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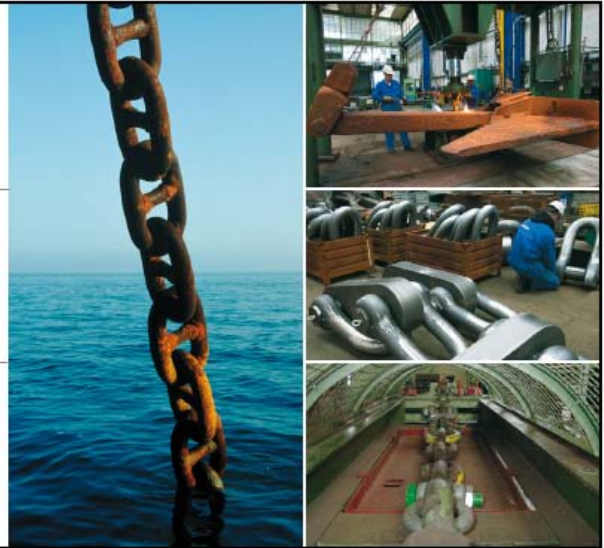
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OHT's HAWK enroute from Rotterdam to Russia with onboard Van Oord materials
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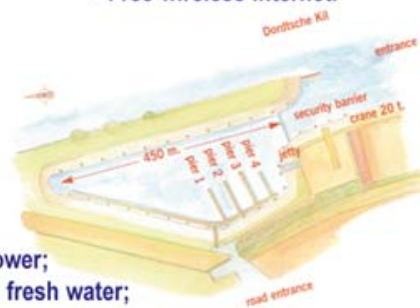
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The **STX KOLT** bound for YLNG terminal Balhaf. Photo : Peter Broesder – Smit Lamnalco ©

A Container Ship Owner Who Got 2012 Right

"As we close the 2012 books, we have every reason to be satisfied with the Trust's positive results," says Rickmers chairman. Extracts from chairman, **Bertram R.C. Rickmers's** letter to shareholders in the recently released 2012 financial report:

The Trust delivered a satisfying set of financial results in the year ended 31 December 2012, with the following highlights:

- Sustained profitability with net profit of US\$27.6 million
- Reliable cash flows from operating activities of US\$109.2 million - Repayment of US\$52.0 million of secured bank loans
- High fleet utilisation rate of 98.9%

The business performed well operationally, with all sixteen [container] vessels generating strong revenues. Rickmers Maritime, being specifically structured around long-term fixed-rate time charter contracts, is largely insulated from the renewed pressure on time charter rates.



The **JENNIFER RICKMERS** enroute Antwerp – Photo : **Sjaak Klaassen - Klaassen F&V Production ©**

The challenges to our industry are by no means over. Container shipping, reliant as it is on consumer demand, cannot avoid being impacted by the economic slowdown of the developed world. However, with many of the macro economic issues finally being dealt with in a more constructive manner, a possible return to economic stability may be expected in the year to come. Our steady performance has led to an increased confidence in Rickmers Maritime which was reflected in our rising unit price over the past year.

We are only as strong as our counterparties. Fortunately, our counterparties comprise five of the world's leading container liner companies. Their performances in 2012 were considerably better than 2011 and this strength lowered our counterparty risk and improved our certainty of earnings. The Trust recorded revenues of US\$144.3 million for the year, with only one vessel, **Kaethe C. Rickmers**, momentarily exposed to the depressed charter market at the time of concluding her charter to **Mediterranean Shipping Company (MSC)**. Despite that, the Trust enjoyed an average daily charter hire of around US\$25,000 per vessel, and an average remaining charter period of 3.2 years as of 31 December 2012. Source: Rickmers Maritime Trust

GEO PLUS NETHERLANDS 	<p>Ben jij enthousiast, leergierig, representatief en in voor een uitdaging? TOS is voor de gehele vloot van Geo Plus op zoek naar:</p> <p>Kapiteins • HWTK's • Hydrografisch Surveyors • DP-officieren</p> <p> Heb je ervaring met en/of kennis van survey werkzaamheden en ben je in staat zelfstandig werkzaamheden te verrichten, doelen te stellen en heb je de drive 'de klus' te klaren? Ben je langere tijd beschikbaar voor een vaar/verlofschema van 4 weken op, 4 weken af (wereldwijd)? Vragen: Siebelina Ooms (+31)10 – 243 67 01 s.ooms@tos.nl</p>	 www.tos.nl
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2 “S-TYPE” UNITS ENROUTE AMSTERDAM “SHIPDOCK” FOR DRYDOCKING



The **SPIEGELGRACHT** enroute Amsterdam – Photo : Joop Marechal ©



Last Saturday 2 units of the **Spliethoff's "S-GRACHT" type** multi purpose cargo vessels passed IJmuiden enroute Amsterdam from this “parade” a photo impression on this page

Photo left & Below :
Marcel Coster ©

Spliethoff' is operating 11 units of the – **S-Type** in their fleet, the vessels are named

- **Schippersgracht**
- **Singelgracht**
- **Slotergracht**
- **Snoekgracht**
- **Spaarnegracht**
- **Spiegelgracht**
- **Scheldegracht ***
- **Stadiongracht ***
- **Sluisgracht ***
- **Spuigracht ***
- **Statengracht ***

The 21.400 DWT vessels are having a length of 168.2 mtr or marked with * a length of 172,6 mtr

see also : http://www.youtube.com/watch?v=2h04IWJDKOo&feature=player_embedded



Singapore & Malacca Straits Aids to Navigation Meetings

Singapore to chair the Aids to Navigation Fund (ANF) Committee from 2013 to 2015, & hosts the 10th Meeting of the ANF Committee.

The ANF, one of the three pillars under the Co-operative Mechanism on Safety of Navigation and Environmental Protection in the Straits of Malacca and Singapore (SOMS), was established in 2007 to fund the renewal and maintenance of aids to navigation in the SOMS.

In connection with the recent meeting, Singapore has signed a Letter of Acknowledgement with the Republic of Korea to affirm the latter's commitment to the ANF for another three years, following its contributions from 2009 to 2012.

At the welcome reception organised to acknowledge the contributors to the ANF, Guest-of-Honour, Mr Pang Kin Keong, Permanent Secretary for the Ministry of Transport, said, "The Straits of Malacca and Singapore is an important shipping lane that supports the bulk of the maritime trade between Europe, the Middle East and East Asia. The ANF supports the maintenance of navigational aids that facilitate safe navigation in the SOMS. Singapore is honoured to chair the ANF Committee for the next three years, and looks forward to working closely with the littoral States, user States, the shipping industry and other stakeholders of the SOMS to enhance the effectiveness of the ANF in promoting safe, open and clean shipping in the SOMS."

Since its inception, the ANF has received contributions totalling US\$15.3 million. Contributors to the ANF include The Nippon Foundation, International Foundation for Aids to Navigation Fund, Malacca Strait Council, the Republic of India, United Arab Emirates, the People's Republic of China, Republic of Korea, the International Maritime Organization, Kingdom of Saudi Arabia and Japan. **Source: Aids to Navigation Fund (ANF) Committee**

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MARINE CONTRACTORS

"VAN OORD" MATERIAL ENROUTE CASPIAN SEA



Last Thursday the **ASTRACHAN** (top) and **TITAN** (below) left the [Holland Shipyards](#) in Hardinxveld – Giessendam for transportation to Rotterdam Caland canal where the 2 units were loaded onboard the **HAWK** for further transportation to Russia (see photo on top of this newsletter), The **TITAN** and accommodation pontoon were commissioned by **Van Oord** on 27 March 2013. The honours were done by Mrs E. (Lily) de Wit – wife of Area Director F. (Freek) de Wit – and Mrs M. (Michele) Kamsteeg, wife of Area Manager M.C. (Ries) Kamsteeg. The order to build **TITAN** and **ASTRACHAN** was awarded to [Holland Shipyards](#) in Hardinxveld Giessendam, the Netherlands in October 2012. Given the tight construction deadline, virtually all of the work was done in the Netherlands.

Titan consists of a new pontoon 60 metres long and 26 metres wide, and is equipped with spud poles and the e-crane **Blockbuster**, which was successfully deployed before on the Maasvlakte 2 project. What makes this crane exceptional is its long outreach – the distance between the grab and the centre of the machine – and its lift capacity of 40 tonnes. To reduce its width so that it can pass through locks, **Titan** has been fitted with side pontoons that can be dismantled. Titan's name originates from Greek mythology and refers to a giant, incredibly

The accommodation pontoon **ASTRACHAN** is 60 metres long and 15 metres wide and offers accommodation for 50 people. Astrachan's name refers to the pontoon's first destination. On 31 March 2013, **Titan** and **Astrachan** will be departing for the Russian part of the Caspian Sea to assist with the dredging work for a pipeline-laying project.

Photo's : Marco Hoogendoorn – Holland Shipyards ©



Petronas and EPF to deal for MISC

Malaysia's state controlled oil company Petronas may increase its offer for MISC, after an offer at RM5.30 a share to all minority shareholders of the oil major's shipping arm was flatly rejected last month.

Sources said that the Employees Provident Fund (EPF), which owns a 9.5 percent stake in MISC, had indicated to Petronas that it wanted a higher price for it to accept the Petronas offer.

Industry sources say that Petronas and the pension fund would likely come to an agreement soon, as both were government-linked agencies. Sources close to EPF had indicated that Malaysia's biggest equity investor, may settle with Petronas at above RM6 per share for MISC.

A Petronas official declined to comment when contacted. Some analysts had earlier pegged MISC's fair value at RM6-RM6.50 a share based on future prospects. The previously loss-making shipping company had made a turnaround after cutting its container business and refocused on shipping liquefied natural gas and floating oil storage business.

A EPF-Petronas deal would pave the way for delisting MISC and taking it private. **Source: Kini Biz**



The **MSC ANS** approaching Rotterdam – Europoort – **Photo : Harry van den Berg ©**

BEDRIJVENDAG



Maritiem Instituut Willem Barentsz Terschelling



Afgelopen vrijdag werd op **Maritiem Instituut Willem Barentsz** Terschelling een bedrijven dag georganiseerd waarbij bedrijven konden laten zien aan de studenten wat ze te bieden hadden, om bij de studenten interesse te creëren om voor hun te komen werken na de afronding van de studie. Sinds 1875 wordt maritiem onderwijs verzorgd op Terschelling. In de loop der jaren is het instituut uitgegroeid tot één van de best uitgeruste nautische en technische instituten in Nederland. Het instituut verzorgt HBO-opleidingen voor Maritiem Officier en Ocean Technology (Hydrografie). Daarnaast biedt het **MIWB** diverse kennisdiensten aan: het Maritiem Simulator Training Centrum (MSTC), een veelheid aan cursussen op maritiem gebied en participatie in een aantal onderzoekprojecten.





Het **MIWB** beschikt over een eigen campus voor huisvesting van de studenten. Deze campus ligt op 500 meter van de school op een prachtige locatie: direct aan de enige natuurlijke baai van Terschelling. De 2 gebouwen bieden ruimte aan ca. 200 studenten.

Sinds 2003 beschikt het MIWB over het eigen opleidingsvaartuig de "**ms Octans**". Dit voormalig inspectievaartuig van Rijkswaterstaat verving daarmee de veel grotere **Prinses Margriet**: 30 jaar lang het opleidingschip van de zeevaartscholen.

De **Octans** is veel handzamer en daardoor eenvoudiger te bemannen en te hanteren. Wekelijks worden dan ook oefentochten gemaakt, zowel t.b.v. de opleiding Marof als Hydrografie.

Klik [hier](#) voor meer informatie en over de opleidingen en cursussen welke op het **Maritiem Instituut Willem Barentsz** worden gegeven

Photo's : Capt Richard Leistra ©

Baltic Sea may become a pilot area to use LNG as bunker fuel in Europe - Norwegian Prime Minister

The Baltic Sea may become a pilot area to use LNG as bunker fuel in Europe. This opinion was expressed by the Norwegian Prime Minister Jens Stoltenberg at the Baltic Sea Forum in St. Petersburg, IAA PortNews journalist reports.

According to the head of the Norwegian Government, LNG is the optimal alternative to conventional bunker fuels as it will let to solve the problem of sulphur content in marine fuel, to reduce the content of nitrogen oxides in emissions by 90% and decrease carbon dioxide emissions by 20%.

"Norway is going to conduct research in the sphere of LNG fuels and introduce corresponding technologies," - Jens Stoltenberg said.

He says it is a mistake to choose between the environment protection and the economic development as the first one facilitates the second one. As an example, he reminded about the policy of Norway in the Barents and North Seas where tough environmental policy resulted in increased fish catch which had a positive economic effect.

Norway is presently the country with the most developed infrastructure of LNG terminals.

Pros and cons of LNG as marine fuel are covered by the new edition of [«Port Service. Bunkering Market» \(2012\)](#).



Boskalis Offshore expands cable installation capability



Boskalis Offshore is expanding its capability in the cable installation market with the **Trenchformer**, a multi-purpose cable trencher for a wide range of soils and cable types.

Developed by **Boskalis** and **VSMC**, the trencher can bury cables in deep waters as well as in shallow areas.

Besides working together with cable laying vessels, the **Trenchformer** can operate as a stand-alone spread. Currently, the **Trenchformer** is in its final construction state, scheduled to go for sea trials in May 2013 with the barge

E 3504 (SMIT) and the **DINA M (Stemat)** at Rotterdam. An animation of the **Trenchformer** operating on the seabed can be found on the company websites.



Each year, the "**Roparun**" is organised: a 500 km run from Paris to Rotterdam in 45 hours during the Pentecost weekend. Over 400 running teams are involved, amongst them is the Boskalis-Smit running team. The ultimate goal is to collect funds for the facilities and equipment for the "**Princess Maxima** centre for pediatric oncology". Please help us to add life to these children's remaining days where no more days can be added to their lives!

South Africa: Noose to tighten on scrap, iron ore exports

South Africa's government will soon apply stringent regulations to restrict the "unencumbered export of scrap metals", according to trade and industry minister Rob Davies.

Launching the latest version of the government's Industrial Policy Action Plan (IPAP) for 2013 to 2016, Davies also said the focus of the plan had fallen on beneficiation where the intention was ameliorate South Africa's "existing and unsustainable dependence" on the export of unprocessed commodities.

The IPAP, now in its fifth iteration, is aimed at creating economic growth by industrialising the economy. While the intention is to stimulate economic activity, the statements give yet further concern for ArcelorMittal SA, South Africa's largest steel producer, as well as Anglo American's Kumba Iron Ore, the largest miner of the steel manufacturing ingredient. Steel merchants may also fall foul of the policy assuming it is applied and the proper power is given to the regulatory authorities to enforce it. To this end, it will fall to Paul Jordaan, who helped author the State Intervention in Mining (Sims) report, to oversee a major study aimed at beneficiating metals including iron ore, ferroalloys, steel, platinum group metals, titanium as well as producing polymers from coal, gas and oil.

The study will also assess strategies to realise upstream beneficiation manufacturing opportunities and look into the extraction and processing of these key minerals. The study is expected to be completed by the end of this year.

The trade and industry department has said before, however, that it does not plan to install an export levy on iron ore production. However, coal exports could be subject to a levy in an effort to redirect more supplies to Eskom.

Davies is particularly concerned about the very high input prices into the manufacturing sector. Said Davies: "Steel and plastics remain a major constraint to the competitiveness of domestic manufacturing and an impediment to foreign direct investment".

Steps to counter this constraint include the now well-worn government intention to secure iron ore at developmental prices in order to offer downstream consumers below market prices for steel. This means the Competition Act will need to be amended to curtail the abuse of market dominance in the supply of minerals for manufacturing.

"While South Africa is exceptionally rich in minerals, it has not been able to fully take advantage of the global boom in demand," Davies said. "Currently, critical mineral feedstocks into the economy, such as steel from iron ore or polymers, are supplied into the South African economy at monopoly prices which seriously limit downstream job creation." The beneficiation strategy will necessitate proposals to deal with the current infrastructure constraints in terms of power and transport. All possible levers, including mining licences, producer power and incentives, will be assessed. **Source: Mining MX**

CONCLAVE ON MARITIME EDUCATION & TRAINING



By : Capt, Bhardwaj - AMET

Underlying economic growth for any region has to be an equally strong foundation of building the human capital. If a talent pipeline is not planned then one will suffer the shortages of skill and dexterity. No industry can create overnight a mass supply of human capital and we need to appreciate that human capital is the key feature in sustainability of a competitive advantage.

Maritime education and training (MET) is fundamental for creating cadres of informed and thinking young people to support the general economic development of the entire spectrum of the maritime industry verticals both on-board and ashore.

A shore based maritime professional? sounds like an oxymoron! but dramatic technological and regulatory developments in the maritime sector have created a growing demand for adequately trained maritime personnel in the shore side segment of the maritime industry. The shore side jobs have become more demanding and there is an emerging need for a new breed of professionals with specific skill sets to operate in multicultural and diverse environment.

As the first maritime university of India, **AMET (Maritime) University** located in Chennai India has emerged to be the most preferred destination for all maritime related courses in the regions of SE Asia, Middle-East and Africa. With the shipping industry in itself being a trailblazer in globalizing employment and allowing many advantages in recruitment and employment flexibilities, AMET university attunes and grooms the varying culture, attitudes, attributes, work ethics to meet common, industry wide competence and attitudinal requirements for safe, efficient and clean operations and be job-fit for the entire maritime industry in all its verticals, globally. Riding on its 20 years of success story with seafaring, which as a profession has seen extinction of historical sources of manpower and emergence of newer areas with the biggest burden being shared by Asia alone and now increasingly pushing Africa, at the operational and management levels on ships and ashore, AMET has helped India emerge as the most preferred nation for sourcing of skilled and competent manpower. Today it is a center of excellence for in addition to on-board competencies, on-shore competencies in Commercial Shipping including Port and Logistics, Harbor Engineering, Naval Architecture and Offshore Engineering, Petroleum Engineering, Marine Biotechnology as well as Maritime Research. AMET University now brought to Dubai its eminent International Board of Advisors for a Conclave on Maritime Education & Training on Sunday the 24th March 2013 at Crown Plaza, Dubai. Joining this illustrious panel were the elite maritime leaders of the shipping industry in the Middle East and Africa.

Presiding over the conclave was The Chancellor of AMET University, the revered Sir Efthimios E. Mitropoulos, the former Secretary General of IMO. He was joined in the inaugural session by Senator Zynabe Kure, head of the Senators Committee that oversees Maritime Affairs of the Federal Republic of Nigeria.

Sir Efthimios Mitropoulos delivered the Keynote address on the "Role of MET in fulfilling IMO's vision on 'Human Element' at Sea". He acknowledged the special contribution of the World Maritime University and the International Maritime Law Institute to the attainment of the objectives of the Organization, He however recognized that crew

endurance, defined as “the ability to maintain performance within safety limits”, is a function of many complex and interacting variables, including individual capabilities, management policies, cultural factors, experience, training, job skills and the work environment.

The first technical session was devoted to “MET Response to challenges of ‘on-board’ competencies’ which was moderated by the session chair Capt. S. Bhardwaj, Professor Emeritus of AMET University. The Panelists included Dr. Ipalibo Harry, Hon. Commissioner of the River States of Nigeria in-charge for Employment Generation and Empowerment. He stated that the reality at the moment was that offshore exploration activities in Africa were experiencing a serious logistical set back. Manpower with the right skills to man the vessels that were needed to run the economy was lacking. He invited **AMET University** to set up and run a maritime training institute in his state in Nigeria. Dr. Ms Cecilia Osterman, a former marine engineer and now a human factors engineer from Sweden spoke on meeting the challenges of new technologies onboard. She emphasized the need for ergonomics requirement analysis in basic and conceptual design and evaluation of design proposals through crew participation in as much as design of ‘usable’ documentation, which was currently inadequately addressed.

Capt. Ali Jassim, the Fleet Personnel and Training Manager of **United Arab Shipping Company (UASC)** advocated



the need for young generation of officers as the younger employee were more technologically savvy and receptive to new trends They would be ready for new challenges which can be achieved through a proper & effective cadets training program. Mr. John P. Gray, a marine engineer and COO of Fairdeal Marine Services, Fujairah; and Capt. Ade Olopoenia, CEO of Matral Maritime Training Center in Nigeria.

The second session was a panel discussion among the industry leaders who formed the International Board of Advisors of AMET University. They included Capt.

Rajesh Tandon, Operations Director of V-Manpower, Monaco, Capt. Navin Passey, Managing Director of Wallem Ship Management (India), Mr. Lars Modin, Managing Director, ITM Dubai, Capt. Omoteso from Nigeria and Capt. Ramaswamy, CEO of Seateam Ship management India.

The final session was on ‘MET Response to Challenges of off- shore and on-shore competencies’ and was chaired by Mr Krishna Prasad, Managing Director, Aster Marine, Dubai. The panelists were Capt. S R Patnaik, CEO, International Shipping and Logistics, Dubai who elucidated the development of talent pipeline for commercial shipping. Ms Barbara Noothoven, HR Manager of Radio Holland stressed on integration of human capacity with technology in the design and development of technological solutions. Capt. Anshuman Singh of Fitch & Co. elaborated on need of developing talent for the vital supporting sector of legal and insurance sector. Mr. David Short, Chairman of **IMarEST** UAE branch presented the frightening consequences of lack of adequate training in this safety critical sector. Finally Ms Jean Wong Lee, the Technical Programs Chair of Society of Petroleum Engineers, UAE gave an overview of the offshore oil and gas sector, the expected qualities of personnel and how to best groom them.

The event winded up with networking cocktail s and dinner.

Striking dockers will talk to contractors if port operator attends

Workers say they will negotiate with contractors over their demand for better pay and conditions, but only if port operator HIT also attends

By : Jennifer Ngo

Striking dock workers say they are prepared to sit down and talk with employers, but only if the city's biggest port operator as well as the three major contractors take part.

Their bottom line for negotiations to start, they said last night, was to meet representatives from [Hongkong International Terminals \(HIT\)](#) along with contractors Everbest Port Services, Global Stevedoring Services and Pui Kee Stevedore Company.

The strikers spoke after a meeting yesterday, the 10th day of the strike, which was attended by more than 400 dockers.

Last night, a spokeswoman for HIT - owned by billionaire Li Ka-shing - said the firm had no comment on the demand for it to send representatives to talks.

HIT, which operates five of the nine container terminals at Kwai Tsing, has previously insisted it has nothing to do with the employment of contract workers.

The strike, which involves about 500 dockers, had affected cargo imports and increased pressure on dock operations, Willy Lin Sun-mo, chairman of the Hong Kong Shippers' Council, which represents importers and exporters, said. The effects were still minimal, but ships might switch to ports in Guangdong or even to Singapore if the strike continued, Lin warned.

Stanley Ho Wai-hong, from the Union of Hong Kong Dockers, said: "We've heard that workers still working are shouldering additional hours and shifts, so the resentment has been building."

The industrial action began on March 28 to demand better work conditions and a 17 per cent pay rise - dockers say their wages have risen only once in 15 years.

Acting chief executive Carrie Lam Cheng Yuet-ngor urged the strikers and their employers - as well as the port operator - to "all show concerted effort" in handling the dispute peacefully. She said the Labour Department would try its best as mediator.

Dockers hope the government can arrange a meeting soon. Talks are expected to be long. At noon yesterday, some of the strikers re-entered Terminal Six after the High Court relaxed HIT's injunction that had kept them out since Monday. The strikers each received HK\$1,500 from a fund set up to support the walkout, up from the HK\$1,000 they got previously.

Ho said strikers, their families and supporters, would meet at Victoria Park at 3pm today and march to the Cheung Kong Center in Central, then to the government headquarters in Admiralty. **Source : South China Morning Post**

Support for new lifeboat

Residents of a north-east town have shown overwhelming backing for a new inshore lifeboat station.

More than 100 people packed into a church hall in Stonehaven, Aberdeenshire, to hear the RNLI's plans to establish a trial station with an Atlantic 85 lifeboat.

The aim is to open the station in July after which the RNLI will monitor the volunteer commitment and the number and type of incidents attended.

A decision on the long-term future of what would be Scotland's 47th lifeboat station will be taken at a later date.

The charity said it was delighted with the turnout at St James's church hall at which Paul Jennings, the RNLI's divisional operations manager for central Scotland, outlined the plans. Mr Jennings said: "We are absolutely delighted with a huge turnout from people in the Stonehaven area." **Source : Herald Scotland**

The low pay, long hours and new demands facing Hong Kong's dockers

Dockers strike follows years of increasing pressures and rapid change in job uniquely affected by currents in shipping industry

By : John Carney

Since hundreds of dock workers downed tools 11 days ago at the Kwai Tsing Container Terminals to press their case for a 17 per cent pay rise, their action has brought into sharp focus the dire conditions many of them have to endure daily.

The striking dockers, who are employed by contractors at the port, say their wages have been raised only once in the past 15 years and inflation is making it hard to make ends meet. Stanley Ho Wai-hong, of the Union of Hong Kong

Dockers, said their daily wages were cut from HK\$1,480 in 1997 to HK\$1,115 around 2003, then raised to HK\$1,315 in 2011. They want the rate raised to HK\$1,600.

Port operator **Hongkong International Terminals (HIT)** dismissed that claim, saying their pay was not lower now than a decade ago, based on its contractors' salary records.

Since the start of the strike on March 28, the action has escalated. On Thursday, more than 200 HIT crane operators began working to rule - doing only the minimum required of their contracts - descending to the ground for toilet breaks instead of relieving themselves aloft to save a half-hour trip. HIT has denied its own workers are taking industrial action.

The International Labour Organisation says the dock industry requires constant upgrading in order to meet the demands of international trade.

The sector once relied on mostly occasional and low-skilled labour, but it now requires more highly skilled workers to cope with the growing cargo volumes, increasingly sophisticated infrastructure, the UN labour rights agency says.

At the same time, dock workers are asked to be more productive and to work in shifts, while their numbers are cut.

The UN agency says it helps to tackle these challenges by dealing with two peculiarities of dock work: the need for specific protection due to safety and health hazards, and the impact of technology and international trade on their industry.

Despite its efforts, however, Hong Kong dock workers are toiling shift after shift at the container terminals without a break and for days at a time. The work has not just left them exhausted, but also hurt their private lives.

One shore checker, who is responsible for preparing containers ready to be moved onto the ships, said the hours were so long that he barely saw his son. But he had no choice - and is now divorced.

Many shore checkers are also paid by the shift and end up not going home for days. "Don't even think about a toilet break," he said. "We just do it on the spot, where we are working." **Source : South China Morning Post**

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UOS ATLANTIS DELIVERED THE MAERSK KIEL IN MALTA



The 2009 built ATG flag offshore tug/supply ship **UOS ATLANTIS** towing the 1998 built HKG flag container ship **MAERSK KIEL** off Marsaxlokk Harbour, Malta on Friday 5th April, 2013 and after entering Marsaxlokk Harbour assisted by 4 tugs **PAWLINA, SEA SALVOR, SPINOLA and WENZINA**



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

NAVY NEWS

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S. Korea Deploys Two Radar-equipped Aegis Destroyers



The South Korean military has deployed two radar-equipped Aegis destroyers to the East and West Sea, to better detect missiles launched by North Korea. A military source in Seoul says the radar systems have a detection range of one-thousand kilometers, and will be able to track missiles in mid-air.

Just after the North's launch of a long-range rocket from the western Dongchang-ri site last December, the Aegis destroyer detected it within 94 seconds. The ground-based Green Pine radar and the airborne Peace Eye early warning and control aircraft are also keeping a close watch for developments. Both Seoul and Washington believe that the Kim Jong-un regime has transported the mid-range Musudan missile to the east coast for a possible test launch. **Source : Arirang**

GE to Provide IHI with LM2500 and LM500 Gas Turbines for Japan's New 24DDH Destroyer



GE Marine announced that it will provide IHI, Tokyo, Japan, with LM2500 and LM500 gas turbines for the Japanese Maritime Self Defense Force's (JMSDF) new 24DDH destroyer. The GE LM2500 gas turbines will be equipped with integrated electronic controls.

"GE gas turbines already are part of the JMSDF's 22DDH program. We are delighted to continue our long-standing partnership with IHI and the JMSDF for the 24DDH follow-on program," said Brien Bolsinger, vice president, marine operations, GE Marine, Evendale,

Ohio. "In fact, as with the 22DDH program, IHI will design and package the LM2500 propulsion modules and LM500 electrical generator sets. "

GE/IHI Milestone

In late 2012, GE and IHI celebrated the delivery of the 100th LM2500/LM500 marine gas turbine at IHI's headquarter in Tokyo. GE's Bolsinger presented an engraved glass vase to Mr. Shikina, IHI's division director of Defense Systems. While Mr. Shikina presented Bolsinger with a plaque, he remarked, "The GE/IHI relationship is a remarkable collaboration, and both companies have helped in the growth of marine programs in Japan."

Gas Turbines

The LM2500 remains GE's most popular gas turbine, used by 33 navies worldwide, logging more than 13 million operating hours. The current worldwide LM2500 fleet totals more than 2,500 engines operating in diverse marine and industrial applications. Including the 22DDH program, the JMSDF fleet features 66 LM2500s for its Kongou-, Murasame-, Atago- and Hyuga-class destroyers.

The LM500 is derived from GE's TF34 turboprop aircraft engine, and has 90% commonality with the CF34 engine that powers the popular CRJ100/200 regional jet. Currently there are over 100 LM500 gas turbines delivered or on order, accumulating more than 2 million operating hours. The JMSDF has 22 LM500s in its fleet powering the Hayabusa- and Ichi-gou-class boats.

The LM2500 and LM500 gas turbines for the 24DDH program will be manufactured under license by IHI and will be placed into propulsion or generator set modules. IHI will deliver the LM500s modules to the shipyard in late 2014, and the LM2500 modules to JMSDF in early 2015. **Source : GE Marine / asdnews.com/news**

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EU-bound Croatia privatises ailing shipyard

The Croatian government on Saturday privatised an ailing wharf as part of moves to restructure its shipbuilding sector in line with conditions for its entry into the European Union in July.

"We have managed to preserve Croatia's shipbuilding upon new (EU) rules," Prime Minister Zoran Milanovic was quoted by national HRT television as saying at the signing of a deal to sell the loss-making Brodotrogir shipyard to local firm Kermas Energija.

The company bought a stake of more than 95 percent in the wharf, located in the central coastal town of Trogir, for the symbolic price of 1 kuna (0.13 euros, \$0.17).

It must now invest some 270 million euros in its restructuring. Restructuring of Croatia's heavily subsidised shipyards is one of the key issues Zagreb has had to resolve ahead of becoming the European Union's 28th member on July 1.

More than 10,000 people are employed in the shipyards, which are estimated to have accumulated losses of about 3.7 billion euros over the past 20 years.

Last month Croatia privatised its largest shipyard, Brodosplit, and is expected to complete the sale of the sole remaining state-owned shipyard in the northern port of Rijeka soon. **Source : France 24**



IHC Beaver shallow water cutter dredger onboard Biglifts **HAPPY DIAMOND** – Photo : Henk van der Heijden ©

Portsmouth MP's anger over PM's pledge on shipbuilding

A PORTSMOUTH MP has expressed alarm after the Prime Minister committed himself to protecting Scottish defence jobs if Scotland stays in the UK.

David Cameron made a direct plea to voters north of the border as he visited the crew of HMS Victorious, one of the Royal Navy's Vanguard-class submarines, in the west of Scotland.

He said: 'Scotland counts for more on the world stage because it is part of the United Kingdom and Scottish defence jobs are more secure as part of the United Kingdom.'

But Portsmouth Mike Hancock said he was alarmed at the assurances to Scottish defence workers at a time when BAE Systems is undergoing a review of its shipbuilding operations in the UK.

Many fear it could see the defence giant's Portsmouth shipyard closed, with the loss of hundreds of jobs, in favour of its Scottish counterparts on the Clyde.

Mr Hancock said: 'I hope Cameron is not saying it's them or us. That is the unanswered question.

'I'm concerned that he is going to make promises to Scotland to secure a no vote (to Scottish independence) at the expense of jobs here in the south, not only in Portsmouth but other defence related jobs. The real issue is, will there be shipbuilding here?

'There have been a lot of conversations about whether or not the navy are going to have three offshore patrol vessels.

'There are rumours saying "yes" but no decision on where they are going to be built. In Portsmouth one or two would see the gap between aircraft carriers being completed and Type 26 frigates coming on stream.'

But Penny Mordaunt, the Conservative Portsmouth North MP, said it is not an issue of 'either/or.'

She said: 'What he is saying is, if you want shipbuilding to continue in Scotland you need to vote no in the referendum.

'Although it's legal for ships to be built by a foreign power, it's obviously not favourable to do that.'

The BAE review is expected to be concluded after the Scottish referendum in September 2014.

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MPA's **POZZIE**, photography-based traveling ambassador, with AHT and Offshore Barges. The aim is to showcase the vibrancy and diversity of Maritime Singapore through photos submitted by various maritime organisations. This is part of the **Singapore Maritime Week 2013** activities. **Photo : Ey Kuet ©**

India lagging behind in maritime trade: Vizag Port chief

India and China were in the forefront in maritime trade in the fourteenth century at a time when other nations were lagging behind and since then India has ignored her maritime interests due to various factors and "today we are near the bottom of the table", according to Visakhapatnam port chairman Ajeya Kallam.

He was speaking here on Friday at the port Deputy Conservator's Office on the occasion of the National Maritime Day. "China has fared much better and today it is the largest shipbuilding nation in the world. India stands fifth with an insignificant percentage contribution to the world shipping capacities," he lamented.

After Independence, policy-makers had ignored maritime trade, he said and added that investment in the sector could have created many jobs. "Waterways are not only the cheapest form of transport but also save a lot of energy and cause minimum pollution," he said.

He said, "It is unfortunate that due to our policy short-sightedness, we do not have shipping capacities required to carry our strategically important cargo like petroleum. We have to depend on foreign carriers."

VPT Deputy Chairman G.V.L. Satya Kumar said the Visakhapatnam port had recorded negative growth for the first time in its history during 2012-13, because of ongoing expansion works resulting in reduced cargo-handling capacities. He said the sacrifice was essential to ensure that "the port has a future and is ready to meet the emerging challenges."

VPT Deputy Conservator S. Mathur, Amit Bhargava of Indian Register of Shipping, VPT chief vigilance officer Mujib Pasha Shaik, Commandant CISF K.K. Chaturvedi and senior representative of business Pattabhiramayya participated in the function.

A fibre glass pilot boat, **O.B. Rattanberry**, was launched on the occasion. April 5 is celebrated as National Maritime Day to mark the launch of the first commercial voyage by an Indian ship in modern history when steamship Loyalty set sail from Bombay on this day in 1919. Since 1964, this day is also celebrated as the National Maritime Day and also called the Merchant Navy Flag Day. **Source: The Hindu Business Line**

New Mangalore port to be linked to Dubai, via Karachi

Shipping agents have approached New Mangalore Port to start sailing of a mainline vessel providing direct link from here to Karachi, said P. Tamilvanan, Chairman, **New Mangalore Port Trust (NMPT)**.

Announcing the port's performance in 2012-13 in the city on Thursday, he said the vessel, "**Kota Anggarik**", would follow a route from Mangalore, sailing through Karachi, Jebel Ali (Dubai) and Mombasa (Kenya).

He told presspersons that the mainline would be useful for those who want to move cargo from Kerala to Dubai. "There is a lot of demand for a direct link to Dubai from places such as Kannur," he said. "So far, no vessel has taken such a route. It happens to stop by in Karachi en route, which must have been on the basis of a cost-benefit analysis. For me, it is useful that a vessel is going to Dubai," he said.

New berths

Mr. Tamilvanan said the port is getting a new berth (Number 13), to handle petroleum, oil and lubricants (POL). It has a capacity of handling 7.8 million tonnes per annum (MTPA) and has been set up with an investment of Rs.79 crore. Currently, the minor work of dredging is going on and a vessel has been anchored at the berth for trial. Otherwise, "it's ready," he said.

The Ministry of Shipping has approved the setting up of another new berth on which the port will invest Rs.137 crore raised from internal resources, he said. Called berth Number 18 (though it is actually the 17th), it will be able to receive large vessels. Berth numbers 10, 11, 13, 14, 15 and 18 have a draft of 14 m, allowing larger vessels to sail in, he said.

Rs.100 crore surplus

Mr. Tamilvanan said that for the year 2012-2013, the port's net surplus is likely to cross Rs.100 crore. In 2012-13, the port handled 37.04 MT of cargo as against 32.94 MT in 2011-12, a growth of 12.43 per cent and the highest quantity of traffic ever handled at the port, he said. Last year, the port handled 20.75 MT.

The port saw 2.88 per cent growth in traffic over the target fixed by the Ministry of Shipping.

The growth is due to an increase in handling coal, POL crude, coal, maize and containerised cargo (4.84 MT in 2012-13 and 4.50 MT in 2011-12). It handled 60 MT in 2012-13 and 3.9 MT in 2011-12 of railway traffic.

Some of the LPG handled at the port had shifted to Ennore, about which he was "a little worried". However, good demand for LPG could counter the diversion, he said. NMPT handled 14 per cent less LPG this year (2.07 MT in 2012-13 and 20.75 MT in 2011-12). The port handled 14 gearless vessels (without cranes) and 15 cruise vessels with 10,196 passengers in 2012-13. **Source: The Hindu**



228 mtr **Konstantine Jacob** arriving at Portland Ports Outer Coaling pier for discharge at the ports sullage facility.

The 76517 tonne DWT tanker should be alongside for four days.

Photo : Capt Ted Toop – Master Tug Maiden Castle. ©



Additional port capacity up to 280 mt planned

The Union Ministry of Shipping has planned to create additional port capacity of 280 million tonnes, mainly through PPP route, in the fiscal 2014, said Shipping Minister G K Vasan.

Further, he said the main focus of the government in the port sector is to expand capacity, improve efficiency and increase draft. "Our approach through PPP route has been paying off and in 2012-13, we awarded 32 port projects with an estimated investment of Rs 6,700 crore. We will keep the same tempo in the years to come," Vasan said, addressing the Grand Finale of the 50th National Maritime Day celebrations here. Since growth in traffic had far outstripped the growth in Indian tonnage, the country had no option but to depend on foreign flagships, Vasan said, adding, "We need to have adequate Indian control over maritime activities, in the context of our growing international trade and increasing energy demand."

He also pointed out that the coastal shipping and inland waterways transport have not kept pace with the developments despite India having 7,500 km of coastline and more than 12,000 km of inland waterways. **Source :** Deccan Herald

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Teekay announces senior management change

Teekay Corporation says that **Geir Sekkesaeter**, Senior Vice President, Conventional Fleet Operations, and Head, Technical, Safety and Quality, has decided to leave Teekay for personal reasons, effective as of March 31, 2013.

Peter Evensen, Teekay's President and Chief Executive Officer said, "Geir Sekkesaeter has played an important role in the operational life of Teekay over the last few years." Mr. Evensen continued, "Geir led the marine management team with great focus and determination. He was instrumental in the successful recent establishment of the Teekay Marine Ltd. joint venture and the transfer of ship management accountability into the Business Units. I would like to thank him for his efforts and wish him well in his future endeavors."

Geir Sekkesaeter said, "When I joined Teekay in 2008 I was excited not just to work for an industry operational leader, but also to be involved in the long-term development of the Teekay fleet operational strategy. It has been an immensely enjoyable journey. Now is the right time to pursue new opportunities where I can apply my operational and execution experience." Mr. Sekkesaeter's responsibilities have been transferred to the respective Business Unit

Presidents of the Conventional, Shuttle, and Gas fleets, each of whom is a member of the Teekay Senior Leadership Team.

ALMA DOEPEL READY FOR RESTORATION



After much delay and arrival of a special purpose barge, the 1903 Australian built topsail schooner **Alma Doepel** is now high and dry ready for restoration back to resembling this 1999 shot in Melbourne Docklands, which is where the restoration will be done in the shadows of the city of Melbourne.

Alma Doepel was built in Bellingen in New South Wales and traded in Bass Strait between Melbourne and Tasmania before getting her marching orders for the Army in the Second World War delivering goods and troops from Darwin to New Guinea, at wars end she continued trading in and around Tasmania until 1976 when sighted demasted carrying limestone in Hobart she was quickly snapped up pressed back into service, after a major refit, to become a Sail Training Vessel in Melbourne and Port Phillip before falling into disrepair once again in the early 2000's now set for a huge repair and to be put back into sail training once again on completion in about 3 years, her rig and running gear is in storage undergoing repair ready for her restoration

Click [here](#) for more information about the **ALMA DOEPEL**

Photo's : Andrew Mackinnon – www.aquamanships.com ©

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.... PHOTO OF THE DAY



Biglift's **HAPPY DIAMOND** passing Maassluis outbound from Rotterdam bound for Tema (Ghana)

Photo : Monique Davis-Mulder ©

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