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The MIGHTY SERVANT 1 enroute Rotterdam – Photo : Kees Torn ©
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HARBOUR 1357 // BRIELSELAAN 69 // 3081 AA ROTTERDAM
P.O. BOX 59053 // 3008 PB ROTTERDAM // THE NETHERLANDS
TEL NR: +31 (0)10 – 215 10 53 // FAX NR: +31 (0)10 – 423 01 36
INFO@OCEANWIDESAFETY.NL // WWW.OCEANWIDESAFETY.NL



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The 1999 built 225 mtr 75265 DWT bulker **GRAZIA BOTTIGLIERI** in the port of Haifa – Photo : Peter Szamosi ©

China Turns Graveyard From Goldmine Hurting Ship Makers

For shipbuilders such as **STX Group**, China was once a goldmine. Now it's a graveyard. China's lower appetite for commodities undermined the group's plan to sell its shipping line, wiping out a combined \$435 million of investor wealth at the South Korea-based conglomerate's three main companies this week. That also threatens the group's ability to repay \$1.2 billion of debt by the end of the year.

STX's crisis comes after last decade's boom prompted the group to set up a shipbuilding and offshore complex in Dalian, northeastern China. With Asia's biggest economy slowing down and the European crisis adding to a plunge in cargo rates, **China Cosco Holdings Co.** (1919), the nation's biggest mover of bulk commodities and containers, last week reported a loss for 2012, a third straight annual loss.

"China was the promised land, something STX Group saw as an opportunity to help it become much bigger," said Park Moo Hyun, an analyst at E*Trade Securities Korea in Seoul, who doesn't rate any of the group companies. "It's turned into a nightmare, a big investment that is coming back to bite them."

STX, a conglomerate that owned \$23 billion in assets as of April last year, is trying to raise 2.5 trillion won (\$2.2 billion) through asset sales. It will know this week whether creditors will accept a request for a voluntary debt rescheduling by its shipbuilding unit. The group has 1.37 trillion won of bonds due this year, it said.

Worldwide Slowdown

Since the credit crisis, orders to build new ships have plunged. Contracts for new vessels halved to \$84.7 billion last year, compared with \$174.7 billion in 2008, according to Clarkson Plc, the world's biggest shipbroker.

China Cosco reported a bigger-than-expected loss of 9.56 billion yuan (\$1.5 billion) last year on a slump in dry-bulk rates. The company plans to sell its logistics unit. It may raise as much as 27 billion yuan selling assets to its parent, said two people with knowledge of the matter last month.

A downturn affects **STX** significantly as the group builds ships as well as engines and other components that go into it. All five of the group's listed units lost money last year. **STX Offshore & Shipbuilding Co.** (067250), the world's fourth-largest shipbuilder by order book, had its biggest loss in 2012 since 1998, when it started compiling data.

Creditor Watch

STX's founder and Chairman Kang Duk Soo, 62, is no stranger to dealing with struggling companies. In 2001, he bought **Daedong Shipbuilding Co.**, then just out of court protection and renamed to **STX Offshore**.

Creditor banks are expected to make a decision on STX Offshore's request this week, according to state-run Korea Development Bank (KDBZ), the biggest lender to the group. STX will work closely with the creditor banks as well as sell additional assets to improve finances at the shipbuilding unit, the group said in an e-mailed response to questions.

Of the 2.5 trillion won it's trying to raise through asset sales, the group has received 1.13 trillion won from selling its stakes in STX Energy Co. and STX OSV Holdings Ltd. (SOH) It also merged STX Metal Co. with STX Heavy Industries Co., the world's third-biggest maker of marine engines, to improve finances.

Lender Boost

The group has about 11.3 trillion won in debt. Shipbuilders typically receive money from customers in several installments while a vessel is being built.

While STX seeks to reschedule STX Offshore's debt, efforts to sell **STX Pan Ocean** may gain pace, according to Park Eun Kyung at Samsung Securities Co. in Seoul. That's because earnings may improve in the second half as freight rates are expected to increase, she said. Korea Development Bank has said that it may consider buying STX Pan Ocean shares if the sale attempt falters. The state-owned lender is the second-biggest shareholder of the commodities shipping company after STX Corp.

STX Group is also trying to sell a stake in the Dalian shipyard to Chinese investors, scrapping an earlier plan to sell shares in a Hong Kong or Singapore listing. "This should help the group tide over the immediate, short-term problem," said Um Kyung A, an analyst at Shinyoung Securities Co. in Seoul. "But it really needs the shipping industry to recover before it can pull itself out of its current situation." **Source: Bloomberg**

Improving the competitiveness of German shipping – shipowners call on German government to take action

Numerous stakeholders of the maritime sector will be meeting in Kiel on 8 and 9 April for the 8th National Maritime Conference (NMC) to discuss the future of the Germany maritime industry. At the NMC, in the interests of German shipping companies the German Shipowners' Association (VDR) will urge policymakers to take speedy action concerning the following points in order to improve the international competitiveness of German shipping.

Faster, final abolition of insurance tax on shipping pools

The issue concerning the imposition of insurance taxes on shipping pools, which has still not been resolved with the German government, represents a major threat to the shipping industry in Germany. The majority of tramp owners

bundle ships to form pools in which the pool members' revenues are distributed amongst one another to be able to serve with their vessels in the volatile shipping markets. Pools have been a common practice for decades in the German as well as in the international shipping community. At the end of 2012, the Federal Central Tax Office had unforeseeably declared that shipping pool income was generally liable to 19% German insurance tax. After heavy protest from the shipping industry and members of the German Parliament, this new interpretation of the German tax law, which in its original version dates back to 1922, has preliminarily been shelved. Like the proverbial Damocles' sword, the threat of tax notices remains hanging over many shipping companies, for which the additional tax payments would mean their certain liquidation. "There is a political consensus that shipping pools meet neither factual nor legal prerequisites to apply an insurance tax but we still await clarification by the German government," said VDR President Michael Behrendt. "The German government needs to solve this matter as soon as possible."

Legal certainty regarding protection against piracy still outstanding

New statutory regulations are to finally achieve legal certainty for the deployment of private armed security forces on ships sailing under the German flag. "We continue to believe that the best way to protect seafarers on board our ships sailing under the German flag would be to employ sovereign forces," said Behrendt. Though the federal German government is due to a plethora of legal and practical reasons not prepared to actually take this step. "To defend our seafarers against pirates, the only solution shipping companies therefore have is to enlist private security services," Behrendt added. After the German Bundestag (lower house of parliament) had already cleared the way for private protection teams to be deployed on board in December 2012, the necessary regulations have yet to materialise.

The planned approval process for security companies must be compatible with the approaches chosen by other flag states and should therefore be geared to the strict guidelines of the International Maritime Organisation (IMO). "Our seafarers will not be helped if German special regulations prevent market access by foreign companies, meaning that security firms will not be available on the market in sufficient number," said Behrendt.

A more efficient and service oriented flag state administration

Another competitive drawback for the German flag is the complicated and still insufficiently attractive flag state administration in Germany.

"From the perspective of a German shipowner we need a modern flag state administration in Germany which is competitive especially with its European counterparts," said Behrendt. "The large number of public authorities that need to be contacted and long processing times of the German administration do not meet the needs of a 24/7 shipping industry that is active throughout the oceans of the world." Not only does the VDR call for good reachability and speedy response times of the German flag administration; it also demands a central point of contact for all interests of the maritime shipping sector. Behrendt: "We aren't calling for privatisation but we believe that the German administration still has a lot of room for improvement when it comes to service-orientation and efficient flag management. With other European flags currently paving the way to a modern and efficient administration, the German authorities must face this competition and be appropriately structured and equipped as soon as possible."

Federal government must ensure constancy of shipping subsidies in the medium term

In 2012, the maritime sector together with the German government agreed to promote vocational training and employment in Germany with a total of 90 million euros per annum. To this end, the subsidisation of the German shipping sector must be solidified at a level of just under 60 million euros. Via the new foundation for promoting Germany as a place for maritime business ("Stiftung Schifffahrtsstandort Deutschland"), German shipowners make an annual financial contribution to the trust fund of the foundation amounting to 20 million euros to promote the vocational training of junior maritime talent. Another ten million euros are added through an increased charge imposed on vessels owned by German companies but sailing foreign flags.

"By providing 30 million euros, German shipowners are – in spite of the crisis – making a substantial contribution towards ensuring to keep maritime expertise in Germany," said Behrendt. "We now expect a clear signal from the federal German government that it will adhere to its share of the agreement in the years beyond 2013."

Owing to the difficult crisis, shipping companies need to ensure that the flags under which their vessels sail are economically viable. "Many shipping companies feel a bound to the German flag and would actually like to bring more vessels under it," said Behrendt. "However, we would need to achieve the improvements mentioned in terms of the competitiveness of the German flag state administration before the shipowners can take this step."

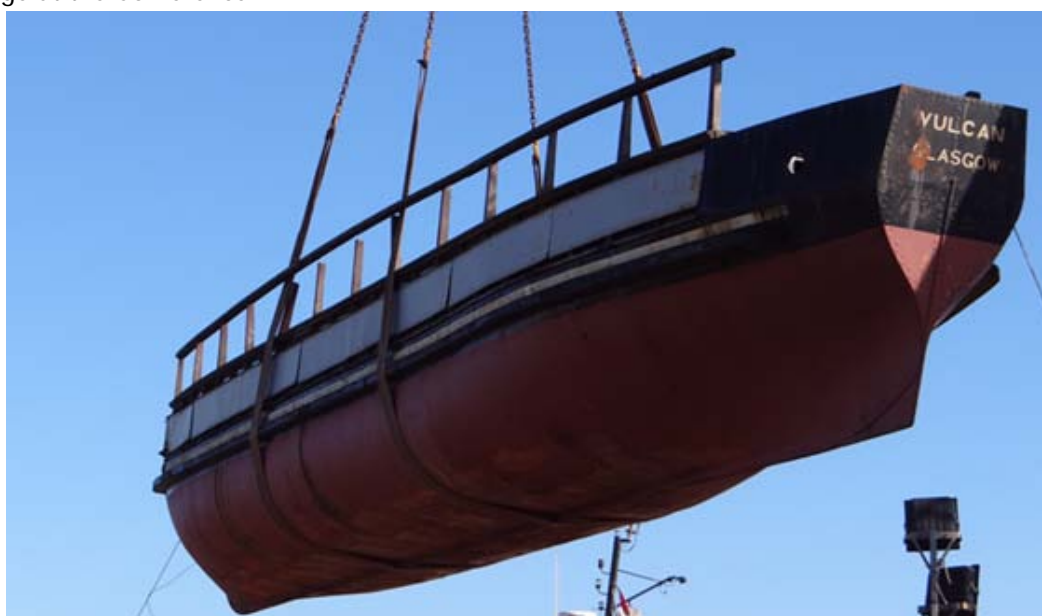
Charter rates remain at low level – trend towards close cooperation

Freight and particularly charter rates continue to stagnate at a low level. "The pressure for introducing a tightened market consolidation is growing especially tramp owners. There is a trend towards close cooperation," Behrendt said. Some companies bundle individual sectors and services in order to cut down on costs. "The process could pick up speed if the situation in the maritime shipping markets does not improve," according to Behrendt.

Nevertheless, German shipowners are making an effort to reduce the overcapacities on the market that were caused by the severe financial and global economic crisis of 2008/09. Since the beginning of the crisis, they have practically not ordered any new ships. Moreover, scrapping of old tonnage has increased significantly. In 2012, the German maritime fleet contracted for the first time in decades. The number of ships under German management declined by over 100 vessels compared with 2011, to just under 3,700 ships.

Supply and demand begin to converge – global trade is growing again

Nonetheless, shipping remains a growth industry. Without shipping, there would be no globalisation and world trade would not be possible to the extent witnessed today. According to the IMF, global trade is expected to grow substantially in the near future, by 3.5 per cent this year and by 5.5 per cent in 2014. According to conservative forecasts, such as by IHS Global Insight, global container traffic is expected to grow by 27 per cent between 2012 and 2017. "Supply and demand are clearly converging once again, if you compare this growth in demand with the shrinking order portfolio and rising scrapping activities worldwide," Behrendt said. With the world's third biggest merchant fleet, German shipowners also stand to benefit from this trend. Behrendt added: "It is uncertain, however, whether shipping companies – particularly small and medium-sized with only a few vessels – will be able to bridge the coming months. Policymakers have so far turned down many of our pragmatic proposals to solve the problems, and this must change at the Conference."



It is understood that the first vessel totally constructed of iron was the 20m horse-drawn barge **VULCAN** built in 1819 to carry passengers between Edinburgh and Glasgow, but scrapped in 1873. This replica was built in 1988 and on April 2nd 2013 was moved from Glasgow to Arbroath for restoration by **MacKay Boatbuilders (Arbroath) Ltd.** **Photo : Maurice Napier ©**

EU parliament accepts proposal for penalty on bloc's ship owners

The European Union (EU) has long been striving for improvement in the working condition in the ship-breaking yards in Bangladesh and other South Asian countries. Besides, it is also trying to enforce measures to address environmental concerns in the ship-breaking yards of these countries, where scrapped ships are dismantled regularly.

To improve the working condition in the South Asian ship-breaking yards, the European Parliament has accepted a proposal to impose penalties on EU ship owners, who dispose of scrap vessels for dismantling in the developing world. The proposal, if approved, will help in the cleaning up of old ships and ensure that the materials are recycled in EU-approved facilities in line with the 'polluter pays' principle, says a recent news release of the European Parliament.

If the step of the EU becomes successful, the European shippers may have to pay 3.0 cent per tonne freighted into a special fund once they dock at EU harbours.

In the case of a 100,000 tonne shipment requiring a 3,000 euro fee, the amount will flow into the ship-breaking yards in Southeast Asia. It is a kind of disposal tax, which is intended to improve working condition and environmental standards.

With this system of making payments for the special fund, the EU now wants to see European shipping companies take on more responsibility for disposal of the vessels.

Currently, European shipping companies are entitled to sell eight-year-old operational ships to the shipping companies in non-EU countries, which after many years send those to the ship-breaking yards, when the vessels become obsolete.

Under the current scheme, the cost for the exercise is borne by the most recent owner, rather than the first one, the news release said.

However, the European shipping firms are yet to agree to share the cost for mitigating the hazards being faced during ship scrapping.

But persuasion is continuing and the ship owners are likely to comply, the news release added.

Most scrapped ships of the European countries are dismantled in ship-breaking yards on the coastal lines of Bangladesh, India and Pakistan, where working condition and environmental safety measures are bleak.

The ship-breaking yard of Bangladesh has become the world's largest ship scrapping yard over the last forty years, and now it accommodates more than 100 scrap firms, which engage more than 150,000 workers along a patch of some seven-kilometre-long (4.3 miles) beach near the country's main port city of Chittagong.

Around 40 per cent of the ocean going scrap vessels and tankers of the world are dismantled at the ship-breaking yard of Bangladesh each year.

However, Bangladesh remained the world's second-largest ship-breaker after Pakistan, while India slid to the third position in the 2012 calendar year, scrap-yard sources said.

Bangladesh dismantled about 260 ships weighing a total of 3.1 million tones, nearly half the share of Pakistan that tore down more than 500 ships with the dead-weight tonnage of 6.0 million tonnes.

India, which was the largest ship breaker of the world in 2010 and 2011, broke more than 160 ships weighing 1.9 million tonnes in 2012, the industry officials said.

India overtook Bangladesh in the ship-breaking sector in 2010 and 2011 due to imposition of a ban on the sector by the Bangladesh High Court on the ground of environmental and workers' safety concerns, according to officials at the Bangladesh Ship Breakers Association (BSBA). But according to officials at the BSBA, by dismantling 260 ships, only 2.9 million tonnes of recyclable steel plates were retrieved.

Bangladesh, which has no iron ore, solely depends on the ship-breaking sector to feed its nearly 1,000 steel re-rolling mills across the country.

Besides steel plates, different accessories ranging from electrical appliances to sanitary and plumbing materials and household items including furniture and utensils etc are made from the scrapped ship materials. **Source: The Financial Express**



ABB delivers first Onboard DC Grid system

First vessel powered with Onboard DC Grid system to provide fuel efficiency and lower emissions

ABB, the leading power and automation technology group, today announced that the first vessel to feature Onboard DC (direct current) Grid has been delivered to Norwegian offshore owner Myklebusthaug Offshore by Kleven Yard. The system will allow the ship to operate at the highest energy efficiency level to minimize emissions.

The Platform Supply Vessel (PSV) "Dina Star," designed by Norwegian company Marin Teknikk, is 93 meter long with deadweight tonnage (DWT) approximately 5000 ton and will serve as a multipurpose oil field supply and construction vessel in the North Sea. ABB supplied the Onboard DC Grid system, including all power, propulsion,

automation and advisory systems. In traditional electrical propulsion vessels, multiple DC connections are made to thrusters and propulsion drives

from an alternating current (AC) circuit, accounting for more than 80 percent of electrical power consumption. ABB's Onboard DC Grid represents a breakthrough for the maritime industry in optimized propulsion by distributing power through a single DC circuit providing significant power savings. "We are delighted that the first vessel equipped with ABB's Onboard DC Grid system has been delivered and are confident its performance will provide Myklebusthaug Offshore with a competitive edge," said Veli-Matti Reinikkala, head of ABB's Process Automation division. "We are also looking forward to the opportunities ahead through Dina Star's built-in capabilities to utilize supplementary onboard power from renewable energy sources."

ABB unveiled the Onboard DC Grid concept in mid-2011, with a pilot project contract following six months later. The concept has attracted high levels of interest from ship owners operating a wide range of ship types, namely offshore, tugs, jack ups, ferries and yachts. For the time being the DC Grid is available in low voltage with an installed power up to approximately 20 megawatt. By distributing electricity in DC, the system allows the operation of the generators at a variable speed and consequently at the optimal specific fuel consumption. This is particularly beneficial for offshore vessels operating in Dynamic Positioning (DP) mode, where average power demand is low.

The DC Grid configuration also means bulky AC switchboards and propulsion transformers are no longer required. This, combined with greater system lay-out flexibility, increases the available space and deadweight for cargo. Norway-based Kleven shipyard has a long tradition in shipbuilding and is specialized in sophisticated work

boats. The company has a focus on innovative and efficient solutions and has delivered 60 vessels in last seven years.

ABB (www.abb.com) is a leader in power and automation technologies that enable utility and industry customers to improve performance while lowering environmental impact. The **ABB Group** of companies operates in around 100 countries and employs about 145,000 people.

Egypt seizes ship carrying arms, questions crew – navy

Egyptian navy forces seized a ship carrying heavy weapons as it entered Egyptian territorial waters in the Red Sea late on Wednesday, a military spokesman said on Thursday.

The Togolese-flagged ship, called **COMR**, was found 12 nautical miles north of Ras Muhammad in the Sinai Peninsula, general staff spokesman Ahmed Mohamed Ali said on his Facebook page.

"Inside they found a number of weapons and quantities of ammunition of various types," Ali said.

"The boat belongs to a private maritime security company which serves to secure ships passing through highly dangerous areas, especially in light of the spread of piracy in the southern Red Sea area and off the Somali coast," he added.

Security sources told Reuters earlier that the ship, with a crew of at least seven, spent a week in international waters before entering Egyptian waters.

The vessel was escorted into the port of Safaga, 569 km (356 miles) southeast of Cairo, where the crew members were being questioned and an investigation was under way to determine whether the weapons were legal, the sources said.

"The weapons and ammunition seized in the vessel are linked to the nature of their work and the tasks assigned to them to secure commercial vessels," Ali said in his statement.

International shipping companies have begun to employ private security firms to ward off the threat of Somali pirates, with contractors often picking up weapons from ships off the coast of Djibouti as they enter the areas at risk. That, together with the presence international warships patrolling the Indian Ocean, has seen the number of successful pirate seizures of ships fall sharply to five ships in 2012, from 25 in 2011, and 27 in 2010. **Source : The Star**

Owner of Halifax metal company has purchased the Farley Mowat

A Halifax man who owned a scrap metal business bought the Farley Mowat at a sheriff's sale last month. The ship, made famous by its anti-sealing activities when it was owned by the Sea Shepherd Conservation Society, has been tied up in Lunenburg for three years. (BEVERLEY WARE / South Shore Bureau)

BRIDGEWATER — It looks like an undignified fate is in store for a rogue ship once known for anti-sealing activities that sits scuffed and rusting at a dock in Lunenburg.



A Halifax scrap metal business owner has bought the **Farley Mowat**, once owned by Paul Watson's Sea Shepherd Conservation Society, paying about \$4,000 more for the decaying vessel than the company that bought it 31/2 years ago.

Tracy Dodds could not be reached for comment on his plans for the ship. His company, **Eastern Scrap and Demolition Services**, is no longer registered with the Registry of Joint Stock Companies and has no listed phone number. His personal phone number is no longer in service.

However, Waterfront Development, the provincial Crown corporation that operates the Lunenburg wharf where the **Farley Mowat** is tied up, says Dodds's \$9,200 cheque has cleared and he is the vessel's new owner. Spokeswoman Kelly Rose said the transaction was only for the sale of the ship, and the corporation has no idea what Dodds plans to do with the vessel.

Peter Kinley, president and CEO of **Lunenburg Foundry & Engineering Ltd.**, said he has received enquiries from Dodds about his yard carrying out certain removal work on the vessel, "but as yet there is no contract to do so."

The aging vessel has been tied up in Lunenburg since March 2010. It was put up for sheriff's sale after the American company that bought it at an auction in 2009 filed for Chapter 11 bankruptcy.

The ship was placed under arrest three years ago because Green Ship LLC of Oregon owed Waterfront Development about \$90,000 in berthing and power fees.

Papers filed with the Federal Court in Halifax show there were two bids for the vessel. The sale was handled by a provincial Justice Department lawyer and approved by the Federal Court.

Department spokeswoman Megan Tonet said that "Waterfront Development sold the vessel in an effort to recover costs, a portion of the outstanding berthage and removal of the vessel from the property."

She said Dodds is preparing to move the vessel from the waterfront in Lunenburg and will pay the berthing fees until then.

The province's lawyer asked the court to have Dodds make the payment directly to Waterfront Development, rather than to the Receiver General for Canada, which is normally the case. His request was granted.

A sheriff's bill of sale dated March 4 conveys ownership of the vessel to Dodds.

The **Farley Mowat** was built in Norway in 1958 as a fisheries research and enforcement trawler. The **Sea Shepherd Conservation Society** bought it in 1996. In 2002, it was renamed after the Canadian writer and conservationist.

Fisheries and Oceans Canada seized the ship in 2008 for getting too close to seal hunters near Cape Breton and for deliberately colliding with the coast guard vessel **Des Groseilliers**.

Green Ship LLC bought it for \$5,000 in November 2009 and planned to refit it and use it to monitor and clean up pollution in the Pacific Ocean. But those plans didn't work out after the company ran into financial difficulty. The company reportedly continues to operate and is reorganizing its assets.



04-04-2013 : The Container Ship (Fully cellular) **MAXINE** enroute Melbourne passing Portsea, the 294 mtr long vessel is built at **Hyundai Samho Heavy Industries Co Ltd** - Samho Yard under hull No.: S216 and delivered in 2004 as the **APL BEIJING** and was renamed in 2011 in **MAXINE** and is since that time operated by **MSC Mediterranean Shipping Co**

Photo : Andrew Mackinnon – www.aquamanships.com ©

Ship-breakers urge FBR to withdraw 'controversial' SROs

The ship-breaking industry has urged the government to withdraw controversial notifications issued recently by the Federal Board of Revenue (FBR) and provide a level-playing field against the steel re-melting industry.

The Pakistan Ship-Breakers Association (PSBA) staged a protest outside the Karachi Press Club (KPC), where it warned the FBR that if their demands stayed unmet, they will be left with no choice but to close down the industry.

Later, while speaking to journalists at a press conference, the PSBA alleged that their industry was being discriminated against by the FBR. "An attempt is being made to cripple the ship-breaking industry, which provides direct employment to over 25,000 workers in the underdeveloped region of Balochistan at Gadani," PSBA alleged.

PSBA said that the FBR gave undue advantage in the rates of income tax and sales tax to the steel re-melting industry through recently issued statutory regulatory order (SRO) 140(1)/2013 and SRO 243(1)/2013 dated March 26, 2013.

Elaborating on the SROs, PSBA Chairman Dewan Rizwan Farooqui said, "Previously, the ship-breaking industry had been paying 1% income tax, but now we have been asked to pay 5%, which means an increase of 500% in income tax." The other notification, SRO 243, removed ship-breaking industry from the ambit of special procedures.

Farooqui said that since both industries were in direct competition, the FBR's notification had given one an advantage over the other. "This could become the cause of closure of the ship-breaking business," he said. The PSBA warned that if FBR does not withdraw the notifications, the ship-breaking industry will be forced to close down operations and this will directly hit the construction industry as prices of steel will shoot up from Rs65,000 per ton presently to Rs80,000 per ton. **Source: Express Tribune**

LOC doubles size in Hong Kong

Marine & engineering specialist advisors underscore Asia capabilities and commitment to the region

London Offshore Consultants (LOC), the leading marine and engineering advisory group, have doubled the size of their Hong Kong office with the appointment of Ed Wollaston and Steve Salt, effective immediately.

Mr Wollaston, a naval architect and chartered engineer, will be responsible for claims investigation specialising in classification and ship structural issues. Ed has been with LOC since 2007 in the group's London office and has worked on pivotal claims for flag states, P&I Clubs, insurers, and law firms, with emphasis on marine warranty cases. Prior to joining **LOC**, he worked for a major ship classification society in Europe and China for five years.

Mr Salt, a marine engineer with more than 20 years experience at sea and over a decade ashore, joined LOC at the beginning of the year. Steve spent much of his time at sea as chief engineer on gas and chemical tanker vessels before moving to newbuilding supervisory, technical ship management and fleet management. He now specialises as an investigator in marine engineering, technical and operational tanker practice, and newbuild and shipyard cases.

"Ed and Steve bring exceptional levels of skill and experience to augment our Hong Kong operations," said Paul Walton, director of Hong Kong operations. "Over the last 12 months, we have seen huge growth in the demand for our services from Hong Kong. By joining us, they effectively double our capability."

Jon Walker, Head of LOC Asia, added: "We have been in Asia for more than 25 years and our commitment to the region is ongoing. Just this month, in addition to doubling our presence in Hong Kong, we have announced a new operations office in Vietnam. Our expansion plans will continue to meet the needs of clients both based in and with key business into Asia."

- **Visit LOC at Sea Asia 2013, the leading conference and exhibition for the maritime industries: Singapore, 9-11 April. Stand V05.**



SAR exercises off the Dutch coast with the **KNRM** Harlingen based lifeboat **WIECHER EN JAP POLITIEK-VISSER** with the **BRISTOW** SAR helicopter **Photo FLYING FOCUS lucht fotografie -www.flyingfocus.nl ©**

Israel denies link with arms ship seized by Egypt

Israel's government on Friday strenuously denied it had any link to an arms-laden ship that Egypt said its Navy seized as it sailed from the Israeli port of Eilat to Togo in West Africa. "Nobody in Israel knows anything about this ship. It's clear that it did not come from Eilat or any other Israeli port," Foreign Ministry spokesman Yigal Palmor told a news agency. We cannot understand why anyone should tell stories which can easily be proved to have no basis in fact."

Egyptian security officials said on Thursday that the Navy intercepted the vessel and detained its crew who had set off from the Red Sea port of Eilat en route to Togo.

Officials said that the ship, "which was flying the flag of an African country", was intercepted after it strayed into Egyptian territorial waters. The vessel with a crew of 14 and a cargo of 105 crates of unspecified weapons and ammunition, belonged to an African security company, the officials said. The military's spokesman Colonel Ahmed Mohamed Ali said on his Facebook page that it belonged to a firm that secures maritime routes in the Red Sea, a haven of Somalia-based pirates. "The weapons and ammunition on this ship are related to its work and mission to secure commercial vessels," he said.

But Israel's Channel 10 television contradicted the Egyptian military's version, reporting that the boat was carrying 40 tonnes of Iranian weapons destined for Syria or the Palestinian Gaza Strip. In his statement, Ali did not say whether

the ship was released, but security officials had said it would be held while authorities investigate whether it was carrying smuggled weapons. Source : zeenews



Havenwethouder Jeannette Baljeu opent Verkeerscentrale Hoek van Holland



Afgelopen donderdag (4 april) opende havenwethouder **Jeannette Baljeu** de vernieuwde verkeerscentrale in Hoek van Holland. Vanuit de centrale begeleiden VTS-operators van het Havenbedrijf het scheepvaartverkeer dat 57 kilometer voor de kust in het havengebied van Rotterdam arriveert tot aan ongeveer de Maeslantkering en het gehele Europoortgebied. De Noordzee is het intensiefst bevaren scheepvaartgebied van Europa.

De vernieuwing maakt onderdeel uit van de algehele modernisering van het verkeersbegeleidend systeem van Havenbedrijf Rotterdam. In 2010

opende prinses Margriet reeds de nieuwe verkeerscentrale Rotterdam in de Botlek. De software van Hamis - het nieuwe informatiesysteem van het Havenbedrijf voor de afhandeling van het scheepvaartverkeer – werd in 2011 opgeleverd. Het Havenbedrijf is nu nog beter voorbereid om de verwachte toename van het scheepvaartverkeer vlot en met de huidige hoge graad van veiligheid te blijven afhandelen.

De nieuwe verkeerscentrale is gevestigd op de plaats waar ooit een bunker uit de Tweede Wereldoorlog stond. Dit verdedigingswerk vormde een schakel in de Atlantikwall die liep van het noorden van Noorwegen tot aan Spanje. De bunker maakt nog steeds onderdeel uit van de nieuwe Verkeerscentrale. Architect Ewout Dorleijn van Tebodin uit Delft ontwierp een hypermoderne verkeerscentrale rondom de anderhalve meter dikke bunkermuren. Hij heeft vernuftig gebruik gemaakt van de beschikbare ruimte en met speciale kasten de bedrading weggewerkt zodat de hoogtes van de etages voldoende bleven ondanks de modernisering.

Verkeersbegeleiding

Het havengebied van Rotterdam bestrijkt een gebied van 100 kilometer; vanaf het begin van de Eurogeul, 57 kilometer voor de kust, tot en met de Van Brienenoordbrug. Daarin arriveren jaarlijks ongeveer 32.000 zeeschepen en 130.000 binnenvaartschepen. Die zijn gezamenlijk goed voor ongeveer 900.000 scheepvaartbewegingen. Havenbedrijf Rotterdam is verantwoordelijk voor de veiligheid en orde in de haven. Daartoe heeft het onder andere 100 verkeersbegeleiders in dienst. Zij maken gebruik van 38 radars en voeren hun werk uit vanuit de nieuwe Verkeerscentrale Rotterdam en in Hoek van Holland.

Voor de verkeersbegeleiding is de Rotterdamse haven ingedeeld in elf zogenoemde VTS-sectoren. VTS is een afkorting van vessel traffic services, oftewel verkeersbegeleiding. Op de Verkeerscentrale Hoek van Holland zijn vijf sectoren ondergebracht. Met behulp van geavanceerde apparatuur houden de VTS-operators het scheepvaartverkeer in de gaten en voorzien het van belangrijke informatie.

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The 145527 DWT 366 mtr long 2012 delivered **MALIK AL-ASHTAR** of UASC entering Tanger Med Port to at **EUROGATE TANGER MED** terminal. The container ship is built at the **Samsung Heavy Industries Co Ltd** - Geoje Yard under hull No.: 1881- **Photo : Capt Dag P. Froehmcke** ©

Moore Stephens says new UK statutory residence test does away with grey areas

International accountant and shipping adviser **Moore Stephens** says the introduction by the UK of a statutory residence test will bring much greater certainty to an area previously decided largely on the basis of case law and government practice.

The UK is introducing the statutory residence test with effect from 6 April, 2013. Gill Smith, a tax partner with Moore Stephens, explains, "At present, there is no statutory definition of residence, but rather case law and HMRC practice. This has resulted in residence being a rather grey area, but the new test should bring much greater certainty."

Under the new test, individuals will always be resident if they spend 183 days in the UK. As is the case now, a day counts if the individual is in the UK at midnight. Automatic residence is also achieved if individuals are working in the UK full-time or, broadly, have their only home there.

Individuals are automatically non-resident if they are in the UK for less than 46 days in the tax year. This limit is restricted to less than 16 days for an individual who has been UK-resident for one or more of the preceding three tax years. Additionally, individuals are non-resident if they work full-time abroad.

For individuals who are neither automatically resident nor non-resident, there is a 'sufficient ties test'. The legislation sets out a number of ties, and the number of days in the UK that would make individuals UK-resident for a tax year is calculated according to the number of ties they have. For arrivals (individuals who have not been resident in the UK in any of the three previous tax years) the ties are: having family resident in the UK (family includes a spouse, partner or minor children); having accommodation available and using it for one night in the tax year; working in the UK for 40 or more days in the tax year for at least three hours per day; having been present in the UK for more than 90 days in either of the previous two tax years.

For leavers (individuals who have been resident in the UK in one of the previous three tax years) the day counts are more stringent. Leavers also have an additional tie to consider, namely that they are not in the UK more than any other single country.

There are a number of specific rules dealing with matters such as split year, where an individual can be treated as non-resident part-way through the tax year, and the treatment of income and capital gains earned in periods of temporary non-residence.

International transportation workers, including seafarers, also have their own rules. In their case, the tests relating to working full-time in the UK or abroad are dis-applied when looking at the automatic residence or non-residence position. When considering day-count, a work journey that starts in the UK is considered a day of UK residence, whereas one that ends in the UK is not.

"The statutory residence test for the 2013/14 tax year should give greater certainty regarding an individual's residence position," concludes Gill Smith. "The basic rules are quite straightforward, but there is considerable detail to catch the unwary." **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 **ZEALAND JULIANA** outbound from Aamsterdam bound for Klaipeda – Photo : Marcel Coster ©

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State board pursues case against Bay Bridge pilot

A state board unanimously voted Thursday to take action to suspend or revoke the license of the pilot of an empty oil tanker that sideswiped the San Francisco-Oakland Bay Bridge in January. The California Board of Pilot Commissioners decided to file a formal accusation against Guy Kleess after a committee investigated the Jan. 7 incident, found pilot error and recommended disciplinary action against him.

The case now goes before an administrative law judge, who will hold a trial to hear evidence and determine whether Kleess should have his pilot's license suspended or revoked. The board will then vote on whether to accept the judge's ruling.

The board also voted Thursday to temporarily suspend Kleess' license until the case is resolved to "protect the public interest." The judge is required to hold a hearing within 40 days.

Kleess, 61, was in control of the 752-foot **Overseas Reyamar** when the oil tanker hit a western-span tower of the bridge, resulting in \$220,000 in ship damage and as much as \$1.4 million in damage to the bridge.

The committee concluded Kleess lost situational awareness, failed to communicate effectively with the crew, became "complacent" and didn't use all the human and technical resources at his disposal during the incident.

"Capt. Kleess lost awareness of what was happening around him and how information, events and his own actions impacted his objectives," the panel's report said.

Kleess committed misconduct because he did not use "ordinary care of an expert in his profession" when maneuvering the vessel, the report concluded. At Thursday's hearing, Kleess' attorney, Rex Clack, did not dispute the facts in the committee's report but said Kleess met the standards of his profession in difficult circumstances.

"The standard is not perfection, but reasonable care of a skilled pilot. Furthermore, a pilot should not be judged by 20-20 hindsight," Clack said at Thursday's hearing.

A message left at Kleess's home was not immediately returned.

The report found that Kleess changed course shortly before the collision because of reduced visibility and the discovery that a radar beacon between two towers of the bridge was not working.

The tower's wooden fenders were damaged in the crash, but the bridge remained open to vehicle traffic. No one was injured and no fuel was spilled. Kleese was rested and had been off-duty for 39 hours before boarding the tanker at 10:30 a.m., about an hour before the crash, according to the report. Kleess and the crew tested negative for alcohol and drug use, according to the Coast Guard, which is also investigating the incident.

Since 1850, state law has required bar pilots to guide every large vessel in and out of the San Francisco Bay and other Northern California waterways. The law has created an elite cadre of 50 to 60 highly skilled ship captains who earn an annual income of about \$450,000, which is set by the state commission and paid entirely by ship owners.

It's fairly rare for a bar pilot to have his or her license suspended or revoked, said David Russo, an attorney for Kleess.

Kleess, who was first licensed as a bar pilot in 2005, had lost his pilot license between Nov. 9, 2010, and Jan. 11, 2011, after going on medical leave, board records show.

Records also indicate Kleess was involved in three previous accidents, including one in which a ship he was piloting damaged a dock in Stockton in 2009. He was held responsible for two and ordered to undergo more training.

It was the second time since 2007 that a large vessel controlled by a local pilot struck the Bay Bridge. A cargo ship operated by Capt. John Cota hit the bridge on a foggy morning in November 2007, spilling 53,000 gallons of oil into the bay.

Cota pleaded guilty to two misdemeanors environmental charges and was sentenced to 10 months in prison. The companies that owned and operated the cargo ship paid a combined \$60 million to settle lawsuits and criminal charges. **Source : RoadRunner**



The **MIGHTY SERVANT 1** enroute **Keppel Verolme** – Photo : **Monique Davis-Mulder** ©

Dockwise Ltd : Dockwise's AGM approves proposed resolutions

Application for delisting from the Oslo Stock Exchange filed

Reference is made to the notice of 20 March 2013 for the Annual General Meeting of Shareholders ("AGM") of **Dockwise Ltd.** ("Dockwise" or the "Company"). The AGM of the Company was held yesterday in Amsterdam, the Netherlands, and all items on the agenda were unanimously resolved in accordance with the Board of Directors' proposals as set out in the notice of the AGM. An application for delisting from the Oslo Stock Exchange was filed Yesterday. The AGM has amongst others resolved to adopt the audited financial statements 2012 and to approve the

proposed profit appropriation, the proposed amendment of the bye-laws and the proposed application for delisting from the Oslo Stock Exchange. Subsequently, an application for delisting Oslo Stock Exchange was by **Dockwise** filed today pursuant to section 15.1 (4) of the Continuing Obligations, cf. section 25(1) of the Norwegian Stock Exchange Act. The application is subject to the approval of the Oslo Stock Exchange.



Ems Tug arriving Cuxhaven with the new "**Noah's Ark**". The new Ark is a religious museum.

Photo : Maik Ebel ©



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NAVY NEWS

Russia boosts its submarine exports to Asia

During the Langkawi International Maritime and Aerospace exhibition (LIMA 2013) taking place in Malaysia, Igor Vilnit, the CEO of the Russian developer of submarines **Rubin**, reported on the progress of a number of development projects aimed at exporting Russian submarines to Asian countries. Vasily Kashin, an expert at the Center for Analysis of Strategies and Technologies, analyzes the situation.

This year Vietnam will receive the first of six Project 636 submarines it has ordered. At present, the first Vietnamese submarine, which was named "Hanoi", is already undergoing testing. At the beginning of this year the Vietnamese team of the future vessel started its training in Russia. Simultaneously, Russian specialists are building in Vietnam the entire necessary infrastructure for using the submarines and training the submarine personnel. One cannot exclude the possibility that the transfer to Vietnam of the Project 636 submarines will go more quickly than what was stated by Rubin's CEO, - suggests expert Vasily Kashin. It is known for a fact that the second submarine of the Vietnamese order has already been launched, while the third one is expected to be launched in August. It is quite possible that this year Vietnam will get two submarines and another one in 2014. All six submarines have to be transferred to Vietnam by the end of 2016.



Two Malaysian Air Force Lady officials take a look at the two submarines from France "**La Praya**" and Pakistan "**Hurmat**" at the Langkawi International Maritime and Aerospace (LIMA '97) Exhibition 03 December in Malaysia's resort island Langkawi. **Photo: AFP**

Thus, 2013 will be used to develop the Vietnamese fleet's submarine forces. Prior to this Vietnam tried to set up its submarine forces by purchasing two superlight submarines from North Korea, but it failed. North Korea's light submarines turned out to be too weak in their combat capabilities.

According to Vasily Kashin, an expert at the Center for Analysis of Strategies and Technologies, the acquisition of the Project 636 submarines from Russia satisfies Vietnam's need to defend its sovereignty at sea and in reality poses no threat to the interests of Russia's strategic partner China. The limited submarine forces would not give Vietnam any chance of winning the battle against the Chinese fleet, which supersedes it by several times, but would allow it to preserve the status-quo with its own resources. The lack of its own effective naval forces could push Vietnam towards a closer partnership with powers from outside the region, like it happened in the Philippines' case. Taking all this into account, the real conflict between Vietnam and China has a very low probability as China's policy towards Vietnam is based on the maximum engagement of the Vietnamese in trade and economic cooperation.

Another promising direction for the export of Russian submarines to Asia is India. The India's navy is getting ready to announce a tender for the purchasing of 6 non-nuclear submarines. According to Rubin's CEO Igor Vilnit, Russia is planning to offer the Indians its submarines of the Amur-950 project. **Amur-950** is a reduced version of the **Amur-1650** submarines, the acquisition of which China is currently negotiating to purchase. Compared to Amur-1650 they have a lower displacement and a lower range, while their armament is just slightly inferior to that of the Amur-1650 submarines.

The specific qualities of the **Amur-950 submarines** include the vertical launch for 10 ballistic missiles, which if needed could be launched within 2 minutes.

The offer to the Indian Navy includes the vessels equipped with ultrasound ballistic missiles "Brahmos" jointly produced by Russia and India. Russia's participation in the Brahmos project is considered to give a serious advantage to the Russian proposal for this tender, in which the French submarine producers are participating as well. Obviously, these submarines of a low displacement are meant to be used in the Indian Ocean only.

At the same time, the negotiations with China are still underway to supply four larger Amur-1650 submarines, of which two are likely to be equipped with the new Russian engines which work without air supply. Due to the extended range of action, the Amur-1650 submarines can be used in the Pacific Ocean at far distances from the bases. Compared to the Project 636 submarines supplied to China earlier, Amur-1650 boats have lower level of perceptibility, which increases their chances of overcoming Japan's system of submarine defense.

The modern diesel-electric submarines are an effective and relatively inexpensive weapon, which gives the naval forces of Asia's developing countries a chance to stand up to the large fleets of the developed countries, believes Vasily Kashin, a Russian expert on defense issues. The experience of the Falklands war of 1982 and the subsequent naval military exercises of the NATO countries revealed that with proper management such boats can successfully overcome the anti-submarine defense of aircraft carrier combat groups. **Source : The Voice of Russia**

SHIPYARD NEWS





Leerling Proces Operators

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Damen Shipyards Cape Town contracted for Maintenance & Repair of DAFF Fleet

Maintenance & repair of 2 Research Vessels and 4 Patrol Vessels



The South African Department of Agriculture, Forestry and Fisheries (DAFF) has assigned **Damen Shipyards Cape Town** (DSCT, part of **Damen Shipyards Group**) to get its fleet of Fisheries Research Vessels and Fisheries Protection & Surveillance Vessels operational as soon as possible. The scope of work includes repair works and ongoing maintenance.



The DAFF Fleet currently consists of six vessels, including the 83m Offshore Patrol Vessel 'Sarah Baartman' and the 78m Research Vessel 'Africana'. A DAFF spokesman said earlier that there is an immediate and urgent focus to get both these vessels operational again.

Like the **Sarah Baartman** (a Damen OPV 8313, built in 2005), the other three patrol vessels are also of Damen design. The '**Lilian Ngoyi**', '**Ruth First**' and '**Victoria Mxenge**'

are of the **Damen Stan Patrol 4708** type and were built from 2004 to 2006 in Cape Town. They are used as Fisheries Protection & Surveillance Vessels to protect South Africa's EEZ from illegal fishing.

The two Fisheries Research Vessels, the 43m **‘Ellen Khuzwayo’** (built 2007 in Cape Town) and the 30-year old Africana, will soon be ready to resume their tasks. These comprise research programmes on how to maintain and restore the productive capacity and biodiversity of South Africa’s marine environment. The programmes are part of DAFF’s policy to protect human life and promote the conservation and sustainable use of marine living resource.

CSBC lands big order from Chinese shipper SITC

CSBC Corp, Taiwan, the nation’s biggest shipbuilder, said it had won an order to build eight container vessels costing US\$23 million each from Chinese container shipper SITC International Holdings Co Ltd.

It is the largest order CSBC has received since an order from the **Evergreen Group** to build 10 container vessels for US\$1.03 billion in 2011. “The global shipbuilding market is getting better,” CSBC chairman Robert Lai told a media briefing after the signing ceremony with SITC. Lai said prices have shown signs of a slight rebound, after the market bottomed out at the end of last year.

Global trading momentum may also recover this year, which is expected to boost sentiment for the shipping industry, Lai added. With the outlook for the sector improving, Lai said major global shippers should “build ships as soon as possible” to save on shipbuilding costs.

However, SITC — one of the leading shipping logistics companies in the intra-Asia area — still holds the option right for the six vessels in the current order.

CSBC president Chen Feng-lin said SITC chairman Yang Shaopeng had promised to confirm the order for the six optioned vessels as soon as possible. The delivery of the eight 1,800 twenty-foot equivalent units (TEU) container ships is set to start from September next year to the first quarter of 2016. The shipbuilder will be operating at full capacity until the end of 2015 if SITC confirms all six optioned vessels, Chen said. CSBC posted a net profit of NT\$706.64 million (US\$23.62 million), or NT\$0.95 per share, last year, down from NT\$1.74 billion, or NT\$2.32 per share, in 2011, as rising steel prices hurt its margins, the firm said in a stock exchange filing.

Source: Taipei Times

S.Korea's Samsung Heavy wins \$895 million order from Nigeria

Samsung Heavy Industries said on Thursday it won a 1 trillion won (\$895 million) order to build four liquefied natural gas (LNG) vessels from **Bonny Gas Transport**, a shipping unit of **Nigeria LNG**. The South Korean shipbuilder said in a regulatory filing that the building contract will last until June 2016.

Source: Reuters

Nigeria: FG to Establish an Indigenous Shipyard

As part of measures meant to drive the sustainable development of the maritime sector of the economy, the Federal Government has concluded plans to establish a shipyard in the country. Besides creating employment opportunities for jobless youth, the successful establishment of the shipyard will arrest capital flight as millions of dollars presently lost in procuring vessels in shipyards outside Nigeria will be retained in the country.

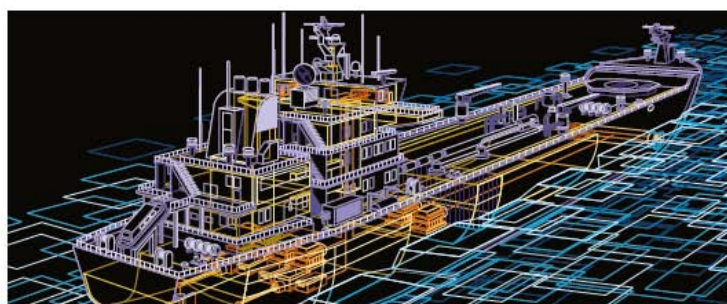
The Director General, Nigerian Maritime Administration and Safety Agency (NIMASA), Mr. Patrick Akpobolokemi, who dropped the hint in an exclusive chat with THISDAY, said the shipyard which would also have facilities for dry-docking ocean vessels.

Though he did not disclose the cost of the shipyard, Akpobolokemi also revealed that the management of the agency has already secured an approval for development of the shipyard. According to him, the development of a shipyard will also enable cadets have an avenue for practical experience. He disclosed that to avoid the shipyard being abandoned as it has happened to some government projects, the private sector will be involved in its management. “We will not only build ships and there will be a facility for dry docking in the shipyard. We are bringing in the private sector because we want to avoid the pitfall that goes with government single handily involved in this kind of business.

"Our belief is that if it is successfully completed and managed, we will not only create employment opportunities but also arrest capital flight as many vessels calling in Nigerian ports will now have a facility for dry docking instead of going elsewhere to do it", he said.

He also stated that the agency will continue to intensify the building of capacity with the funding of the Maritime Academy of Nigeria (MAN), Oron, Akwa Ibom State, as well as establishing more academies in other parts of the country, and a maritime university as approved in 2013 by the National Assembly. The NIMASA helmsman said this was in addition to the establishment of the Institute of Maritime Studies (IMS) in selected universities across the six geo-political zones in the country. He argued that if Nigeria gets it right in the building of capacity that is presently lacking in the maritime sector, Nigeria will take its deserved position in the comity of serious maritime nations in the world. Source : AllAfrica

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The 2005 built 24084 DWT 196 mtr long **JOHN RICKMERS** being swung by **AYTON CROSS** off No1 Channel Bouy before berthing Portside at the Greenock Ocean Terminal.

Photo : Iain Forsyth ©

Port of Cork Outlines Potential Plans for Port Development in Ringaskiddy

The Port of Cork Company today outlined plans for potential Port development in Ringaskiddy and announced a number of key dates for public information days.

The proposed developments are the first phase of the implementation of the Port of Cork's Strategic Development Plan Review (2010), the core principles of which were endorsed in the recently launched National Ports Policy. This Policy has also identified the continued commercial development of the Port of Cork Company as a key strategic objective.

The proposed developments for consideration are an extension to the existing Port of Cork facilities at Ringaskiddy and may comprise of three main elements:

- A container terminal and multi-purpose berth to the east side of Ringaskiddy Basin;
- An extension to the existing deep-water berth and creation of additional cargo storage areas by reclamation to the west side of Ringaskiddy Basin;
- Improvements to the existing road entrance to the Ringaskiddy Deep-water Terminal to provide alternative access to the remainder of the port complex and associated road realignments.

The expanded facilities will facilitate, on a phased basis, the Port of Cork in transferring cargo handling activities from Tivoli and City Quays in due course. This will unlock significant opportunity for sustainable mixed use development in Cork City which is a key objective of the overall CASP Strategy. The Port of Cork is aiming to lodge a planning application with An Bord Pleanála in the third quarter of this year.

Speaking about the proposed developments, Mr Denis Healy, Manager Engineering Services, Port of Cork said: "In order to continue to cater for future growth within the Port of Cork and to provide efficient and cost effective port services for Munster businesses, we are currently engaged in pre-application discussions and would hope to lodge a planning application with An Bord Pleanála in the third quarter of this year."

Mr Healy also outlined the specific drivers for this port development as;

- Current Navigational and Landside Constraints at Tivoli Container Terminal
- Need to Develop a New Deep-water Container Terminal capable of efficiently servicing Larger and Deeper Drafted Vessels
- Overcome Berthing and Landside Capacity Constraints at Ringaskiddy Deep-water Terminal
- Provide Certainty for all Stakeholders that Consolidated Replacement Facilities can be provided.
- Maximise the Utilisation of Existing Port Assets and Locations
- Need for Port to respond to changing Trade and Logistics Dynamics
- Flexibility to Respond to Needs as they arise in a Financially Sustainable Manner

He continued: "The Port of Cork is a key link to the economic success of Ireland, in particular the entire Munster region. 98% of goods imported or exported from Ireland are moved by ship, highlighting the importance of ports to our economy. The Port of Cork must continue to develop the Port in order to meet the needs of the Country in the short, medium and long-term."

The Port of Cork has organised a number of Public Information days to allow interested parties around Cork Harbour to gain an understanding of the port's proposed plans for development, but more importantly to avail the public of an opportunity to give feedback for consideration by the Port.

Dates and venues for the public information days will take place as follows:

- Fota Island Golf Clubhouse - Thursday, 11 April from 4pm – 8pm
- Carrigaline Court Hotel - Friday, 12 April from 2pm – 8pm AND Saturday, 13 April from 10am – 2pm

Further information can be found on www.portofcork.ie



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03-04-2013 : the **EURO CARGO SICILIA** leaving valletta port **Photo Mario Schembri ©**

Shipper jitters as peak cargo season nears

The industrial action at the Kwai Tsing container terminals may adversely affect the peak season of cargo activity that starts in May. The strike has already slowed down the world's third- busiest container port after Shanghai and Singapore, with several shippers diverting their vessels to nearby facilities.

Taiwan-based Evergreen Line - which operates the world's fifth-largest fleet of container vessels - said more than 10 of its ships were waiting to berth in Hong Kong as of Wednesday.

A large Japan-based container line said the strike had caused transport delays of Hong Kong-transited cargo for more than three days.

If the strike is prolonged, it will consider changing the routes of some vessels to avoid the SAR.

Time-sensitive perishable items, including fruits, may spoil. A representative of the fruit merchants said non-air-conditioned products such as mangos and watermelons are most at risk while those sitting in air-conditioned containers, including apples and oranges, are largely unaffected.

But the fate of seafood, also stored in air-conditioned containers, is unknown. Some car merchants said they are bringing in urgent orders by air. Francis Lui Ting-ming, professor of economics at the University of Science and Technology, said it is difficult at present to estimate the strike's impact on the local economy, given the uncertainty of the scale of the labor action. But he believes that even if the row is resolved, the global industry may view Hong Kong as a riskier port than before. **Source : The Standard**

Nordic Capital acquires Unifeeder from Montagu Private Equity

Nordic Capital Fund VIII ("Nordic Capital") has reached an agreement to acquire the leading Danish logistics company **Unifeeder** from Montagu Private Equity ("Montagu"). The terms of the transaction were not disclosed, the Dutch company press release said.

Unifeeder, headquartered in Aarhus, Denmark, is a market leader with Northern Europe's largest feeder and short sea network for container transportation, serving the world's container hubs and the Intra-Europe container freight of large industrial companies. In 2012, Unifeeder's extensive network handled almost two million container units and made over 8,000 calls in more than 40 ports.

Unifeeder benefits from increasing global trade volumes which are expected to continue to outpace global GDP growth. This trend, coupled with Unifeeder's cost-effectiveness and high quality service, has primed the Company for continued organic and acquisitive growth. Furthermore, the use of Intra-Europe short sea container shipping is expected to increase due to rising costs of road transport, EU policy initiatives and environmental concerns, which will also serve to support the future growth of the Company.

Over the past six years, Unifeeder has expanded into new markets such as the UK and Western Mediterranean, as well as invested to enhance its networks, logistical operations and management structures. Montagu was advised by Canaccord Genuity on the transaction. Nordic Capital was advised by Citigroup and UniCredit. The acquisition is subject to approval by competition authorities. **Source : PortNews**



The **HAWK** loaded in Rotterdam- Caland canal the **TITAN** and **ASTRACHAN** of **Van Oord** contractor materials and also the Survey vessel **FREEDOM** of **Braveheart Shipping** a seen below – **Photo's Jan Oosterboer ©**



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Ukrainian maritime trade unions and employers agree on cooperation

For the first time in Ukraine, employers and trade unions of the maritime industry agreed to work together, press center of Odessa Commercial Sea Port informs. On 2 April the Federation of Employers of Ukraine and the Trade Union of Maritime Transport Workers of Ukraine signed a Memorandum on Partnership and Cooperation.

The parties agreed on joint participation in the elaboration of sectoral programs for economic and social development, and other legal documents. Trade unions and employers will jointly promote a favorable investment, legal and economic conditions for the effective operation of the maritime industry enterprises and potential investors. Besides, joint materials in order to respond to the current situation and current problems of the maritime industry as part of the interaction will be prepared. Unions will share a reference and analytical information with employers and conduct various joint activities, including research, conferences, round tables, press conferences, etc.

Employers and trade unions have also agreed that the consolidation of efforts of both sides is very important during the industry reformation. Also, the parties formed a joint body - Bilateral Social and Economic Council in the field of maritime transport which will carry out advisory and harmonization functions. **Source : PortNews**



Spotted in Virtsu, Estonia, car ferry "SAAREMA" from Roomassaare still crunching the ice

Photo : Daniel van der Zwaan - www.janszoonmaritiem.com ©

UASC collaborates with CSCL to enter Far East-US west coast trades

UNITED Arab Shipping Company (UASC) is cooperating with **China Shipping Container Lines (CSCL)** in three Far East-west coast North America services, which will complement UASC's existing Far East-US east coast coverage.

Starting from May, the collaboration will mark the first time that UASC will connect directly the Far East to the west coast of North America, reports Alphaliner.

Two of the three Far East-west coast North America services will use both UASC and CSCL tonnage. The third service is an existing CSCL loop on which UASC will take slots. The three services are the ANW1/AWN1 that rotates through Guangzhou-Nansha, Hong Kong, Shenzhen-Yantian, Ningbo, Shanghai, Busan, Seattle, Vancouver, Guangzhou-Nansha. The service will deploy six ships ranging in size from 3,800-4,250 TEU on a six-week rotation. Four of the

vessels will be provided by CSCL and two by UASC. At present, CSCL operates six ships on the service, five 2,500-TEU vessels and one 4,250-TEUer.

The AAS2/AWS1, which calls at Guangzhou-Nansha, Shenzhen-Yantian, Xiamen, Los Angeles, Guangzhou-Nansha on a six-week rotation. The new service will deploy six ships between 3,800 and 4,250 TEU, with each partner contributing three vessels. The report said the capacity of the ships operating the service will be increased to 8,500 TEU by May 2014.

The AAC service rotates through Qingdao, Lianyungang, Shanghai, Ningbo, Busan, Los Angeles, Oakland, Qingdao. This is an existing CSCL service on which UASC will take 400 TEU slots per week within the frame of a slot exchange arrangement involving also the ANW1/AWN1. CSCL will take 400 TEU per week from UASC's 33 per cent allocation on the latter service.

UASC's three new Far East-west coast North America services will add to the two Far East-US east coast services that UASC offers in cooperation with CSCL through a joint CSCL-UASC loop (AAE1/AUC1) and through slots on CMA CGM's PEX 3 loop (branded AUC 2 by UASC). The new UASC-CSCL arrangement closely follows slot exchange agreements on the Mediterranean-US East Coast route and on the Far East-North Europe route.

The report also highlighted that UASC offers a Middle East-Guangzhou-Nansha connection through its AGX1 service, which is operated jointly with CSCL and CMA CGM. This service will offer Middle East-west coast North America connections by transshipment at Guangzhou-Nansha on the ANW1/AWN1 and AAS2/AWS1 services. **Source :** Schednet

MARITIME ARTIST CORNER



Oil painting of the **TSHD Rotterdam** as made by **Dineke Dijkman**.

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.... PHOTO OF THE DAY



The Dutch Coast guard ETV **IEVOLI AMARANT** , The Den Helder based **KNRM** all weather lifeboat **JOKE DIJKSTRA** and SAR helicopter of the Dutch Airforce during a SAR exercise along the Dutch coast
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