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rhb ROTTERDAM	PROJECT CARGO HEAVY LIFTS UP TO 1500 TONS INDUSTRIAL BREAKBULK ASSISTING OFFSHORE VESSELS	

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'Hollands Glorie' in China (at the ZPMC yard on Chang Xing island Shanghai).

Photo : Willem Ooms - IB-OOMS ©

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The **ISLAND SKY** arriving in Willemstad (Curacao)

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

Terminal operator seeks court order to end strike

By : Johnny Tam

A port operator at the **Kwai Tsing Container Terminals** is seeking an injunction to force hundreds of dockers back to work as their strike for a pay rise entered its fourth day. The workers' union said it was "completely wrong" to solve the dispute through the courts and pledged to continue the strike until their demands were met.

Gerry Yim Lui-fai, managing director of Hongkong International Terminals, which operates five of the nine terminals, said: "I've signed legal documents today. The application for an injunction takes time and requires the approval from the court, but we'll do it for sure." The company is a subsidiary of billionaire Li Ka-shing's Hutchison [Whampoa](#).

Yim said an injunction was necessary for safety reasons because protesters had allegedly stormed one of the contractor's offices.

Yim had warned on Saturday that the operator "would not tolerate any long-term action at the terminal".

Stanley Ho Wai-hong, of Union of Hong Kong Dockers, denied that any strikers were involved in the damage, but said they remained committed to their cause.

"If they think they can stop the strike through legal channels, they are completely wrong," Ho said. "No matter what tactics they use, our determination won't be weakened." About 450 dockers - up from about 300 on Saturday - were picketing a terminal roundabout yesterday as negotiations with the contractors employing them remained stalled. The workers are seeking a 17 per cent pay rise.

The operator said its contractors raised salaries by 5 per cent this year and that workers should be making HK\$21,000 per month.

The union said the industrial action had caused a serious operations slowdown, with 80 to 90 per cent of business interrupted. But Hongkong International Terminals said the impact had been minimal.

Yim said the impact was eased after dozens of workers returned to work, but he admitted there were concerns that traffic could be jammed after the Easter holidays.

Although different workers' unions, including Cathay Pacific Airways Flight Attendants Union, had voiced support for the strike, some container truck drivers complained that their income had fallen in the past days because of the strike.

"If the cargos go to other ports, then we'll have less work to do and our income will drop," said Tse Long, vice-chairman of Container Transportation Employees' General Union. He said he hoped the strike would end soon.

The striking dockers plan to march from Wan Chai to the government headquarters in Admiralty today to urge the Labour Department to set up negotiations. The department said it would follow developments and assist in talks between the two sides. It hoped that both could solve the problem in a calm and rational manner



Sarens positioned a small dozen of winches and is assembling the first level of the support structure on one "H-332" of the two barges for the installation of the new bridge "De Oversteek" in Nijmegen. **Photo : Ben Duym ©**

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Spotted at the Elbe river near Hamburg the 139 mtr long new building offshore wind turbine transport and installation vessel **AEOLUS** under construction fitting out at **Sietas Shipyard** in Hamburg for **Van Oord**, the **AEOLUS** will be outfitted with a crane capable of lifting 900 tonnes. Photo : **Boy Staats o/b Shoalway** ©

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29-03-2013 : The 2010 built PHL flag vehicle carrier **SUZUKA EXPRESS** entering Grand Harbour, Malta for the first time Photo : **Capt. Lawrence Dalli** - www.maltashipphotos.com ©

PAKISTAN SHIPBREAKERS TO CLOSE ?

Ship breakers have threatened to close the industry over the discriminatory tax treatment by the Federal Board of Revenue (FBR).

"The notifications issued by the FBR have made it difficult for us to continue our business activities," Dewan Rizwan Farooqui, chairman of the **Pakistan Ship Breaker's Association**, said on Saturday.

The association has planned a protest before the Karachi Press Club tomorrow (Monday) against the FBR. "If our demands are not met, we will stop our operation," he added.

Through two recently issued statutory regulatory orders, the tax body increased tax rate at the import stage, withdrew deferred payment facility for shipping agents on sales tax, and made mandatory payment of sales tax and government dues at the time of clearance of consignment.

Farooqui claimed that prior to issuing the notifications, former Finance Minister Saleem Mandviwala had taken the ship breaking industry on board and it was agreed that the industry would pay sales tax at the time of clearance and the income tax rate would be 2.75 percent, which would be final liability.

He said that the then finance minister instructed the FBR for issuing both the notifications, adding that but so far it issued only one notification, which suits them.

"However, regarding reduced income tax rate at import stage, the FBR is now refusing to honour the commitment made by the finance minister," he added.

The chairman said that due to this injustice the ship breaking industry had become uncompetitive compared with other melting sector as cost of steel manufacturing increased by Rs12,000 to Rs75,000 per metric tons. "Businessmen in the other melting sectors are still enjoying the tax benefits," he added.

Pakistan's steel consumption is about four million tons. Ship breaking industry meets 20 percent of total consumption, contributing 800,000 tons, whereas its total net tax contribution is higher than entire melting units.

About 32 active ship breaking units paid over Rs1.5 billion as income tax and Rs14 billion sales tax during the last four years. The ship breaker's association informed the FBR chairman and other officials of the discrimination in the recent discussion, stating that they were paying sales tax at Rs5,862 per metric ton, which was increased 23 percent from Rs4,840 per metric ton in the budget of 2012.

On the other hand, melters were paying sales tax at Rs5,600 per metric ton, which was reduced to Rs3,200 per metric ton in the budget 2012, the association stated. Due to this, the exchequer suffered a loss of nearly Rs9.6 billion per annum, it added. Farooqui said: "We do not want any confrontation with the government and protest will be peaceful."

"In case the government does not pay attention to our voice, we will have no other option but to stop work," he added. **Source : Imran Farooq**



The **SANDERLING ACE** approaching Malta – **Photo : Maritime Pilot Anthony Chetcuti ©**

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Canada's tough stance on Arctic shipping pollution praised

Canada is winning a rare bit of environmental praise from the international community for its stance on pollution from shipping in Arctic waters.

Documents obtained by The Canadian Press show Canada is pushing hard to outlaw the discharge of oily wastes or garbage anywhere in the North.

Canada's proposal, during negotiations for a mandatory global shipping code in the Arctic, has won the support of several countries including Germany and France — nations that often criticize Canada over the issues of climate change and management of wildlife such as seals and polar bears.



"Canada actually took quite good leadership on this issue," said Lars Erik Mangset of the World Wildlife Fund, which was an official observer at the talks held in late March in London.

Left : Canadian Icebreaker **SIR WILLIAM ALEXANDER** - Photo : Alan Knight ©

Low environmental protection

Countries belonging to the International Maritime Organization have been working to thrash out a mandatory code of conduct for shipping in Arctic waters as climate change makes the formerly ice-choked seas more accessible. The talks involve everything from the safety of sailors and construction standards for ships to rules to protect the delicate Arctic environment.

Forecasts suggest Arctic shipping will continue to grow over the coming decades in both volume and type — everything from huge ore carriers to cruise

ships carrying thousands of tourists.

Last September, an informal meeting in Washington of states involved in the talks produced a document outlining minimum standards on environmental protection.

"It aims quite low," said Mangset in an interview from Oslo, Norway.

In London, Canadian negotiators proposed much higher standards, based on Canadian legislation that has been in place since 1970. Those rules — similar to those in place for the Antarctic — forbid discharging oil, oily waste, or any kind of garbage into Canadian Arctic waters.

"The Canadian and Antarctic experience demonstrates that a zero discharge standard is practicable," says the Canadian proposal.

"The Canadian experience also shows that it is not a significant barrier to cost-effective shipping, for purposes ranging from community supply to resource development and limited but growing through traffic."

International law

Transport Canada, the department responsible for the negotiations, said the proposal is intended to ensure standards around the circumpolar world match those already in place in Canada.

"Canada continues to support the development of an international polar code that will provide an equivalent level of safety and environmental protection to that of our law," said spokeswoman Kelly James.

Although Canada's proposal was not formally tabled, it garnered enough support to make its way into recommendations that will now go meetings of the Marine Environment Protection Committee.

Those recommendations suggest dumping oil, oily waste or garbage into any part of the Arctic be against international law. The next talks take place in May.

Although the polar code was supposed to be in place already, Mangset said the earliest talks could end would be 2014, followed by an 18-month implementation period.

Shippers now operate in the Arctic under guidelines developed by the [International Maritime Organization](#), as well as a welter of rules and benchmarks developed by other bodies. The polar code, being negotiated under the auspices of the International Maritime Organization, is intended to bring all those issues under the same agreement.
Source : Canadian Press



The [TRINE THERESA](#) enroute Rotterdam – Photo : [Paul Gerdes](#) ©

Daily icebreaking service covered 31 vessels in the Gulf of Finland

Over the past 24 hours, 10 icebreakers of FSUE Rosmorport and one nuclear icebreaker [Rossija](#) (operates in the Gulf of Finland under the contract between Rosmorport and Atomflot) provided icebreaking assistance for 31 vessels in the Gulf of Finland, PortNews IAA learnt from the press service of Rosmorport. From the very beginning of the winter navigation, icebreaking service was provided to 3295 vessels.

The following vessels are currently engaged in icebreaking: [Captain Izmailov](#), [Captain Zarubin](#), [Yuri Lisyanski](#), [Mudyug](#), [Moskva](#), [Karu](#), [Sankt-Peterburg](#), [Tor](#), [Captain Sorokin](#), [Captain Nikolayev](#) and [Rossija](#).

We remind that ice restrictions were introduced in Big Port St. Petersburg from December 4, 2012 according to the Harbor Master's order permitting navigation of non-reinforced vessels only with the assistance of icebreakers. From December 24, tug-and-tow trains or non-reinforced vessels are allowed to carry out ice navigation only with the assistance of icebreakers, while ice class vessels are permitted to carry out non-escorted voyages upon icebreaker's permission and recommendation or with icebreaker's assistance. Ice restrictions were eased in Big Port St. Petersburg and Passenger Port of St. Petersburg from March 5, 2013. Vessels with Ice I class and over are allowed to carry out non-escorted voyages within the water area of Big Port St. Petersburg upon icebreaker's permission and recommendation or with icebreaker's assistance. Ice navigation of non-reinforced vessels is allowed only with icebreaking assistance, while tug-and-tow trains are banned from ice navigation.

15 icebreakers are deployed for operation in Russian part of the Gulf of Finland in winter navigation of 2012-2013, including 14 diesel-electric icebreakers of Rosmorport FSUE and one nuclear icebreaker of Atomflot FSUE.



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Photo : Maritime Pilot Anthony Chetcuti ©

CORRECTION ON **Time for SA to own its merchant shipping, Brics meeting hears**

shippingnewsclippings number 86 dated 27-03-2013

In this article Mr **Napo Ramodibedi** was misquoted by the press and he would like to say his "correct comments" via the **newsclippings** as follows :

My pertinent comments at the BRICS Maritime Forum were as follows:

South Africa has made its ambitions clear regarding the participation of South African shipping companies in ship ownership and the resuscitation of the South African flag. Equally the African continent has pronounced its ship owning ambitions through for example the **African Union Maritime Charter** and the **Integrated Maritime Strategy**. There are several opportunities to achieve this goal, but paramount would be securing cargo on the back of which such tonnage can be operated and acquired. There are several opportunities to secure such cargo:

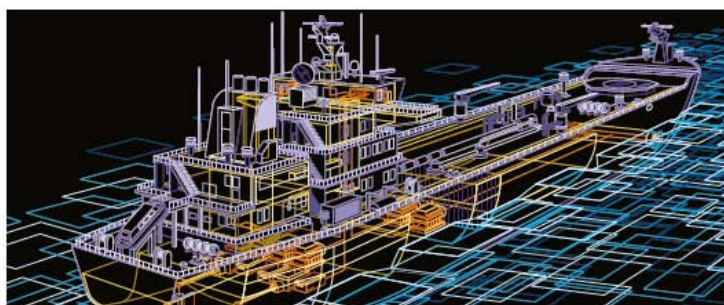
a) **Offshore shipping:** Several African countries hold equity and/or are participants in offshore oil and gas exploration taking place off both the East and West coasts of the continent. These entities can and should insist that some of the vessels chartered for offshore oil and gas exploration are owned or operated by local South/African companies;

b) A hinderance to the development of South African tonnage is the fact that the majority of bulk cargos out of South Africa are shipped on an FOB basis, leaving the nomination of the carrier to the foreign purchaser, as opposed to the local mine. Whilst engagements with the mines are crucial to understand how South African/African companies can engage more actively in the shipping of these cargos (including the balance CIF cargos sold by the mines; it is equally crucial, in the context of BRICS that South Africa engages its BRICS counterparts who are procuring minerals on an FOB basis from South Africa and negotiate a portion of this trade be carried by South African companies;

c) A lot of investment by African countries has gone into transport infrastructure development across the continent in order to ensure more rail and port capacity. These investments cannot be solely for extractive purposes. If African governments want to see their full return on their investments they should ensure the participation of African shipping companies in the shipping of the increased capacity of goods coming in and out of their ports.



The **NILEDUTCH LEOPARD** taking bunkers in Singapore – Photo : Piet Sinke (c)



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Summit of APR seafarers' trade unions will be held in Vladivostok on August 22-23, 2013

XXX summit of trade unions of Asia-Pacific Region's seafarers will be held in Vladivostok on August 22-23, 2013. It will be attended by representatives from 17 APR states and 10 European countries, says the press center of Seafarers' Union of Russia. Russia will be represented by the SUR delegation headed by its Chairman, Yuri Sukhorukov.

YACHT TRANSPORT IN ROTTERDAM AREA



Newbuilding yacht built at **OCEANCO** loaded onboard the **SMIT BARGE 8** passing the Erasmus bridge in Rotterdam and was moored later at the **Mammoet** premises in Schiedam as seen below

Photo top : Niilo Alakopsa © Photo below : Freek Koning ©



Wagenborg's **WATERMAN** arrived In Rotterdam with the **Lastdrager 26** loaded with a large aluminium superstructure built by **ALUSHIP** for yacht builder **OCEANCO**

Photo : Willem Holtkamp - <http://fotomaker.jalbum.net/FOTOMAKER/> ©



NAVY NEWS



30-03-2103 : The Chinese Navy **Fusu Class** Replenishment Ship **PLAN QINGHAIHU 885** and the **Jiangkai II Class** (NATO codename – Type 054 Frigate) **PLAN HENGYANG 568** leaving Grand Harbour, Malta.
Photo's : Capt. Lawrence Dalli - www.maltashipphotos.com (c)



Taiwan adds patrol ships amid tensions

Taiwan President Ma Ying-jeou has commissioned new patrol vessels to beef up surveillance around the Senkaku Islands, a buildup apparently aimed at standing firm against Japan and China. The Ma administration has reinforced Taiwan's fleet of patrol ships to secure interests in both the South China Sea and the East China Sea, where the Senkaku Islands are located in Okinawa Prefecture.

China and Taiwan claim sovereignty over the Senkaku Islands. Taiwan's new patrol vessels commissioned Saturday are the 2,000-ton-class **Hsin Bei** and the 1,000-ton-class **Hsun Hu No. 8**. The **Hsin Bei** is Taiwan's first patrol vessel equipped with 40mm autocannons.

In a speech at a commissioning ceremony in the city of Kaohsiung, Ma said, "With escalating tensions in the surrounding waters, [maritime] missions have grown in frequency."

Ma boarded the **Hsin Bei** for a drill in which the vessel discharged a stream of water while the electric signboard on its bridge displayed a warning for foreign vessels to leave. The warning was written in Japanese and Chinese.

Deployed in the northern Taiwan city of Keelung, the Hsin Bei patrols the northern region of Taiwan's waters around the Senkaku Islands.

Taiwan's Coast Guard Administration (CGA), which is the island's equivalent of the Japan Coast Guard, has patrol vessels equipped with up to 20mm autocannons, but the aging of its boats and their equipment has become evident.

"We can't win even over pirates," said Lan Ning-li, a retired Taiwan Navy vice admiral.

Criticism grew over Taiwan's maritime capabilities after a Taiwan fishing boat sank in a collision with a JCG vessel off the Senkaku Islands in 2008. Taipei then began bolstering its fleet of patrol ships; under a plan to expand its fleet to 173 vessels by 2016, Taiwan plans to commission 37 new ships, including the two unveiled Saturday.

In September, a Taiwan fishing boat that entered waters near the Senkaku Islands was escorted by a CGA patrol ship that fired water cannons toward a JCG vessel.

In January, a Taiwan patrol vessel escorted a leisure fishing boat heading to the waters near the Senkakus. At that time, Taiwan took a firm stance against China, calling on an approaching Chinese government vessel to leave immediately.

As of last year, China's State Oceanic Administration alone had about 400 vessels, including 27 vessels that are in the 1,000-ton-class or larger. China has several maritime government bodies.

But Lan said the CGA plan would bolster Taiwan's maritime ability, saying, "[Taiwan] can't compete with China in terms of the number [of vessels] but could compete well in terms of quality."

However, the United States expressed displeasure to Taiwan about its vessels approaching the Senkaku Islands, according to sources.

Currently, Japan and Taiwan are arranging to resume fisheries negotiations. Ma said Saturday he hopes the talks will be concluded soon. "The Ma administration is unlikely to take provocative action for the time being," a source familiar with the matter said.

Aboard the **Hsin Bei** vessel on Saturday, Ma inspected waters northwest of Kaohsiung, far from the Senkaku Islands, in apparent efforts to avoid raising tensions with Japan further. **Source : Stars and stripes**

MMEA receives five ships to reinforce OPS Daulat

The **Malaysian Maritime Enforcement Agency (MMEA)** Sabah and Labuan region received five ships to reinforce its operations under Ops Daulat, off Lahad Datu and Semporna waters.

Its enforcement chief First Admiral (Maritime) M. Karunanithi who received the vessels at the Navy base in Sepanggar said in a statement that there inforcement would enable the agency to expand its patrolling and supervisory radius.

"This would ensure additional security and prevent intrusion by undesirable elements into the country," he said.

He expressed his appreciation to the security forces involved in the operation while reminding them to be always vigilant against security threats. **Source : BERNAMA**

Migrants rescued

A group of 82 African migrants were taken ashore at Haywharf after they were rescued by the Armed Forces of Malta when their craft was seen drifting 68 nautical miles south of Malta. An AFM King Air B200 maritime patrol aircraft located the migrants' craft at 12.22am following an extended search and a patrol boat was sent to the site to render assistance.



When it was verified that the migrants' craft was disabled and that the people on board required rescue, the migrants were taken on the patrol boat. The group includes 10 women, one of them pregnant, and a baby. They are claiming to be from Somalia. Another 260 immigrants arrived in Lampedusa on three boats.

Source : Times of Malta

29-03-2013 : The Armed Forces of Malta (AFM) Protector Class **OPV P51** with the 82 rescued migrants approaching Marsamxett Harbour, Malta

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

SHIPYARD NEWS



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Goa Shipyard hands over patrol vessel to Indian Coast Guard

ICGS Vaibhav, an indigenously designed 90-metre class offshore patrol vessel (OPV), built by **Goa Shipyard Ltd** (GSL), was handed over to the Indian Coast Guard March 31st, officials said.

ICGS Vaibhav is the third in a series of three OPVs built by GSL for the Indian Coast Guard. The vessel is equipped with advanced state-of-the-art navigational and communication equipment and sensors, the official said. The vessel is designed to carry a helicopter and five high-speed boats for search and rescue, law enforcement and maritime patrol. It is also capable of carrying pollution response equipment to combat oil spill at sea. The ship is fitted with a Global Maritime Distress and Safety system (GMDSS) making it an apt platform to carry out search and rescue operations, he said. Source : **Indiatimes**



U.S.C. Barnkrug's Dwt 8,733 General Cargo **"MONSUN"** on her 1st. Special Survey at **Mario López Shipyard** in Málaga. Photo : **Enrique Pérez - Cernaival Shipyard** ©

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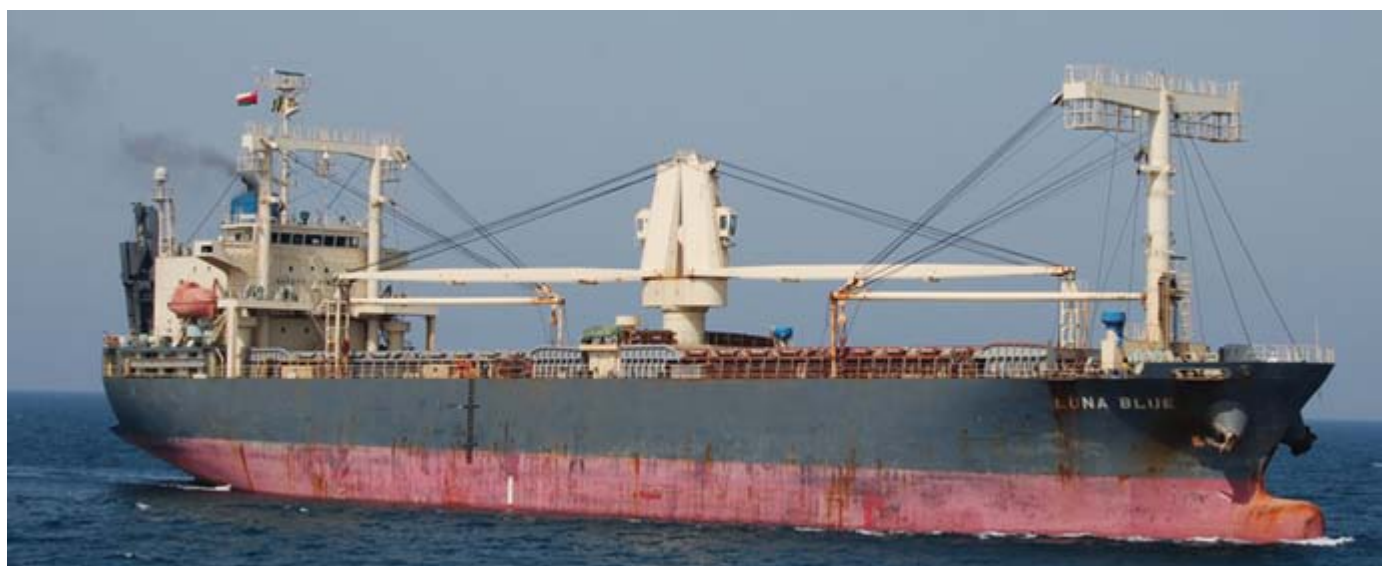
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The **LUNA BLUE** approaching Sohar Port – Photo : Rik van Marle (c)

New earnings driver for Alam Maritim

Besides its offshore support vessels (OSV) business, **Alam Maritim Resources Bhd** is betting on its subsea services and offshore installation construction (OIC) segment to be another significant earnings driver this year.

"Our main bet will still be on OSV but this year we will be focusing more on our turning star segment – the subsea services and OIC – to be our cash cow as well.

"Earnings for OSV segment is expected to be stabilised for the next two years and we are expecting our subsea and OIC segment to be the game changer.

"We have been beefing up our capacity for the last two years in this segment with the intention of becoming an integrated oil and gas player. In a nutshell, we could expect significant improvement in earnings for 2013," managing director and chief executive officer Azmi Ahmad told StarBiz recently.

Azmi said that based on the trend of the oil majors' capital expenditure plan, these two segment were expected to contribute 50% of the company's profit after tax within two years.

Alam Maritim's OSV segment recorded a pre-tax profit of RM44.6mil in financial year 2012 ending Dec 31, an increase from RM8.7mil a year ago.

Its subsea services and OIC segment pre-tax profit also jumped to RM11.8mil last year from RM4.2mil in 2011.

These two segments very much propelled the big jump for its net profit last year that stood at RM60mil from RM13.6mil in 2011.

It was reported that Alam Maritim had integrated the OSV, subsea services and OIC operations early last year to provide more cost savings for its clients.

On contracts, Azmi said its order book was at RM1.5bil and tender book at RM2.5bil. "Historically our success rate is between 20% and 25%," he said. **Alam Maritim** has been on investors and analysts' radar lately led by the robust oil and gas activities that have been gaining traction.

According to a news report, Petroliaam Nasional Bhd (Petronas) was speculated to award as many as 34 offshore support vessel (OSV) contracts worth RM3bil from mid-March onwards.

Petronas' capital expenditure (capex) is expected to increase significantly in the next three years. Its capex rose by 11% to RM46bil last year, and the OSV market is estimated at between RM3bil and RM4bil per year. Alam Maritim controls 10%-15% of the OSV market share.

On moving up the value chain, Azmi said the company was going to add more value (technically and financially) to its subsea and OIC segment.

On risk service contract (RSC), Azmi said it would require huge resources as RSC was a technical and balance sheet game. "Currently, we are monitoring the development of the RSC segment and are beefing up our capacity by building more value to our existing business," he said.

On capex, Azmi said Alam Maritim had for the last two years incurred quite a significant capex to tap the opportunity for this year onwards.

"Therefore this year will be the period where we need to crystallised our investment in the form of sustainable earnings and we don't expect any major capex to be incurred during this period.

"There is no fund-raising exercise this year," he said.

Nevertheless, Azmi expects to welcome two 12,000 brake horse power anchor handling tug and supply (AHTS) vessels within the first half of this year to join its 43 vessels in its fleet. These two AHTS are under a joint venture with Lembaga Tabung Haji. **Source : The Star**



PT PELNI's KELUD moored in Batam (Indonesia) – Photo : Piet Sinke ©

Gopalpur set to be an all-weather port

Gopalpur port off Ganjam coast in Odisha is now all set to start operation as an all-weather port.

Gopalpur Port Limited (GPL) has already notified the opening of the port for commercial traffic after experts from Indian Institute of Technology (IIT), Chennai, nodal agency appointed by Odisha government to certify its operational readiness, gave a go ahead.

"Actual port operation will start within the next fortnight," GPL director M M Moharana said adding the port can now handle around three million tonne cargo annually.

Port operation at Gopalpur were suspended during the last two years as the erstwhile seasonal minor port was being converted into a major all-weather port. Around Rs 600 crore has been invested in the project so far, he added.

Moharana said the construction of two more berths and jetties was expected to be completed in the next six months raising the capacity of the port to load 10 million tonne cargo. **Source :**

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SVITZER BISON AND BUFFEL LOADED ONBOARD FAGELGRACHT

In the port of IJmuiden the Svitzer tugs **SVITZER BISON** and **BUFFEL** were loaded onboard **Spliethoff's FAGELGRACHT**



Left : The **SVITZER BISON** getting lifted onboard the **FAGELGRACHT**

Photo : Joop Marechal ©

And followed as seen below by the **SVITZER BUFFEL**

Photo's below : Marcel Coster ©



After seafastening the **FAGELGRACHT** departed from IJmuiden bound for St Thomas where the tugs **BISON** and **BUFFEL** will be offloaded and will proceed on her own power to the Dominican Republic

PSA International posts profit rise despite 'difficult operating environment

Port operator PSA International saw revenue rise to S\$4.5billion in 2012 and a net profit increase of 10.7% to S\$1.26billion, its yearly results announced today (Thursday) have shown. The Group, which operates at terminals around the world including its flagship operations in Singapore and Antwerp, posted 60.06 million teus last year increasing 5.2% from 2011. Its Singapore Terminals set a new record by handling 31.26m teus with a growth of 6.4%. Mr Fock Siew Wah, Group Chairman, PSA International said: "The year 2012 saw many milestones for PSA. We celebrated 4015 – 40 years of containerisation in Singapore and 15 years of corporatisation – whilst our flagship Singapore Terminals crossed the 30 million teu mark for the first time.

"As we reflect on these milestones, we are humbled by the fact that we rely on the support and patronage of our customers and business partners; without them, these milestones could not have been realised." He said difficult operating environments and uncertainties were likely to continue into 2013 but he remained confident "that the collective commitment of our management, staff and unions to work very closely together, and with the cooperation of our customers and partners, will put us in good stead to overcome any challenges that we may face."

Mr Tan Chong Meng, Group CEO, PSA International said: "The continuing roll-out of mega ships, ordered during sunnier economic times a few years ago, saddled the industry with overcapacity in container shipping tonnage. This, combined with a downcast global market place of regional economic woes, weak or increasingly domestic trade flows, and high bunker prices set an ominous and confidence-dampening environment. "Against this backdrop, the PSA Group has managed to achieve a credible 4.3% growth in revenue to S\$4.5billion in 2012. We thank all our customers for their faithful patronage and we are also appreciative of our business partners who have co-worked and co-invested with PSA in many locations globally." **Source: PSA International**

Fairmount Sherpa delivered rig Arctic I in Las Palmas

Tug **Fairmount Sherpa** has safely delivered rig **GSF Arctic I** in Las Palmas. The rig has been towed from offshore



Rio de Janeiro, Brazil, to Las Palmas de Gran Canaria, Spain. **GSF Arctic I** is a semi-submersible drilling rig for deepwater operations, owned by Houston based Transocean. **GSF Arctic I** is designed to drill up to depths of 10,000 meters. The rig is 78 meters long and 61 meters wide. The voyage covered a distance of almost 4,000 miles across the Atlantic Ocean with an average speed of 4.1 knots, the destination offshore Las Palmas was reached. Upon arrival offshore Las Palmas de Gran Canaria **Fairmount Sherpa** performed anchor handling activities for the **GSF Arctic I**, mooring her on her eight anchors. Once the rig was safely anchored and moored, the **Fairmount Sherpa** was thanked for her services. **Fairmount Marine** is a marine contractor for ocean towage and heavy lift transportation, headquartered in Rotterdam,

the Netherlands. Fairmount's fleet of tugs consists of five modern super tugs of 205 tons bollard pull each, especially designed for long distance towing, and a multipurpose support vessel. Fairmount Marine is part of **Louis Dreyfus Armateurs Group**.

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Pelindo to take over running of main Batam ports

Ending a period of uncertainty, the **Batam Free Trade Zone Management Agency (BP FTZ)** is reported to be handing over the management of three ports in Batam to **PT Pelindo I** by the end of this year. The island of Batam lies to south side of the Singapore Strait ports are Batuampar Shipping Port, Sekupang Domestic Port, and Telagapunggur Domestic Port.

The free trade zone manager's partners who had previously been running Batuampar Port, Batam's main import-export terminal, would merge with **PT Pelindo I**, the report said. The BP FTZ needs an operator that is able to manage Batuampar and the two other terminals. currently under its responsibility. Amidst an anticipated increase of logistics needs for import-export activities among service users Pelindo is seen as having the capacity to handle the expansion needed.

After the takeover, PT Pelindo I will be responsible for improving the logistic transportation system at Batuampar Terminal and other passenger sea transportation terminals such as Sekupang Port, which is the main passenger seaport from Batam to several areas across the Riau Islands, and Telagapunggur Port, the main seaport from Batam to Tanjung Pinang, the capital of the Riau Islands Province, and Lingga regency. **Source: Seatrade Global**



The Malaysian flagged **ALIED CONQUESTS** passing the Singapore Straits, the 76.2 mtr Offshore Support Vessel is built at UAB Vakarų Laivų Remontas (JSC Western Shiprepair) - in Klaipėda under Yard No 10-565-30 and delivered 26 July 2008 to **Allied Support Corp.** the vessel is powered by 4 Wartsila main engines with a total installed power of 7396 SHP which are driving 2 Azimuth Electric Drives for a top speed of 12.0 knots **Photo : Piet Sinke ©**

	 <h3>Leerling Proces Operators</h3> <p>TOS zoekt voor de BP Amsterdam Terminal (BAT) Leerling Proces Operators. Ben je woonachtig in de regio Amsterdam en beschik je over een technische en/of nautische opleiding op MBO-niveau? Mail dan onze divisie Select: select@tos.nl Ervaring op een tanker of in de procesindustrie is een pre.</p>	
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LNG terminal facing problems?

The construction of Poland's LNG terminal in Świnoujście may be at risk, as both members of the consortium responsible for its construction are experiencing problems, reported Dziennik Gazeta Prawna. The Polish member, PBG, is in bankruptcy proceedings. The company had a loss of zł.3.7 billion in 2012 and saw its revenue fall by 50 percent that year.

Italian firm Saipem, which is the leader of the consortium, may in turn be sold by its main shareholder ENI after its shares lost in value as a result of a corruption scandal. "The construction is safe and for the time being there are no

signs that the situation at PBG could have an impact on the pace of work," said Maciej Mazur, the spokesperson for the terminal operator, Polskie LNG.

The timing of the opening of the terminal is crucial for gas distributor PGNiG. The company has signed a contract with Qatargas to buy 1.5 billion of cubic meters of liquified gas per year. The first delivery was supposed to arrive at the Świnoujście terminal in H2 of 2014. **Source: Warsaw Business Journal**

OLDIE – FROM THE SHOEBOX



The **BELLAMAR** moored in the Miami River in 1985 - **Photo : Harry Stott (c)**

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.... PHOTO OF THE DAY



The 119 mtr long Old lady "**TK LONDON**" passed Cuxhaven bound for Brunsbüttel port. Wonderful to see the 31-year-old ship is still alive the General cargo ship is built in 1982 as the **LA MANCHA** at Asakawa Zosen K.K. - Imabari under yard number 310, renamed **OK No 1** in 1992 by the owner Kee Yeh Maritime, in 1994 the vessel got the name **SAMUDERA INDAH** followed by **MELINAU TIGA** in 1995, the name **TK LONDON** the vessel received in 1998 when she was purchased by her present owner **KIRAN HOLDINGS AS** (Turkey) in May 2001 the master of the vessel made the News headlines when he was arrested after colliding with a Trawler in the Aegean Sea the vessel did not stop to assist after the accident and was intercepted by the coast guard two hours later based on a description by the rescued fishermen **Photo : Maik Ebel ©**