited benefit as first-year allowances are currently only available in respect of a limited number of assets, in particular energy-efficient and environmentally beneficial plant and machinery of a description specified by Treasury order, which can qualify for 100 per cent allowances in the first year. Therefore it is not yet clear how beneficial the removal of this anomaly will be in practice."

Sue Bill concludes, "The Budget 2013 is generally good news for the shipping sector as the UK government is clearly looking to ensure that the UK tax system is as competitive as possible, and certain anomalies having a potentially detrimental effect for some shipowning companies have been removed."

I 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.



The **POSH SEMCO** tug **SALVANGUARD** arrived with the **THAMESBORG** at Singapore Jurong anchorage
Photo : Capt Geert Dijkema ©

Tanker Owner Lets Ship Drift Hundreds of Miles to Save Fuel

A tanker owned by **D/S Norden A/S (DNORD)**, Europe's biggest publicly traded commodity-shipping company, turned off its main engine for more than 200 miles to save on fuel as the industry curbs an expense that was a record in 2012.

The **Nord Integrity**, a 47,400-ton ship designed to transport fuels including gasoline and diesel, sailed by wind and currents on its way to load cargo in Algeria after refueling in the Canary Islands, Hellerup, Denmark-based Norden said in a company newsletter e-mailed today. The vessel saved \$17,000 by switching off for 280 nautical miles (518 kilometers) and drifted for three or four days.

"You could see more of this on specific routes, given how fuel prices are," said Per Mansson, managing director of shipbroker Noroceano Stockholm AB, who served on tankers in the 1970s that would drift for as many as 14 days when sailing between Sweden and the Caribbean. "It's never difficult as long as the currents are right."

Owners across the industry are cutting speeds to save on fuel costs that now account about 75 percent of average expenses, according to the Baltic and International Maritime Council, the largest trade group. Norden spent \$651 million on fuel in 2012, or 67 percent of its voyage costs, according to the newsletter. Prices at the port of Rotterdam averaged a record \$640.39 a ton last year, data compiled by Bloomberg show.

The voyage complied with safety regulations, and a ship wouldn't turn off its engine while carrying a cargo, Jens Malund Jensen, head of Norden's product tanker operations, said in the newsletter. Wind and currents must move in the right direction and a vessel must have enough time and space to move safely to make such sailing possible, according to the report.

"Owners are trying everything because one ton saved a day is \$600 on your bottom line," said Truls Dahl, a shipbroker at Fearnleys A/S in Oslo who said that he hasn't seen ships switch off their engines during his 30-year career in the industry. **Source: Bloomberg**



"Pacific Basin's RoRo vessel **Strait of Messina** alongside in Genoa. Vessel currently managed by **Northern Marine Management** of Glasgow and chartered by **COTUNAV** of Tunisia. She trades between Rades (Tunis) / Marseille and Genoa" **Photo : Capt. Alex Castle Master MV 'Strait Of Messina' ©**

Is the LNG honeymoon over?

Drewry's latest LNG Insight saw heating demand subside in major importing regions in February. Cargo availability also tightened because of a few unplanned shutdowns, leading to a 4% decline in the LNG Freight Index. LNG shipping enjoyed a dream run during 2011 and 2012, owing largely to increasing tonne-mile demand and an almost stagnant fleet. Freight market prospects would be even brighter if fleet supply were to remain at current levels, but this will not be possible as 81 more vessels could join the fleet during 2013-15, while only 10 vessels could be considered as demolition candidates. The fleet could grow to 430 vessels (accounting for projected demolitions) by the end of 2015, representing a rise of 20% from current levels. The orderbook-to-fleet ratio was 30% at the end of February, while it

was just over 8% at the end of 2010. In 26 months, fresh orders for 89 vessels aggregating 14.5 million cbm were placed.

Based on liquefaction capacity addition plans in Australia and the US, the LNG shipping industry could need many more vessels in the latter half of the decade than are currently on order. A few positive developments in Africa also indicate that LNG production could rise significantly if everything goes as planned. However, the major concern for shipowners is that not much liquefaction capacity will be added during 2013-15, when most of the new vessels are delivered. Reports of a possible re-start of Japanese nuclear facilities could also return the market to the times when vessels waited for months waiting for employment or for commissioning of the project with which they were ordered.

Japan was the single largest factor driving the market in 2012, and the trend is expected to continue in 2013, as re-starting all of the nuclear facilities cannot be a hurried process. Still, the medium-term outlook for unchartered vessels does not appear bright as about 40 million tonnes per annum of additional production would be required to keep these vessels employed. Unfortunately, this is not on the cards, so the short-term and spot freight markets are likely to start falling soon

The Drewry LNG Freight Index is freight rate assessments based on actual deals and market reports for a conventional LNG carrier of 160,000-173,000 cbm and less than five years of age. Hire period for long-term freight rate assessments are for charter durations of 15 years or more, while short-term freight rate assessments are based on charter duration of one to three years. Base year for the Index is January 2005. **Source: Drewry Maritime Research**



The Ferry **ISLAND NAVIGATOR** in Auckland – Photo : **Maurice Napier** ©

Oil-Tanker Charter Costs Reach Two-Month High on Vessel Demand

Charter rates for the largest oil tankers on the industry's busiest trade route reached a two-month high as demand for the vessels strengthened. Hire costs for very large crude carriers on the benchmark Saudi Arabia-to-Japan voyage rose 2.4 percent to 37.15 industry-standard Worldscale points, data from the London-based Baltic Exchange showed today. That was the 10th straight increase and lifted rates to the highest level since Jan. 21.

The supply of supertankers available in the Persian Gulf until April 10 declined by five, according to an e-mailed report from Marex Spectron Group today. There is "potential to see firmer rates" as more cargoes for loading in that span become available, according to Nikos Varvaropoulos, an official at Athens-based Optima Shipbrokers Ltd. The number of tankers booked to load this month rose to 115, compared with 102 in February, Marex Spectron figures showed. "This trend is continuing for early April, which will be a nice boost for the market," Odysseas Valatsas, chartering manager for Athens-based Dynacom Tankers Management Ltd., Greece's second-largest VLCC operator, said by e-mail. "There is increased demand from March 20 onward." Daily returns on the benchmark route jumped 59 percent to \$5,593, exchange data showed. VLCCs lost money on the voyage for seven weeks through March 14, according to the figures. Each of the tankers can hold 2 million barrels of crude.

The bourse's assessments don't account for owners improving returns by securing cargoes for return-leg voyages or reducing speed to burn less fuel. The price of fuel, or bunkers, the industry's main expense, was little changed at \$626.06 a metric ton, figures compiled by Bloomberg from 25 ports showed.

The Worldscales system is a method for pricing oil cargoes on thousands of trade routes. Each individual voyage's flat rate, expressed in dollars a ton, is set once a year. Today's level means hire costs on the benchmark route are 37.15 percent of the nominal Worldscales rate for that voyage.

The Baltic Dirty Tanker Index, a broader measure of oil- shipping costs that includes vessels smaller than VLCCs, gained 1.1 percent to 671, according to the exchange. **Source: Bloomberg**



Heerema's **HUSKY** arriving in Cape Town – **Photo : Aad Noorland ©**



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2 shipping firms admit to illegal ocean dumping

Two international shipping firms pleaded guilty Thursday to obstruction and other charges in connection with what the U.S. Attorney's Office characterized as a pattern of falsifying records to hide the illegal dumping of engine sludge and oil-contaminated waste into the ocean.

The four ships in question docked in New Jersey, Delaware and California, but the criminal cases were consolidated in New Jersey. The German firm **Columbia Shipmanagement** and Cyprus-based **Columbia Shipmanagement Ltd.**

agreed to pay a combined \$10.4 million penalty, U.S. Attorney Paul Fishman said. Of that, \$2.6 million will go to addressing environmental damage caused by Superstorm Sandy in New Jersey and Delaware.

The two companies also will be placed on probation for four years. They are affiliates owned by the same holding company, Fishman said.

According to the U.S. Attorney's Office, whistleblowers played key roles in the various investigations.

The New Jersey probe into one of the Hamburg-based company's ships, the King Emerald, began after crew members approached Coast Guard officers with cell phone photos during a routine inspection in Carteret last May. The company eventually admitted it had illegally discharged oil waste off the coast of Central America, including within 45 miles of a national park area in Costa Rica.

Crew members of another ship, the Nordic Passat, prompted the Delaware investigation last October when they provided the Coast Guard with a thumb drive that contained photos and video showing how the ship's sewage system was rigged to send illegal discharges overboard. Similarly, whistleblowers alerted authorities to two others ships, one destined for New Jersey and another that docked in San Francisco.

"In this particular instance the whistleblowers were enormously helpful," Fishman said Thursday.

Under federal law, oil-contaminated waste can be discharged overboard only if it contains less than 15 parts of oil per million parts of water. To achieve this, large vessels are required to have a pollution control device called an oily water separator. Engine sludge, produced by the process of purifying fuel oil and lubricating oil, must be burned in a ship's incinerator or off-loaded on shore for disposal. At least one of the ships dumped sludge into the ocean and another falsified records to claim it incinerated sludge when it hadn't, authorities said.

In their guilty pleas, the shipping companies admitted bypassing the oily water separator or manipulating it to make the illegal discharges, then falsifying logs to hide their actions.

In one incident last spring, the **KING EMERALD** allegedly dumped five tons of oily waste in the waters off Costa Rica. According to the U.S. Attorney's Office, the **NORDIC PASSAT** has made illegal discharges since 2006 by tricking a sensor designed to detect oil levels, a practice that may have dumped as much as 2,000 tons of oil-contaminated waste illegally.

The companies pleaded guilty to counts that include violating federal pollution laws, obstruction and making false statements. The King Emerald's second engineer pleaded guilty previously and is scheduled to be sentenced next month.

An attorney representing the companies didn't respond to an email seeking comment Thursday. **Source : RoadRunner**

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DP World posts record gain, 2012 net profit up 10pc, sales rise 5pc

DUBAI's global port operator, DP World, has posted a 10 per cent increase in net profit to US\$749 million in 2012 year on year, drawn on record revenues of \$3.1 billion.

The result was boosted by a \$249 million gain from sale of a container terminal stake in Hong Kong, Reuters reports. The company sold stakes in two container terminals and a logistics centre in Hong Kong for \$742 million earlier this month.

Singapore-listed **Hutchison Port Holdings Trust** bought Asia Container Terminals, operator of Hong Kong's Container Terminal 8 West for \$503 million from **DP World** and Singapore-PSA.

"We have continued to actively manage our portfolio to maximum advantage, divesting non-core or low return assets, and repaying debt," said DP World chairman Sultan Ahmed Bin Sulayem. The Hong Kong sale was one of the largest assets sold since it shed its Australian business more than two years ago. It realised \$249 million profit from asset disposals in 2012, which aided profit growth.

EBITDA (earnings before interest, tax, depreciation and amortisation) was up eight per cent to US\$1.4 billion. DP World also paid down debt to \$2.9 billion.

The revenue increase was attributed to strong growth in the Middle East, Europe and Africa region while increases in EBITDA were ascribed to efficiencies, greater productivity and higher utilisation in the Asia Pacific, Indian subcontinent, the Mideast, Europe and Africa.

"Delivering this improvement in profits during what has been a challenging operating environment shows that our portfolio is focused on the right markets, and on delivering the right operations and service to our customers," said Sultan Bin Sulayem.

"This year, we have continued to actively manage our portfolio to maximum advantage, divesting non-core or low return assets. This has enabled us to move capital into those markets where we see more profitable returns while strengthening our capital base," he said.

Said DP World Group CEO Mohammed Sharaf: "Last year was also an important period in terms of progressing the delivery of four major development projects around the world."

Looking ahead he said DP World will deliver 10 million TEU new capacity in the next two years. The first capacity delivery will come to Jebel Ali in a few month with Embraport, Brazil and London Gateway opening later this year.

"Operating conditions in each of our markets in the first two months of 2013 have been consistent with those experienced at the end of last year and the economic environment continues to remain uncertain," Mr Sharaf said.

In January, DP World announced it handled 56.1 million TEU across its global terminal network last year, up 2.4 per cent year on year. **Source : Asian Shipper**



The **ASTRO PARATI** operating in the Santos Field – **Photo : Capt. Jan Plug ©**

Emma Maersk hit by installation error

It seems to be an installation error, made in connection with the construction of **Emma Maersk**, that 01 February was the cause of large quantities of water entering the ship's engine room, where it caused damage for up to a quarter of a billion kroner. This has been assessed by Maersk Line Technical Vessel Operation.

"Although the watertight bulkheads in the propshaft tunnel acted as they should, the water went to the engine via holes around the massive wiring in the tunnel", says Fleet Group Manager Francis Sommer Reuss to maritimedanmark.dk.

Maersk Line thinks, according to Francis Reuss, that an installation error has been made compared to the original drawings for the ship. The Company is in the process of reviewing all the ships in the series and have now rediscovered the same installation errors in other ships of the type. The errors are being immediately corrected.

Frants Reuss says to maritimdanmark.dk that they on Thursday were successful in removing the thruster which is believed to have forced water into the ship. The thruster will now be sent for examination by Rolls Royce who is the producer of the thruster. A preliminary assessment says that it will cost up to a quarter of a billion kroner to replace and repair the equipment in the engine room. **Source:** maritimdenmark.dk

Survivor of boat mishap: We were in water for three days

Survivor of boat mishap: We were in water for three days

Twenty-seven people were rescued in the boat mishap, which occurred at Malabo, 40 nautical miles off the Calabar water ways on March 15, Vanguard has learnt.

Mr. Olayemi Abass, Coordinator of Nigerian Maritime Administration and Safety Agency, NIMASA, said, yesterday, in Calabar, Cross Rivers State, that the survivors were rescued by Adax Oil, which has an oil rig in the area.

He said: "Some of the survivors were taken to Oron and two brought to Calabar. Those in Calabar are receiving treatment at Bakorm Medical Centre, Calabar."

At Bakorm Medical Centre, one of the survivors, who gave his name as Kieve Sani, a Togolese, said the boat started its ill-fated trip at 9am on Friday and sank at 3pm, adding that they were on the sea until 3 pm on Sunday, before help came their way.

He said there were 128 passengers and five crew members on board.

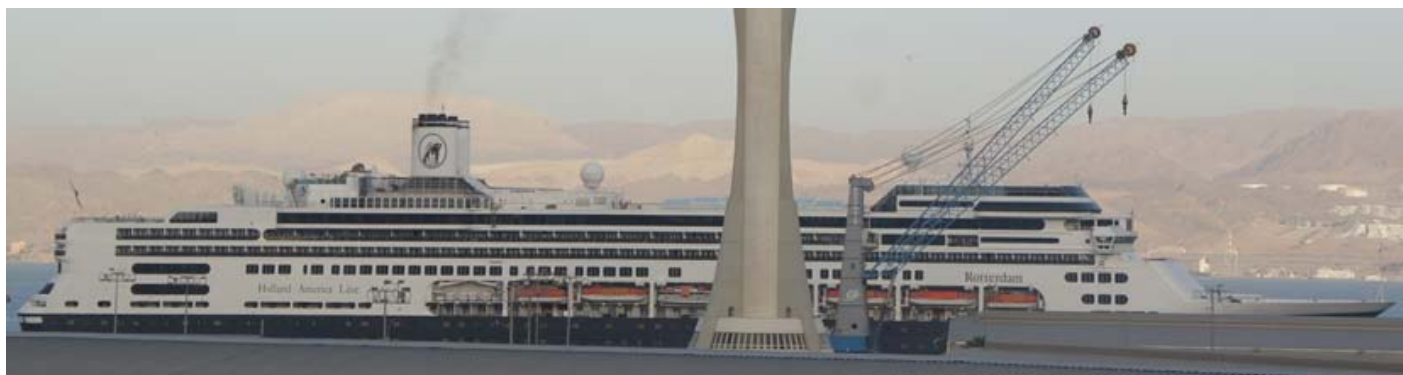
He said: "I was in Nigeria for one month and assisted the crew members who became my friends in recording the names of the passengers in French and answering phone calls for them when somebody called from Gabon. So I know the number of passengers that started the trip that Friday morning."

Sani, who said he was being taken to Gabon from Togo by a 'master' whom he paid 500 cfa after selling his car, attributed the boat mishap to engine failure, which, he said, caused the boat to become stationary. It subsequently took in water and sank after a while.

"When the engine stopped, the driver asked us to pray while some prayed to Jesus, others prayed to Allah but this did not help as the engine did not start working."

Sani, said the boat which started its voyage in Oron, Akwa Ibom State, had only three passengers from Nigeria, a man and two ladies, who were taking textiles to Gabon, while most of the passengers were from Togo, Ghana and Niger, all going to Gabon in search of job.

He said he and the lady that was rescued, held on to a cylinder, along with two others but as the days went by, the two others became too weak and unable to hold on to the cylinder and were swept away by the sea. "My master and another lady held on to the cylinder with us but as time went on, my master could not continue and told us that he was going and later another lady went and only two of us were left and held on to the cylinder until the Adax people came," Sani said.



HAL's **ROTTERDAM** moored in Aqaba – **Photo : Roel Knigge ©**

Baltic Dry Index up to 930 points

On March 21, 2013, the Baltic Dry Index climbed to 930 points, up 7 points (0.76%) against the level of March 20.

BDI is a number issued daily by the London-based Baltic Exchange. Not restricted to Baltic Sea countries, the index provides "an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a timecharter basis, the index covers Handysize, Supramax, Panamax, and Capesize dry bulk carriers carrying a range of commodities including coal, iron ore and grain. Because dry bulk primarily consists of materials that function as raw material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production.

On 20 May 2008, the index reached its record high level since its introduction in 1985, reaching 11,793 points. On 3 February 2012, the index had dropped 647 points, the lowest since 1986.



Mixed fortunes ahead, says Cosco International

By Keith Walis

Cosco International, the marine fuels, paints and ship-trading offshoot of China's largest shipping company, is facing mixed fortunes this year as shipping markets get tougher and it targets opportunities and acquisitions, executives said yesterday.

The company's chairman, Ye Weilong, said there would be limited recovery in freight and ship charter rates this year, while the supply of new ships being delivered would outpace the growth in cargo demand. Consequently, shipping companies will adopt more stringent cost control measures, which could see ship repairs and maintenance cut.

Ye said this would bring challenges to shipping services businesses. He said the company was exploring more development opportunities. Cosco Europe and Yuantong Marine Service signed a memorandum of understanding to acquire German marine equipment company Hanyuan Technical Service Centre.

Managing director Xu Zhengjun said the company was still continuing to discuss merger and acquisition opportunities in the marine fuels sector, but there was no specific timetable for acquisitions. The opportunities include the 50 per cent stake held by Cosco's parent company, China Ocean Shipping (Group), in marine fuels company China Marine Bunker (PetroChina).

Xu said the global economy was unlikely to recover significantly this year and while the outlook for the shipping sector was "still very gloomy", he thought this year would be slightly better for the shipping industry.

Ye said there was speculation that the central government could adopt shipping-friendly policies later this year. He said the company was not sure whether such policies would be introduced, but it would "love to see" such measures.

Among the possibilities thought to be under consideration were tax breaks for mainland shipping companies and shipyards and minimum freight rates for domestic cargoes.

Cosco International saw net profit drop 7 per cent to HK\$363 million last year from HK\$390 million. Turnover fell 6 per cent to HK\$10 billion from HK\$10.66 billion a year earlier.

Marine fuel was the biggest revenue earner, contributing HK\$6.28 billion of the total, while marine and container coatings were the main profit drivers, generating HK\$137.86 million in net profit. **Source : South China morning post**



During the first three month's of 2013 some 13 vessels (tugs, 2 of which were towing barges, an OSV, a Landing Craft and 3 Dredgers) were mobilized and safely delivered to their new destinations under the management of **Redwise Maritime Services B.V.** with crewing arrangements fixed by **Redwise Maritime Recruitment B.V.**

Below a brief summary of some of the tug deliveries (repositioning voyages) performed:

"RAUL D" + Tow



The m/tug **"RAUL D"** towing barge **"PAR 10001"**, a flat to cargo barge with a length of 100.65 meters was successfully delivered from Lahad Datu (Malaysia) via Cape of Good Hope to Nueva Palmira at the entrance of the Parana river. Here tug and tow were handed to their Paraguayan Owners, for the final inland passage to Paraguay.

UDC AQUA"



The estuary dredger was safely transferred from Denmark to Bahrain. Careful passage & weather planning and profound seamanship resulted in a safe and sound mid winter passage of the Bay of Biscay and windy Mediterranean. Just after Suez canal, jet another passage requiring utmost attention. After thorough hardening, completion of BMP4 requirements and with assistance of a professional security team to supplement the sailing crew, **"UDC AQUA"** also safely cleared the pirate invested waters of Somalia. Sixty exiting days after departing from wintery Marstal (Denmark) the **"UDC AQUA"** was handed over to her new masters at sunny Bahrain.



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"RT ROTATION"

The new building Rotortug **"RT ROTATION"** of 465 GT and 6.615 BHP departed the yard **ASL Singapore** at February 18th for a delivery voyage of 1.678 nautical miles to her new owners Teekay Marine Pty Ltd. at Port Hedland (Australia).

"STERLING"

After handing over the **"RT ROTATION"** to her new owners, the Redwise crew switched over to board another tug named **"STERLING"**, that was completing her charter to Teekay. The departure from Port Hedland, was however postponed for a couple of days due to the cyclone Claudia, creating havoc in the Port Hedland area. After a short period inside the cyclone

shelter, the crew could boarded the m/tug **"STERLING"** and commenced a 10 days return passage to Singapore.



21-03-2013 : **MARNEDIJK** arriving from Immingham for the Tyne Container terminal Photo : Kevin Blair ©



Stena launches inaugural ferry service in Asia

Stena International Freight's new ferry service between Sokcho in South Korea and the Russian ports of Zarubino and Vladivostok has become operational. The RoPax vessel **New Blue Ocean**, liveried in Stena colours, is conducting sailings on the route.

New Blue Ocean offers 1,400 lane metres for trucks and containers. The business is based on a combination of freight and passengers traffic and the ship has a capacity for 750 passengers. The business operates under the name Stena Line Daea which is 90% owned By Stena and 10% owned by Daea.

Approximately 30 people will be employed in the business, which will be based in Sokcho and Seoul in South Korea. "It is exciting to see the new service on the new route starting. It's a new market for us but one in which we have a great deal of confidence," said Hans Nilsson, CEO of Stena International Freight. **Source : Ferries outis Europe**



The **PETRA** off Gibraltar for Bunkers – **Photo : Francis Ferro ©**

NAVY NEWS

CREW WELFARE: DELIVERING A HOME-FROM-HOME EXPERIENCE

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A television screen displays the Alphatainment interface, which includes icons for various services like IPTV, video on demand, and internet. A remote control is shown in front of the screen.

Royal Navy's sixth Type 45 destroyer HMS Duncan arrives in Portsmouth

HMS Duncan has arrived in Portsmouth Harbour for the first time.



The sixth and final new Type 45 destroyer built for the Royal Navy sailed into Portsmouth at around 9am today. Yesterday morning She was officially handed over to the navy by shipbuilders BAE Systems at a ceremony tin the afternoon. In the night , the Spinnaker Tower will light up in the colours of the Union Jack to pay tribute to the men

and women who helped build the six new destroyers. [HMS Duncan](#) is the sixth in line after [HMS Daring](#), [HMS Dauntless](#), [HMS Diamond](#), [HMS Dragon](#) and [HMS Defender](#). Source : The Portsmouth News

MADE IN HOLLAND



"Made-in-Holland" the 2 Moroccan Sigma frigates. [614 Sultan Mulay Ismael](#) & [613 Tarik Ben Ziyad](#) in the IJmuiden locks outbound from Amsterdam - [Photo's : Joop Marechal](#) ©



1 MegaWatt aan zonnepanelen bij de Marine



Twee jaar geleden bereikte Marinebasis Parera als eerste locatie op Curaçao de grens van 100 kW aan zonnepanelen en nu is daar de volgende mijlpaal. Inmiddels is 1 megawatt aan zonnepanelen geïnstalleerd verdeeld over de Marinebasis Parera en Marinekazerne Suffisant.

Drie jaar geleden is de marine op Curaçao en Aruba begonnen met een intensief energiebesparingsprogramma. Het water en elektriciteitsverbruik is per gebouw geïnventariseerd, er zijn energiedoelstellingen opgesteld en energieaudits uitgevoerd op de verschillende kazernes. Het personeel is bewuster gemaakt van het energieverbruik en gevraagd besparingsvoorstellen in te dienen. Vervolgens is de financiële winst weer geïnvesteerd in nieuwe maatregelen. Vergelijkbaar met een molensteen die langzaam op gang is gekomen en nu op snelheid draait.

Naast eigen energieopwekking is heel veel energie bespaard door het toepassen van plafondisolatie, dubbel glas, het wit schilderen van zwarte daken, vervanging van oude airconditioners en het plaatsen van schakelklokken en zonneschermen. Een eigen osmoseinstallatie maakt water voor de groenvoorziening op Marinebasis Parera en nieuwe gebouwen voldoen aan strenge bouwvoorschriften en worden extra geïsoleerd. Met deze maatregelen is het elektriciteitsverbruik in drie jaar tijd met een derde gedaald. Er wordt twee maal zoveel bespaard als dat er duurzaam wordt opgewekt. De energiebesparingen bij de marine leveren daarnaast ook een kleine bijdrage aan het nijpende energietekort op het eiland. Foto: Peter Bijpost

SHIPYARD NEWS

A photograph of two workers in safety gear (hard hats and high-visibility vests) looking at a large, thick rope. The background is a close-up of the rope's texture.

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The **DAMEN** built **ESNAAD 252** during trails in the Rotterdam-Region



The **Damen** built **ESNAAD 251** passing Maassluis outbound for yard trails

Photo : Cees Kloppenburg - www.photomaassluis.com ©

Strategic Marine to build key patrol vessel for Australian territory

Strategic Marine, a leading specialist shipbuilder with operations in Singapore, Australia and Vietnam, today announced it will build the Long Term Ashmore Capability (LTAC) for **Gardline Australia Pty Ltd** on behalf of the Government of Australia.

The LTAC will be a 40-metre On Station Vessel designed for reliable, flexible self-sufficiency on longterm deployment in tropical areas.

The order was awarded after a successful tender prepared under a teaming arrangement between Gardline Australia Pty Ltd, the owner and operator of the current Ashmore Guardian, Strategic Marine, the builder of the new vessel, and McAlpine Marine design Pty Ltd, the designer.

Once delivered, the LTAC will be deployed by Australian Customs & Border Protection to Ashmore Island, an external territory of Australia lying 500 nautical miles from Darwin in the Indian Ocean.

The vessel's steel hull and aluminium superstructure design stems from Gardline's previous experience with its Ashmore Guardian, the vessel currently operating in the same location and which the LTAC is intended to relieve and replace in mid-2014.



Among the LTAC's technical specifications are twin main Caterpillar 32 engines and a bowthruster, twin davits and tenders, a draft of 2.4 metres and breadth of 11.5 metres. There is accommodation for 17 crew and 26 passengers. It will be built at Strategic's multi-purpose shipyard in Vietnam.

Ron Anderson,
Strategic Marine's

Executive Director, said: "We are delighted our long experience in the construction of transport and patrol boats for many governments gave Gardline the confidence to select us to build for them under their contact with the Australian authorities."

Separately, this week Strategic Marine delivered the Njord Lapwing, the fourth in a series of eight vessels ordered by Njord Offshore (UK), underscoring Strategic's global capability to supply service ships for the offshore windfarm sector. The Lapwing follows February's delivery of the Njord Curlew and will be succeeded by next month's delivery of the Njord Petrel."

Tamil Nadu's 1st shipbuilding yard to come up in Tuticorin

The state budget held a special surprise for Tuticorin, allocating funds for the state's first shipbuilding yard in the city.

"Tamil Nadu Industrial Development Corporation (Tidco) will establish the shipbuilding yard in Tuticorin in a publicprivate partnership (PPP)," finance minister O Panneerselvam said on Thursday.

Tuticorin is one of the state's three major ports and can handle 27.04 million tonnes of cargo each year. Union finance minister P Chidambaram had announced in the Union Budget that the Centre would develop a new outer harbour at VOC Port in Tuticorin, also in the PPP mode, at an estimated cost of 7,500 crore.

Officials said the investment on setting up a shipbuilding yard will be determined by its capacity and other aspects.

Ideally, the presence of a major port near a ship yard can galvanise the shipbuilding industry. Officials said officials of the VOC Port are working jointly with the district collector on the project.

"The collector will have to look for a suitable location to set up the shipyard and the VOC port will extend all help in the process," a port official said.

VOC Port carried out a study in 2006 to set up a shipbuilding yard at the port, but the plan fell through and the land earmarked for the yard is being used by the port for other activities. **Source : IndiaTimes**

ROUTE, PORTS & SERVICES



Leerling Proces Operators

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21-03-2012 : The 2012 built ITA flag offshore tug/supply vessel **VOS THALASSA** entering Grand Harbour, Malta on for a crew change coming from Ravenna, Italy.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

Throughput of Israel's Zim at Da Chan Bay hits one million TEU mark

SHENZHEN's Da Chan Bay Terminal One has announced that it has handled the millionth container for Israeli shipping line Zim.

The ocean liner began calling at Da Chan Bay in August of 2009, and is among the terminal's first customers. It now offers seven services at the Pearl River Delta terminal, covering all the major trade lanes including the US, Europe, Asia and Africa from South China.

Said Zim Asia Pacific president Dan Hoffmann: "We are pleased to have played such a significant role in Da Chan Bay's success over these past few years. Likewise Da Chan Bay Terminal One has been instrumental in supporting the

growth of Zim in the western Shenzhen market since 2009. Our history with Da Chan Bay shareholder Modern Terminals goes back more than 40 years, and we look forward to continuing this relationship well into the future."

Said Da Chan Bay CEO Benjamin Lai: "Western Shenzhen has rapidly developed into a global manufacturing hub within the region. Da Chan Bay's strategic location in the Pearl River Delta provides carriers and logistics services providers with reliable and efficient access to western Shenzhen's manufacturing base." **Source : Schednet**

SILK Group's O&G division expands fleet

SILK Holdings Berhad (SILK Holdings), via its 70% owned subsidiary Jasa Merin (M) Sdn Bhd ("Jasa Merin"), entered into an agreement with Muhibbah Marine Engineering (M) Sdn Bhd ("Muhibbah") to construct three new Anchor Handling Tug Supply ("AHTS") vessels for a total consideration of approximately RM 216 million, said in the company's press release. This is part of its ongoing fleet renewal and expansion program. The vessels – consisting two (2) 62-metre, 60-tonne bollard pull vessels and one 70-metre, 120-tonne bollard pull vessel - will be equipped to meet the latest specifications and customer demands. The 62-metre vessels are rated at 5,220 brake horsepower ("BHP") while the 70-metre vessels has a rating of 10,800 B HP. The vessels are expected to be delivered in stages from the end of the current calendar year until early 2014.

Dato' Mohd Azlan bin Hashim, Executive Chairman of SILK Holdings said, "The vessels being contracted for today signifies just how far Jasa Merin has progressed. Once completed and fully operational, the new vessels will add to Jasa Merin's vessel roster, bringing it to 21 owned vessels. The fleet expansion being undertaken also signifies Jasa Merin's commitment to the Government's efforts to develop the Oil, Gas & Energy Sector, which represents one of the National Key Economic Areas ("NKEA"). This sector is a key contributor to economic development and plays a significant role in nation-building. Those of us associated with Jasa Merin feel privileged to be given the opportunity to play a part in the Government's efforts to develop the sector. Jasa Merin also believes it has the capacity and capability to continue to contribute to the various efforts under this NKEA." **Source : PortNews**



above a shot from Port of Esbjerg earlier this week showing three Esvagt units parading at the same quay. Closed to the camera is **Esvagt Gamma** (former **Smit-Lloyd 92**, built 1985 at Kraljevica) in the process of departing with cargo for the Siri field in the North Sea. Next vessel is the **Esvagt Omega** (built 1976 at Lowestoft as **Lovat Salvator**), which like **Esvagt Gamma**, is a modified UT 704-type. And running with all round supply duties for the Syd Arne field. The

third vessel is the [Esvagt Beta](#), which was converted from a deep sea fishing vessel to a standby/service and crew-change vessel. Esvagt took over the vessel under the name [Dorado](#) in Port Stanley at the Falklands in February 2008. The vessel is used for transportation of crew member to and from other Esvagt units on service at sea in the North Sea (Dutch, Danish, British and Norwegian sectors). [Photo / text : Bent Mikkelsen ©](#)



The [STENA HOLLANDICA](#) returned in Hoek van Holland after drydocking at [Keppel Verolme ship yard](#) in [Rotterdam Botlek](#) – [Photo : Kees Torn ©](#)

Hanjin Shipping upgrades on FE-USWC PSX service to 10,000-TEU class

SOUTH Korea's [Hanjin Shipping](#) is to upgrade its 7,500 TEU ships to 10,000 TEU following its the assignment of its 10,114-TEU [Hanjin Germany](#) in January this year on the FE-USWC PSX service, increasing the route's average capacity by 25 per cent.

This will replace its remaining vessels of 7,471 TEU with the 9,950-TEU range [Hanjin Spain](#), [Hanjin Korean](#) and [Hanjin Netherlands](#) and the 10,114-TEU [Hanjin Greece](#) in May. The final and sixth vessel of the 8,596-TEU [Hanjin Seattle](#) is due to be replaced at a later date.

These 10,000-TEU scale vessels were displaced from the FE-Europe trade with newbuildings in the 13,000 TEU range, according to a report from Paris-based Alphaliner. [Source : Schednet](#)

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.... PHOTO OF THE DAY



Heerema's **HERMOD** arrived under tow of the **HUSKY** in Cape Town – Photo : Aad Noorland ©

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