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**SD SALVOR in her Kotug Livery in the port of Rotterdam –
Photo : Capt Peter Andriessen ©**

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The **COSCO BELGIUM** arriving in Rotterdam-Europoort during her maiden voyage

Photo : Teun Put ©

Captain believed to have underestimated length of barge being pulled by tugboat in thick fog

By : Amy Nip

The ferry that collided with a barge in thick fog on Friday night, leaving 39 people injured, did see a vessel on its radar but the crew are believed to have underestimated its length.

The barge was said to have been travelling slowly and was being towed by a tugboat when it was in collision with the high-speed **First Ferry III** north of Cheung Chau.

Little information about the barge had emerged last night. The Marine Department believed it had been loaded with soil for dumping and was being towed by a tugboat from Kellett Anchorage No 2 towards a dumping ground south of



Cheung Chau. New World First Ferry Services, whose ferry was taking dozens of people from Central to Cheung Chau when the accident occurred at about 9.30pm, said the skipper reported seeing a vessel on radar and tried to avoid it.

Photo : Andrew Mackinnon (c)

It is not clear if he

slowed down or tried to steer around it.

"Radar can show the presence of an object but cannot indicate its width or length," said the company's spokeswoman.

Three of the injured were initially said to be in serious condition, but by yesterday their condition had improved to stable. A further 16 remained in stable condition; the remainder were discharged from hospital.

One of the passengers said: "It was a big crash. Some passengers were thrown out of their seats."

The captain asked passengers to put on their lifejackets afterwards but managed to bring the ferry into Cheung Chau.

The Marine Department, which was broadcasting alerts about poor visibility throughout Friday night, and the police have launched an investigation.

The collision follows the ferry crash off Lamma on October 1, in which 39 people died. The New World First Ferry Services spokeswoman said the captain involved in Friday's crash had been with the company since it began in 2000 and had many years' experience in sailing fast ferries from Central to Cheung Chau and Mui Wo. The collision happened in a narrow channel frequented by many vessels, including high-speed boats to Macau and barges to the mainland, said Captain Tony Yeung Pui-keung, manager of the Vocational Training Council's Maritime Services Training Institute. "Barges have to make a 90-degree turn north near Shek Kwu Chau," Yeung said. "Then they have to sail between Lantau and Cheung Chau." He said towlines would not show up on radar and the only thing skippers could do when they had difficulty pinning down objects was to sail at the slowest speed. **Source : South China Morning Post**



The **PALMERTON** inbound for Melbourne – **Photo : Dale E. Crisp ©**

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The **BACOLINER 2** at the Westerscheldt River enroute Antwerp – Photo : Willem Kruit ©

Ore-Ship Returns Rise on Speculation Price Drop to Stoke Demand

Earnings for Capesize ships, the biggest carriers of iron ore, rebounded from six sessions of declines on speculation lower prices for the steelmaking raw material will spur buying from leading importer China.



Daily average returns rose 0.4 percent to \$4,261, figures from the Baltic Exchange in London showed today. That was the first increase since March 25 for the vessels, each able to hold more than 150,000 metric tons of cargo. The Baltic Dry Index, a wider measure of freight rates, fell for a seventh session.

The **VALE SAHAM** seen escorted by the **SVITZER SOHAR** outbound from Sohar Port Photo : Rik van Marle ©

Ore with 62 percent iron content delivered to the Chinese port of Tianjin slid 5.2 percent last quarter, the third retreat in four, according to a gauge compiled by The Steel Index Ltd. Prices were unchanged today at \$135.90 a dry ton, it showed, down 1 percent so far in April from last month. "Iron-ore prices have dropped slightly, which may have encouraged some

limited buying from Chinese steel mills,” Dominic Meredith Hardy, an analyst at London-based shipbroker Galbraith's Ltd., said by e-mail. “We would expect this to provide a slight support for Capesize rates.”

The ore is measured in dry tons, or metric tons less moisture, which can account for 8 percent to 10 percent of the mineral's weight. Steel stockpiles remain elevated in China, which is likely to curb iron-ore buying, Hardy said. Inventories of hot-rolled coil gained 0.6 percent last week to the highest in almost a year, according to data from Shanghai Steelhome Information, an industry research company. The index dropped 0.6 percent to 861, leaving it down 5.4 percent this week, as daily average returns fell for the three classes of smaller ships it tracks, according to the exchange. Panamaxs, the largest vessels to navigate the Panama Canal, retreated 1.1 percent to \$8,755 and Supramaxes slid 0.3 percent to \$9,533. That was the seventh drop in a row for both. Handysizes, the smallest ships in the index, slumped 0.7 percent to \$7,797. **Source: Bloomberg**

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The **GRANDE CAMEROON** lining up for the Tilbury locks –
Photo : Capt. Julian Jager, Master m.v. Norstream ©

High-Risk Ferry Docking in Greece

Check out this footage of a ro/ro passenger ferry Mediterranean mooring to a dock in heavy seas at the Greek island of Kimolos on March 25, 2013. Long video so watch the first minute or so then skip towards the end. **Source :** gCaptain **See :** http://www.youtube.com/watch?feature=player_embedded&v=PytXU6yiCaM



Wilson's PSV **TAGAZ** - Photo : Capt Jan Plug ©

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Baltic-NWE Aframax freight rates rise to highest in 2 years

Spot freight rates for Aframax on a Baltic to Northwest Europe route have risen to the highest level assessed since 2011 on a glut of "ice cargoes" being fixed on the market, sources said Friday.

Activity on the Baltic-NWE Aframax market has increased throughout the week, with several vessels passing subjects at progressively higher rates, sources said.

Baltic-NWE Aframax were assessed at Thursday's close at Worldscale 130 or \$12.26/mt for a 100,000 mt basis, up by w20 from the previous day, Platts data shows.

According to Platts data, this is the highest rate on this route since March 23, 2011, when they were assessed at w178 or \$13.97/mt. Sources reported that there were around four or five fresh uncovered cargoes on the market for laycans around April 15-20.

Also sources reported that Baltic Aframax had been placed on subjects earlier in the week with options to discharge in the Mediterranean at a premium, taking them away from NWE where they usually operate.

"Ice class ships are asking a premium to discharge Med as the longer voyage brings them further from their natural loading area," said a Med-based shipbroker. "But then this effect will vanish as soon as the ice season is over and a longer voyage will dictate a discount rather than a premium by then."

Recent fixtures reported to Platts include the Bonita, placed on subjects at w150 for an April 21 loading on a Primorsk-NWE route on Thursday afternoon. "It is a difficult one to call today," said a shipbroker. "We've got fixtures at w105-

110 levels but then the Bonita was offered for a crude cargo off natural dates at w150. There is an abundance of ice cargoes and it is looking busy for dates up to April 20." By the Platts Market on Close Thursday multiple sources reported details of a cargo scheduled to load April 22-23 out of Ust Luga, Russia being offered at w175 levels, leading to sentiment that rates are likely to rise further. A shipowner added: "Aframaxes in the North are either on subs or fixed so charterers took a look at the position list this morning [Thursday] and decided that there was no more time to hope for short options to be declared on unclear positions...the time to act was now. That's why double-digit increases on the last done [freight rate] are now the norm." **Source: Platts**



The **SMIT SCHELDE** joint the ranks again in Rotterdam Europoort after the repairs on het wheelhouse where completed last week – **Photo : Henk van der Heijden ©**

HBO Offshore network

Zoekt u goed opgeleide HBO-ingenieurs in de Offshore industrie?



De Nederlandse Offshore industrie is een sterke, ondernemende en innoverende branche op wereldniveau. Nederlandse bedrijven zijn toonaangevend zowel bij het ontwerpen van olie- en gasinstallaties, boorplatformen, hijsinstallaties en pijplegsystemen, als bij het leggen van grote kabels en pijpen op de zeebodem, het baggeren en het plaatsen van windmolens op zee.

Drie hogescholen hebben in nauwe samenwerking met de branche organisaties **IRO**, en **NOGEP** het "**HBO Offshore Network**" opgericht. De intentie van dit netwerk is om gezamenlijk meer studenten met de juiste kwalificaties voor de Nederlandse Offshore en Olie & Gas branche op te leiden. De vraag naar afgestudeerde hbo-ingenieurs voor deze branche is groot en zal, naar verwachting, de komende jaren nog verder groeien. De Nederlandse Offshore industrie is toonaangevend in de wereld. De meeste HBO studenten weten dat helaas niet. Wij zetten de Offshore bij studenten op de kaart.

Krachten bundelen door samenwerking

Er bestond tot nu toe geen gestructureerde samenwerking en afstemming tussen hogescholen die studenten opleiden voor functies binnen de offshore of olie- en gaswinning. Iedere school stelt tot nu toe zijn eigen curriculum vast en zoekt zijn eigen weg in de branche. Ook voor bedrijven is dit lastig. Willen bedrijven actief participeren in het onderwijs, dan moet met iedere hogeschool apart een relatie worden opgebouwd. Met dit netwerk willen de branche organisaties en de aangesloten scholen de krachten bundelen. De zoektocht naar goed opgeleide medewerkers

"Het gebrek aan goed opgeleide medewerkers is de belangrijkste beperking voor de groei van de Offshore industrie", zei **Goof Hamers** van IHC op de Offshore Energy Conference van 23 oktober 2012, in

Amsterdam. Dit is mede een reden waarom het netwerk is opgericht. De initiatiefnemers zijn opleidingen die al een aantal jaren "state of the art" onderwijs geven in nauwe samenwerking met het bedrijfsleven. In elk van de opleidingen worden theorie en praktijk aan elkaar gekoppeld, door middel van innovatieve, uitdagende onderzoek- en ontwerp-vraagstukken uit de praktijk. Deze vraagstukken worden aangeleverd door de deelnemende bedrijven uit de Offshore en Olie & Gas branche. Studenten werken samen met bedrijven in (multidisciplinaire) projecten aan praktische oplossingen. Studenten komen zo direct in contact met ontwerp- en operationele afdelingen van bedrijven en kunnen op deze manier toetsen of ze passen in de offshore industrie of bij bedrijven die actief zijn in de olie en gaswinning. Zij maken kennis met uiteenlopende bedrijven en krijgen zo een antwoord op de vragen:

"Is deze industrie iets voor mij?"

en

"Bij welk bedrijf pas ik en in welke functie?"

Door de intensieve samenwerking met bedrijven gedurende de opleiding, ontstaat er al vroeg een band tussen bedrijf en student. Dit is een win-win situatie voor beide partijen. Meer dan 30 van de grootste Nederlandse Offshore bedrijven investeren intensief in de opleidingen van het netwerk. Als uw bedrijf dat ook doet, dan kunt ook u precies die studenten benaderen, die het beste passen bij uw toekomstplannen. Door een eerste kennismaking tijdens het uitvoeren van projecten in uw bedrijf, leert u de student goed kennen. Als dit leidt tot een aanbieding, dan weet u vrijwel zeker dat de kandidaat past bij uw bedrijf en de functie. Bovendien is hij of zij door projecten en afstudeerwerk veel sneller effectief inzetbaar. Een aanpak die zich volledig heeft bewezen.

Wilt u actief participeren in het Offshore onderwijs?

Sluit u dan aan bij het **HBO Offshore Network!**

HBO OFFSHORE NETWORK

Wij laten studenten de unieke kansen ervaren binnen de Nederlandse Offshore.

Voor meer informatie kunt u contact opnemen met:

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The 274 mtr **MSC FORTUNATE** outbound from Haifa – the containervessel is built as the 68.363 DWT **HYUNDAI FORTUNE** 1996 at 1996-09 **Hyundai Heavy Industries Co Ltd** - Ulsan Yard under hull No.: 917, badly damaged by fire and an explosion while in the Gulf of Aden on 21 March 2006, was towed by a salvage tug operated by salvage firm **SvitzerWijismuller** to Salalah port in Oman to discharge some of the undamaged cargo. The vessel is repaired and taken in service as the **MSC FORTUNATE** in March 2009 **Photo : Peter Szamosi – www.israelbed.net ©**

Report details economic downturn in global shipping

Global ship operators face significant refinancing and default risks as a result of tight bank funding, enormous industry overcapacity and depressed global trading conditions, Standard & Poor's Ratings Services said in a report released this week. "Global Ship Operators Scramble For Liquidity To Stay Afloat" depicts an industry that has been dramatically hurt by the economic downturn. Ship charter rates have fallen to between 30 and 80 percent below their 10-year historical average in parallel with declining economic activity, according to the report. High operating costs, particularly

for fuel, also are depressing shipping companies' earnings. Furthermore, ship operators accelerated orders of new vessels in years when shipping markets flourished, so these vessels are now hitting the water at a time when trade demand is subdued. During the last 10 years, the global container ship and dry bulk fleets have more than doubled and the tanker fleet has grown by more than 50 percent.

Ship operators are also finding it increasingly difficult to raise capital for new ships and to refinance existing loans. Banks, faced with their own financial difficulties and a riskier shipping industry, are imposing tougher conditions for lending and charging higher premiums, according to the report.

"We expect asset values and the performance and credit quality of shipping companies to remain weak in the coming quarters, which will further exacerbate banks' reluctance to lend," Standard & Poor's credit analyst Izabela Listowska said in a statement. "As a result, we think further shipping company defaults and financial restructurings are likely over the next few quarters."

Last month, the New York Times reported on the issue, focusing on the European market. "A glut of ships, and slack demand for shipping in the weak global economy, have reduced the value of cargo ships. According to some estimates, as many as half the cargo carriers on the high seas today may no longer be worth as much as the debt they carry — putting them underwater, in financial jargon," the story notes. A recent report on the issue by Investor's Business Daily was more optimistic, noting, "Shipping stocks have finally charted a new course due north after sailing south for most of the past three years." **Source: Trade Only Today**



The **ZIM SAN DIEGO** approaching Rotterdam Europort – **Photo Harry van den Berg ©**

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Business urges removal of ex-Kodeco pipe

The East Java branch of the Indonesian Chamber of Commerce and Industry (Kadin) has urged the Energy and Mineral Resources Ministry and state-owned oil and gas company **Pertamina** to relocate an undersea gas pipe near

Tanjung Perak Port. Nelson Sembiring, a senior executive of Kadin's East Java branch, said that the undersea pipe formerly owned by Korean oil and gas company Kodeco had seriously hampered shipping activities at the port. He said that the undersea pipe installed by Kodeco in 2008 to deliver gas from the West Madura Offshore (WMO) block to a receiving gas terminal in Grisik had for years hampered shipping traffic from and to the port. Nelson said that the ministry and **Pertamina**, which now owned the gas pipe after it took over the WMO gas block from Kodeco in May 2011, should be responsible for relocating the pipe because it had endangered shipping activities at the port. **Source : Jakarta Post**

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Hopper dredger "**CORNELIS ZANEN**" at anchor at Singapore's Raffles reserve anchorage,
Photo : Alexander Pera, LOC Pte Ltd. ©

Shipping ministry to open up lighthouses to tourists

The ministry identifies 19 such facilities that will be developed through public-private partnerships

India's shipping ministry plans to open up lighthouses to tourists and has identified 19 such facilities across the country that will be developed through public-private partnerships.

These include the one at Kanhoji Angere, which currently has just three ministry of shipping employees living there to manage the lighthouse located on the island. The Mumbai lighthouse is located on the island owned by the Mumbai Port Trust and is named after the Shivaji's Admiral Kanhoji Angere, who was the head of Maratha navy.

"Lighthouses are as old as civilisation. Lighthouses have lights in different colours that can reach up to 35 km," said A.M. Surej, director general, Directorate General of Lighthouses and Lightships. The colours and the number of times they flash allow sailors to recognise the location.

"For instance, Mumbai lighthouse has two flashes in 20 seconds, eight flashes in Chennai and six flashes in Gujarat," Suraj said. Countries such as South Korea, South Africa, the UK and the US have also promoted such lighthouse tourism. Suraj said hospitality and tourism services will be provided at the sites.

Pradeep Kumar Sinha, secretary, ministry of shipping, said the Directorate General of Lighthouses and Lightships has already carried out a feasibility study for 15 lighthouses. Another four lighthouses are proposed to be covered under this project, he said.

"The tourism circuits would be developed through a transparent bidding process in next six months on a revenue share basis," Sinha said. IL&FS Ltd will be consultant to the programme. Directorate General of Lighthouses has 183 lighthouses, 64 radar beacons and 22 deep sea buoys under its charge.

Milind Deora, minister of state for communications and information technology, and shipping, said the objective of developing lighthouses is threefold—to conserve heritage, to generate awareness about India's rich maritime history

and to raise the interest of the general public in shipping. "This is not just a money making drive but will be used to encourage the younger generation to explore our culture. We want showcase our legacy," Deora said. **Source :** Livemint



The fast ferry **HSC ALBORAN** services the route Ceuta <> Algeciras – **Photo : Jan van Vuuren ©**

China to let tourists visit disputed South China Sea islets

cruise ferry China to let tourists visit disputed South China Sea islets

China will this month start allowing tourists to visit the Paracel Islands, one of a group of disputed islets and reefs in the South China Sea, state news agency Xinhua said, a move likely to irk rival claimant Vietnam.

A cruise ship that can accommodate 1,965 passengers is ready for sailing to the Paracels, known in Chinese as Xisha, Xinhua reported, citing ship owner **Haihang Group Corp. Hainan Harbour and Shipping Holdings Co** is building another cruise ship.

"Tourists will eat and sleep on the cruise ships and can land on the islands for sightseeing" ahead of Labour Day on May 1, Tan Li, vice governor of China's southernmost island province of Hainan, told Xinhua late on Saturday.

There is only one hotel with 56 rooms on the two-sq-km Woody Island, the largest island in the Paracels, the agency said. "Prices will be relatively high due to the high costs of tourism infrastructure construction," Huang Huaru, general manager of a tourism agency in Hainan, told Xinhua.

Last year, China approved the formal establishment of a military garrison in Sansha city, which is located on Woody Island. The city administers the mostly uninhabited islands in the South China Sea which China claims.

Tan said local authorities will build more supply ships and infrastructure in Sansha, including ports, water supply and sewage treatment facilities. China took full control of the Paracels - a cluster of close to 40 islets, outcrops and reefs - in 1974 after a naval showdown with the then South Vietnam, and there have been incidents ever since. Taiwan also claims the Paracels. Last month Vietnam accused China of opening fire on a fishing boat near the Paracels and burning down its cabin, charges Beijing denied.

Vietnam, Taiwan, Brunei, Malaysia and the Philippines also claim other parts of the South China Sea, including the Spratly Islands. China has a separate dispute with Japan in the East China Sea.

China is in an increasingly angry dispute with its neighbours over the claims to parts of the potentially oil and gas-rich South China Sea. China lays claim to almost the whole of the sea, which is criss-crossed by crucial shipping lanes.

Source : in.reuters

Sri Lankan Navy arrests 30 more Indian fishermen

Sri Lankan Navy has arrested 30 more Indian fishermen for allegedly poaching in the country's waters, taking the total number of those captured to 56 in the last two days. After the arrest of 26 Indian fishermen and seizing six trawlers on Friday, another batch of 30 Indian fishermen have been arrested and their six trawlers seized by the Sri Lanka Navy on Saturday night, officials said Sunday. Sri Lankan Navy spokesman Commander Kosala Warnakulasuriya said that the

30 Indian fishermen and their trawlers were nabbed on Saturday night off Talaimannar in Jaffna peninsula for entering Sri Lankan waters.

They will be handed over to the Talaimannar police. Meanwhile, the Sri Lankan Navy said that the 26 fishermen arrested on Friday have been ordered to be detained until April 11 by the Point Pedro magistrate's court. Source : The Hindu



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NAVY NEWS



The French destroyer **D 615 JEAN BART** visited the port of Haifa, The **Jean Bart (D615)** is a destroyer of the French Marine Nationale of the **Cassard type**. She is the eighth vessel of the French Navy named after the privateer **Jean Bart**. She was commissioned on 3 March 1991. Into the French Navy The **Jean Bart** was fitted with a number of prototype equipments which were later incorporated in the **La Fayette type** frigates. On 12 April 2008, **Jean Bart** was used to capture the pirates of **Le Ponant**. She took part in **Operation Unified Protector** until she returned to her home port Toulon in April 2011. Photo : Peter Szamosi – www.israelbed.net ©

Devonport submarine HMS Trenchant marks milestone in deployment

AS A Devonport submarine marks nine months into its deployment one submariner onboard has celebrated his 5,000th day at sea. **HMS Trenchant** passed the milestone on patrol in the Indian Ocean. days on patrol since leaving Devon in June last year. The patrol maintains the UK's policy of staging a continual submarine presence east of Suez.

Due to the length of **HMS Trenchant's** tour of duty, most of her crew have been rotated – but ten submariners have done the full 277 days so far. Whilst deployed, Sonar controller PO Ignatius Oberholzer has notched up 621 miles on

one of HMS Trenchant's rowing machines. Twenty-nine members of the crew have earned the coveted Dolphins – the Submarine Service's badge of honour which signifies that they are fully-qualified. Over £750 has been raised, through a variety of means, for the boat's chosen charity – the Derriford Hospital neo-natal unit in Plymouth.

Lt Cdr Stuart Barrie, a weapon engineer officer who's been onboard since the start, said: "It's been an enjoyable deployment so far with lots of varied tasking and experiences. However, it's always tough being separated from family, especially during the periods when we are without communications with home – which can be as long as seven weeks. I've been fortunate that my wife and children have visited twice, including Christmas in Bahrain.

"The lads deserve a huge amount of credit for all that we have achieved, and everyone onboard is looking forward to getting back home later in the year, following the successful completion of our future tasking." **HMS Trenchant's** deployment is far from over, with further training exercises including taking the latest class of trainee submarine watch-leaders to sea and wider regional engagement still to complete. **Source :** thisisplymouth.co.uk

Iran Navy's 25th fleet sets off for Gulf of Aden

The 25th fleet of the Iran Navy has left the country's southern port of Bandar Abbas for the Gulf of Aden to provide security for shipping lines in that region.



The 25th fleet, which carries the message of peace for the region, left Bandar Abbas on Sunday after the 24th fleet successfully conducted its 72-day mission in international waters and returned home on April 4.

The 25th fleet of Iranian warships comprises the **Larak** logistical warship and the **Alborz** missile-launching destroyer.

On Thursday, Iran Navy Commander Rear Admiral Habibollah Sayyari said that presence in the Indian and Pacific oceans and the China Sea, patrolling

Southeast Asia's strategic Strait of Malacca, crossing the Equator, docking at China's Zhangjiagang port and identifying 370 surface and subsurface vessels were among the important tasks carried out by the 24th fleet. The 24th fleet consisted of **Sabalan** destroyer and **Kharg** (top) helicopter carrying support vessel r along with 800 naval personnel.

In recent years, Iran Navy has been increasing its presence in international waters to protect naval routes and provide security for merchant vessels and tankers. In line with international efforts to combat piracy, the Iranian Navy has also been conducting anti-piracy patrols in the Gulf of Aden since November 2008 to safeguard the vessels involved in maritime trade, especially the ships and oil tankers owned or leased by Iran. **Source :** **Press TV**

Palace rules out case vs US Navy for damaging Tubbataha

Malacañang ruled out on Sunday filing legal action against the US Navy held liable for extensive damage caused by the salvaged minesweeper **USS GUARDIAN** to Tubbataha Reef, a national treasure off Palawan province and declared as a World Heritage Site. Palace Deputy Spokesman Abigail Valte clarified that the Philippine government has no plans to lodge a case for arbitration questioning the P52-million estimated damage to the protected reef.

"The amount as assessed by the Tubbataha Management Office is in accordance with the provisions of Republic Act [RA] 10067, which serves as the basis for the fine," Valte said.

She added the Aquino administration is not inclined to bring the matter to an international tribunal for further arbitration.

"A diplomatic protest may be unnecessary at this point given that the United States has been cooperating with our maritime investigation," Valte said.

She added that the US government has not only committed to compensate the Philippines for damage the **USS Guardian** caused, but also the "rehabilitation of the reef." The Senate is looking into possible amendments to RA 10067, or the Tubbataha Reef Natural Park Act of 2009, so that stiffer penalties can be imposed on those who compromise the rich biodiversity of the United Nations Scientific, Education and Cultural Organization (Unesco) World Heritage site. **Source : Business Mirror**



04-03-2013: The amphibious transport dock ship **USS ARLINGTON (LPD 24)** is moored at Naval Station Norfolk for its commissioning ceremony. As the third Navy vessel to bear the name, **ARLINGTON** commemorates the lives lost and the heroism demonstrated the aftermath of the Sept. 11, 2001 terrorist attacks. **Photo : US Navy**

RIMPAC exercises bring welcome new experience for Chinese navy

The Chinese People's Liberation Army Navy (PLA Navy) has accepted a US invitation to attend the **RIMPAC (Pacific Rim) 2014** exercises recently.

The extent of Chinese participation is not yet fully known, but will most likely involve exercises associated with disaster relief and maintenance of the maritime commons. This will mark the PLA Navy's first participation in RIMPAC.

The US decision to invite China, and the Chinese decision to accept, are both unequivocally good news. The PLA Navy and the US Navy are the two largest navies on the Pacific Rim, with the Japanese Maritime Self-Defense Force a close third.

At RIMPAC 2012, 11 navies sent ships, including a contingent from the Russian Pacific Fleet. Several other navies sent observation and special operations teams. The **RIMPAC 2014** exercises come at a critical time for maritime relations in East Asia. Hostile rhetoric between North Korea and the US has reached a high point over the last several weeks. At the same time, tensions between China, Japan, and several Southeast Asian nations over the control of offshore islands have continued to grow.

Chinese participation at RIMPAC should facilitate better communication between the PLA Navy, the US Navy, and regional navies. Given recent tensions, laying out avenues for improved communication and for trust building can only help avoid unnecessary conflict.

The concept behind RIMPAC rests on two foundations. First, maritime challenges extend beyond any one nation's littoral. Second, effective multilateral operations require the development of relationships and communications procedures before a crisis happens.

Exercises and RIMPAC help develop relationships and practices that make it easier for national navies to cooperate in crisis situations, and to coordinate standard maritime maintenance responsibilities.

RIMPAC has steadily expanded beyond close US allies. While RIMPAC does involve some high intensity military exercises, many of which the PLA Navy will not participate in, the rules will apparently limit China's RIMPAC participation to missions such as disaster relief and anti-piracy. This will build on anti-piracy exercises that the PLA Navy and the US Navy have conducted in the Gulf of Aden.

Tensions notwithstanding, the biggest maritime challenges of the past decade have involved disaster relief.

The PLA Navy can surely learn from hard-won US experience in maritime disaster relief operations, as the US Navy helped spearhead relief activities in the wake of the 2004 tsunami, the 2010 Haiti earthquake, and the 2011 Tohoku earthquake.

The aviation and amphibious capabilities of the PLA Navy have increased dramatically since 2004, but the experience remains critically short. Participation at **RIMPAC** will give the PLA Navy access to the expertise of foreign navies in humanitarian assistance.

If the past is any guide, in the next decade, the Pacific Rim will certainly suffer from devastating maritime disasters.

Climate change, combined with an increasing proportion of the region's population relocating to the littoral, means that naval forces will be pressed to engage in humanitarian operations whether prepared or not.

To the extent that China wishes to play a constructive role in these operations, it will have to develop effective capabilities as quickly as possible.

RIMPAC is a good first step toward integrating the PLA Navy into regional disaster preparedness, and toward building the communications linkages, trust, and relationships necessary to conduct effective multilateral relief operations.

Participation in RIMPAC will not resolve political differences between the US, China, and the regional navies of East Asia. However, it can contribute to communication, trust building, and the development of critical maritime skills and practices.

For the millions living in the Pacific Rim littoral, this could someday mean the difference between life and death.

Source : global times

Round the world in 150 days, navy man feted



A 14-year-old dream came true for **Lt Commander Abhilash Tomy** on Saturday when President Pranab Mukherjee felicitated him for his feat of completing a non-stop trip around the world in a sail boat in 150 days.

He is the first Indian and the second Asian to have achieved the feat. The 33-year old naval officer, who completed the expedition alone on March 31, now joins the ranks of 80 others worldwide to finish this arduous task.

Tomy has sailed around 23,100 nautical miles, crossing the Indian, Southern, Pacific and Atlantic oceans. The Indian Navy launched '**Sagar Parikrama I**' on August 19, 2009, to

undertake solo circumnavigation of the globe. The first such circumnavigation was accomplished by Cdr Dilip Donde on May 22, 2010. Tomy is the skipper for **Sagar Parikrama II**, which was flagged off from Mumbai last year on November 1.

Chief of Naval Staff D K Joshi now hopes to encourage women naval officers to undertake similar expeditions.

Recounting his experience, Tomy said the scariest moment on the voyage was when he encountered the rough sea near the Cape of Good Hope. "With waves at 30 ft high, the sail tore, making it difficult for me to manage the boat. But the best part was seeing a lot of whales and dolphins," said the naval officer. Speaking on the occasion, Mukherjee said Tomy's feat is a source of inspiration for future generations of seafarers.

"Solo circumnavigation is not only physically challenging but also requires very deep knowledge of navigation meteorology and boat maintenance," said Mukherjee.

"A nation's social and economic well-being is intricately linked to the seas, not only for trade, but also (as to) how it faces threats to its security that develop across the seas," he said. Source : **Indiatimes**

SHIPYARD NEWS

ATRA HOLLAND

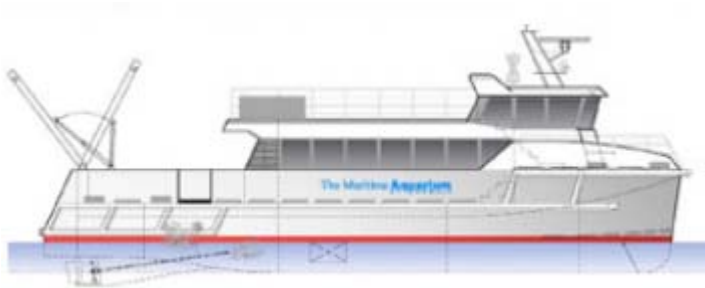
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Derecktor to build Maritime Aquarium catamaran



Robert E. Derecktor, Inc., says it has been selected as the shipbuilder for the new 19.2-meter catamaran research and classroom vessel that is to serve as a "floating schoolhouse" for the Maritime Aquarium in Norwalk, CT.

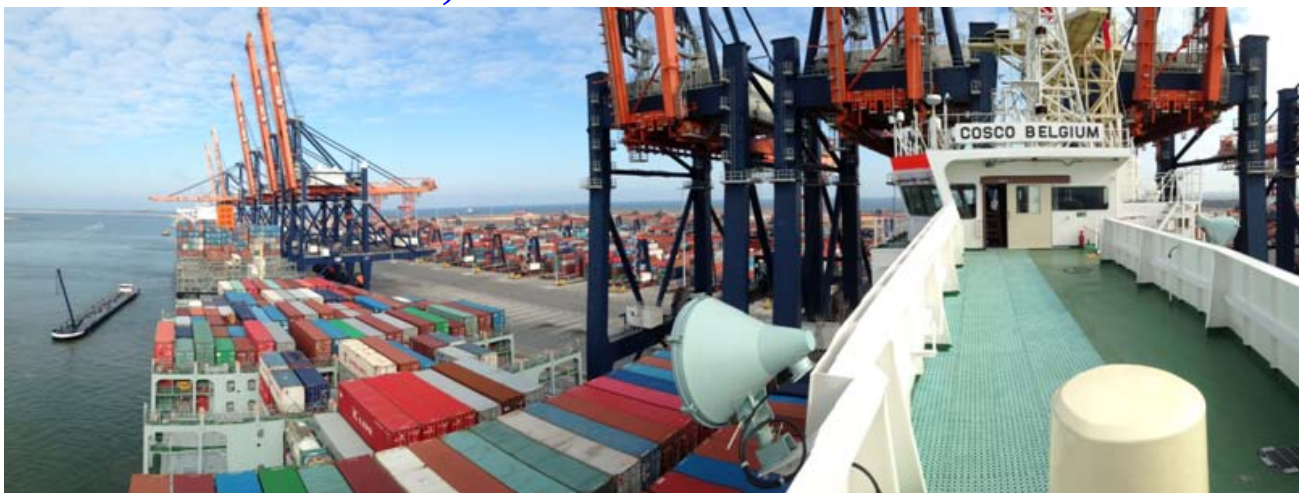
The new Incat Crowther-designed all-aluminum vessel will carry up to 65 students with a crew of 5. As we reported last November (see previous story), it will be powered with a Northern Lights Hybrid Marine solution

combining high performance Lugger propulsion engines with BAE System's HybriDrive Propulsion System.

As well as being "green," the vessel will be fully ADA compliant and will meet all current USCG Subchapter T requirements. "We are happy to have this opportunity to build an unusual and sophisticated vessel for the Maritime Aquarium," said Paul Derecktor, President of Robert E. Derecktor, Inc.. "This vessel's requirements match our fundamental competencies: high-quality custom aluminum construction with complex machinery installations. She will be another in a long line of outstanding technical achievements for the shipyard."

Engineering will start immediately and delivery is anticipated in May 2014. Source : MarineLog

ROUTE, PORTS & SERVICES



The **COSCO BELGIUM** on her maiden trip, arriving at the **Euromax terminal**, Rotterdam

Photo : Hans Hoffmann - www.zeesleperelbe.nl ©



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The **SILVER WHISPER** visited Cape Town Photo : Ian Shiffman ©

ZPMC cuts salaries

Shanghai Zhenhua Heavy Industry (ZPMC), a world leading port machinery manufacturer, announced its 2012 results with revenue dropping by 4.57% to RMB18.2bn and it suffered a huge loss of RMB1.04bn. "ZPMC hasn't paid any monthly bonuses since the second half of last year and there were no annual bonuses for 2012. It has also announced in January to cut the bottom level employee's salary by 20%. A lot of people have complained about it, but they all got serious warnings from the company," an employee of **ZPMC** revealed. Although **ZPMC** occupies 70% of the world's port machinery market, it is still facing many challenges. "Firstly, the company's total order volume has decreased and many developed countries are back in the manufacturing businesses which has intensifies the competition. Secondly, our product portfolio is too limited, we called for a transformation, but it is not very successful so far. Thirdly, the company suffers from structural overcapacity and has excessive investment in fixed assets which caused high management and depreciation cost," Song Hailiang, president of **ZPMC** said frankly. Source : Sino Ship News

Singapore's Temasek launches new firm for LNG investments

Temasek Holdings has set up a company to invest in the liquefied natural gas (LNG) industry, in the latest move by the Singapore state investor to diversify its exposure and increase its energy assets. Pavilion Energy Pte. Ltd, with an initial authorised capital of S\$1 billion (\$805.25 million), expects to invest in upstream project development, build storage and re-gasification terminals, and invest in LNG shipping, said Seah Moon Ming, the new company's chief executive officer, in a statement. Seah was hired from Singapore Technologies Engineering Ltd in March to tap investment opportunities in the LNG sector.

Temasek may co-invest alongside the new company, which is expected to commence operation in September, the statement added.

Pavilion Energy has appointed Hassan Marican, the former president and chief executive of Malaysian state oil company Petronas, as the chairman of its board. It has also enlisted Liew Mun Leong, former CEO of the CapitaLand Group, to join its senior management team.

Temasek, which manages about S\$198 billion, has been boosting investments in the energy sector, which accounted for 6 percent of its portfolio in its last financial year that ended in March 2012, up from 3 percent a year earlier.

It bought a 5 percent stake in Repsol for \$1.4 billion to lift its holding in the Spanish oil group to 6.3 percent, Repsol said last month.

Asia accounted for 71 percent of global LNG demand at the end of 2012, according to Paris-based International Group of LNG Importers (GIIGNL).

Singapore expects its first LNG terminal to kick off operations this year, with an expansion plan to more than double its processing capacity by 2017. **Source: Reuters**

Digging deep with largest dredging project at Jebel Ali in 10 years

DP World announced yesterday (April 07) that it has successfully completed the largest dredging programme at its flagship Jebel Ali Port in 10 years, allowing the port to handle more big vessels at the same time by deepening the draught.

The dredging added to the expansion work currently underway, adding 1 million TEU of new capacity to Container Terminal 2 later this year and another 4 million TEU capacity Container Terminal 3 by 2014, once completed, will enable Jebel Ali Port to handle up to 10 of the next generation 18,000 TEU (twenty foot equivalent container units) mega vessels at the same time – the only port in the region able to do so.

In total, 477,000 cubic metres of soil have been dredged from 2900 metres of quay wall at the roll-on roll-off (roro) vehicle carrier terminal, the tanker terminal and three container berths. The dredging deepened the draught of the roro and tanker berths from -10.5 to -11.5 metres while container berths 14, 16 and 17 were extended from -14 to -16 metres.

H.E. Sultan Ahmed Bin Sulayem, Chairman, DP World, said: "As the trade gateway for the United Arab Emirates, Middle East and the wider region, the capabilities of Jebel Ali are always reviewed to make sure they are in line with customers' needs. As more of our customers add larger vessels to their fleets, we have responded by deepening the berths to increase our efficiency as a key link in one of the busiest supply chains in the world."

Yasser Zaghloul, Chief Executive Officer, National Marine Dredging Company, Abu Dhabi, said: "We are delighted to work in partnership with DP World on this significant project which boosts the port infrastructure and facilities and enhances trade flow into Dubai, the Middle East and the wider region."

Mohammed Al Muallem, Senior Vice President and Managing Director, DP World, UAE Region, said: "In response to customer demand, this project will enable Jebel Ali to meet their needs to handle more of the larger ships, providing the efficient and cost effective services they have come to rely on. Today, Jebel Ali Port is handling each week an average of three ultra-large container ships (ULCS) with a capacity of 14,000 TEU and above and we believe that number will increase steadily in the coming years." DP World worked with regulators in Dubai to comply with the relevant environmental legislation for the dredging project. Compliance measures included a full Environmental Impact Assessment (EIA) carried out before the dredging works began.

The EIA assessed existing water quality, harbour sediments, air quality, terrestrial and marine ecology, noise levels, and hydrodynamic modeling. From these investigations, it was determined that the impact on the environment was short term and minor in nature including localised reduction of water quality within the harbour. Among the positive benefits noted by the authorities were that sediments from the harbour floor identified for removal could be re-used in the ongoing reclamation of Jebel Ali Island to the North of Container Terminal 2 providing that the engineering quality of the soil was up to standard.

Jebel Ali Port's Container Terminals are equipped with 22 berths and 78 cranes to cater to the world's largest container vessels. With its 17 metre draught it can accommodate ships of any size. In January, DP World celebrated the maiden visit of the world's largest containership, the 16,020 TEU CMA CGM Marco Polo, owned by the CMA CGM Group. Earlier this year, DP World achieved a milestone in its history when its Dubai ports handled the 100 millionth container in ten years. Both Mina Rashid and Jebel Ali Port have handled 135 million TEU since the opening of Jebel Ali Port in 1979, around 75% of it (100 million TEU) was achieved between January 2003 and January 2013. **Source: DP World**





Leerling Proces Operators

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Barge with **Borkum West Topside** alongside **Oleg Strashnov** in Eemshaven.

Photo : **Martijn Telman - Oleg Strashnov** ©

L27/38-Powered Anchor Handling Tug Supply Vessels to Operate for BP and Topaz Marine

MAN Diesel & Turbo's medium-speed propulsion packages have gained another foothold in Middle Eastern offshore operations. After successfully completed seatrials, Abu Dhabi-based Adyard has earlier delivered the '**Topaz Dignity**' – which is now followed by the '**Topaz Triumph**' AHTS.

Topaz Energy and Marine, a subsidiary of Oman-based Renaissance Services SAOG and a regional leader in providing offshore support vessels and engineering services, has passed yet another milestone in its 35-year history by building two Anchor Handling Tug Supply vessels.

The two 67-metre, '80-ton bollard pull' vessels are ready for anchor handling tug supply services and the transportation of dry and liquid cargo to and from pipe-laying barges, drilling platforms and production platforms for offshore operations. The Topaz Dignity will operate on behalf of BP, the oil and gas major, on a long-term-contract basis in the Caspian Sea – whilst **Topaz Triumph** may remain in the Middle East and be operated by Topaz Marine MENA. The state-of-the-art vessels are equipped with the latest technical equipment and are custom-built for Fi-Fi Class I and DP2 operations.

Propulsion package

The twin-screw propulsion package for each vessel consists of 8-cylinder, mediumspeed MAN L27/38 engines of 2,720 kW each, horizontal offset reduction gearboxes with an CPP servo oil distribution unit, and a 1,500 kW shaft alternator PTO. The gearboxes drive approximately 18-metre intermediate shafting, and 13 metre propeller tailshafts in oil-lubricated stern tubes. The MAN Alpha CP Propellers are 2,800 mm diameter ducted, turning 198 r/min at MCR. The propeller thrust and pulling power is boosted by Alpha High Thrust nozzles, customised to hull integration with a length/diameter ratio (L/D) of 0.6. The Alphatronic 2000 Propulsion Control System is configured with twin control stations on both main bridge, aft bridge and in the engine control room – including interfaces to joystick and dynamic positioning systems.

Performance

Upon completing seatrials for the **Topaz Triumph** – **Topaz Marine**, Project Manager, Stewart Smith, expressed his satisfaction with the propulsion system and vessel performance in general: "Everything fulfilled our expectations. Compared to the estimated design speed of 13.5 knots for the vessel, we even achieved a radical increased top speed of 15 knots". Additionally, a bollard pull test verified the vessels' pulling power specification by achieving a test result of 87 tons. **Source: Man Diesel & Turbo**



The **SEA FOXTROT** seen towing the **NORMA 1** at Wandelaar pilot station, the transport outbound from the Westerscheldt River is bound for Iraq for a large wreck removal project - **Photo's : Ronald Ribbe ©**



New premises for MPR



Dutch propeller expert, **Maritime Propeller Repairs (MPR)**, is doing so well that it has recently moved from its old workshop at Asperen to a new premises in Drunen, The Netherlands, to achieve more capacity.

Gert Hendriksen, managing director, MPR, said to Maritime Journal: "In Asperen we could handle propellers of up to 8 tonnes and now we have 20 tonnes of crane capacity. Also the move had to do with the foundry being based in Drunen, now we are at the same premises and can cooperate more closely together."

It also means that the machine workshop and propeller designer are located at the same premises, bringing all the company's expertise together in one place.

Mr Hendriksen pointed out that Drunen is fast becoming recognised by shipowners as a centre of expertise for propulsion. MPR says that at this moment it is the only repair company which has mobile measurement/balancing equipment for single blades up to 6,5 ton per blade for repair on location. The new workshop used to be occupied by Wärtsilä, but when the engine builder moved production out of The Netherlands the workshops and foundry became a perfect base for a number of propeller experts.

Other occupants include MPS (propulsion specialists providing service and components), the foundry **Gieterij Drunen** (one of the largest in Europe), the BMC machine workshop and **Sip Marine** (propeller designers and manufacturers).



Vroon's **SEPANG EXPRESS** berthed in Auckland, New Zealand last Sunday – **Photo : Larry Tompkins ©**



China cash for SA port shows Africa priority

China's decision to spend billions of dollars this week to revamp South Africa's rail lines and a major port show the importance Beijing places on making sure African minerals reach its fast-growing industries.

China has long invested heavily in Africa to secure strategic commodities but has faced huge difficulties getting them to ports in some of the world's poorest countries, many still reeling from damage inflicted by decades of civil war.

It has also spent billions more on projects that build goodwill and give Beijing an edge with African governments over Western nations, whose aid often comes with more strings. Even in South Africa, the continent's richest country that boasts world class ports and rail links, China has found opportunity - announcing deals this week to ease bottlenecks that hold up exports of coal and to provide much needed jobs.

The China Development Bank agreed to lend South African state rail freight group Transnet up to \$5 billion to revamp ageing track, used to carry commodities such as coal and iron ore, a source close to the deal said.

South Africa also reached a deal valued at several billion dollars to build and repair ships at its Richards Bay port with China's Chery Holdings, affiliated with the automaker, according to documents obtained by Reuters.

The final terms were being worked out at a summit of the BRICS emerging market powers in the South African coastal city of Durban, a senior South African government official said.

South Africa has been pushing to expand the port to attract industry and create jobs in an economy that has seen its unemployment rate stuck at around 25 percent for years. The infrastructure aid is a help, but South Africa still desperately needs to boost the capacity of its electric grid to power its energy-intensive mining sector. China has emerged as a leading candidate to build nuclear reactors sought by Pretoria.

NEW PRESIDENT, OLD FRIENDS

China's new president, Xi Jinping, has spent much of his first foreign tour in Africa. He renewed an offer of \$20 billion of loans to Africa to "help African countries turn resource endowment into development strength". Visiting Tanzania, he spoke of a relationship of "equals" and said: "China will continue to offer, as always, necessary assistance to Africa with no political strings attached." China's trade with Africa has boomed over the last decade from about \$10 billion in 2000 to \$166 billion in 2011, mostly an exchange of minerals for manufactures. Critics say Beijing, like Western powers in the post-colonial era before it, ignores human rights abuses by African leaders who do business with it. Africans broadly welcome China as a counterbalance to Western influence but, as ties mature, there are growing calls from policymakers and economists for more diverse trade. Early Sino-African relations were forged in the 1950s and 60s, when Beijing's Communists backed movements fighting Western colonial rule. Today, relationships are more likely to be led by energy companies, such as those eyeing the east African seaboard after huge gas discoveries in Tanzania and Mozambique. Chinese oil firm CNPC this month acquired a 20-percent stake in an Eni Mozambique offshore project worth \$4.21 billion, linking up one of the planet's biggest untapped gas resources with the fastest growing consuming country. Oil discoveries in the region have also caught the eye of China, now the world's second largest oil consumer. However, across eastern Africa, poor infrastructure and inadequate regulation risk delaying large-scale production. Industrial and Commercial Bank of China, the world's most valuable bank, has invested more than \$7 billion in projects across Africa. The China Development Bank had provided various forms of financial support to more than 30 African countries as of February this year, with a credit balance of \$16 billion, Chinese state news agency Xinhua said. For many in Africa, the arrival of Chinese construction crews means that long-delayed projects will finally be built. Lilongwe, Maputo and other capital cities have had facelifts and new public buildings thanks to China; African bureaucrats pass monuments to Beijing's largesse each day they go to work. But it is not all about selfless generosity

from Beijing. For Martyn Davies of the Frontier Advisory consultancy which specialises in China-Africa relations, "This is more about the long-term interests of China construction firms in the region, and geopolitics." **Source: Reuters**



The **FAIRPLAY 26** passing the **Stena terminal** in Hoek van Holland

Photo : Marijn van Hoorn ©

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.... PHOTO OF THE DAY



The **SVITZER MARKEN** assisting the **KING SEAWAYS** at arrival in IJmuiden
Photo : Pieter Piscaer ©