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The 2012 built Sea Installer from A2 SEA, photographed in Esjberg Denmark is preparing to sail to Keppel Verolme Rozenburg
Photo : Rene van der Meulen ©

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DEME's **POMPEI** arrived in Scheveningen where the vessel is preparing for the installation of an 14 km long cable to a offshore platform – **Photo : Michael Taal ©**

Tanker ships' earnings to face more difficult times in coming weeks

The latest predictions from BIMCO on the tanker markets reflect the difficult situation that many ship owners will keep on experiencing in the near future. According to the latest estimates, released yesterday, BIMCO expects that T/C equivalent average earnings for the VLCC segment will see more of the current hardship around USD 3,000-11,000 per day. Suezmax crude oil carriers are seen to hold on to recent gains at USD 12,000-22,000 per day. For the Aframax segment, expectations are that earnings have found balance around USD 12,000-18,000 per day.

In the product segment, BIMCO expects earnings on benchmark routes for LR1 and LR2 from AG going East to uphold high volatility which has lifted rates high in Q1. Going forward rates are expected to stay in the interval of USD 10,000-20,000 per day. Handysize and MR clean rates have both fared well in Q1 and are expected to stay in the positive mood with freight rates around USD 15,000-22,000 per day and USD 9,500-13,500 per day respectively.

When talking about tanker market fundamentals, one has to start with the tonnage oversupply issues which have plagued the market in recent years. According to BIMCO, "ordering of new tankers has been very much focused on the product tanker segments and not surprisingly on the MR segment the most where 23 out of 33 orders were placed. As 14 new MRs have been delivered in 2013 by mid-March the orderbook-to-fleet ratio was raised to 18% for MRs of 45,000-60,000 DWT. This total activity meant that the product tanker orderbook rose from 193 to 204 vessels including all product tanker segments.

In the crude segment only 14 orders have surfaced in 2013 bringing the order book yet for delivery further down reflecting poor earnings. This is however a positive message to the troubled operators and owners who are active in the presently very poor crude oil market. Focusing on the crude oil tanker segment and newbuildings for future delivery, we find that 81 VLCCs, 62 Suezmax's and 42 Aframax are due for launch in the coming 3 years. While this is not gloomy in itself for the Aframax segment, it relates differently to the Suezmax and VLCC segment, where the orderbook-to-fleet ratios for both segments are 14%. Trouble is that future deliveries are building on top of a high inflow in previous years at a time when a new demand picture is being drawn up – presumable one that challenges these segments for some time going forward; this is the real worry" it said.

BIMCO estimates crude tanker supply growth in 2013 to come in at 3.3% down from 4.4% in 2012. "We expect the removal of special survey/intermediate survey (SS/IS)-due VLCC tonnage from "active trading" to positively contribute to limit fleet growth and forecast 10 million DWT to leave the active fleet on that account. In our SMO&O December 2012 report we accounted for 60 VLCCs with SS/IS-survey due within the next three years. While going through that list with a fine-toothed comb we found that: 1 passed SS in 2012, 6 are now sold for conversion into FPSO, 30 are still active in trading (or expected to be), 3 sold to bunker specialists presumably for storage, 14 inactive/in lay-up, while that status for the last 6 VLCCs are uncertain. But it remains that no one has yet been outright demolished" the report said.



The **PIONEER SUNSHINE** departing Dunedin bound Marsden Point – Photo : Ross Walker (c)

Debating the outlook of the market, BIMCO noted that "in October last year, the US exported more gasoline than it imported for the first time ever. Since then the gasoline imports have stayed low whereas exports have hiked. With gasoline imports down, transatlantic product tanker earnings should be down too. But contrary to conventional wisdom, the TC2 trading from Rotterdam to New York, a benchmark MR/Handysize route has delivered average

earnings of USD 17,000 per day in 2013 despite low gasoline imports. So predicting anything on the back of that in the lead up to "US driving season" would be positive as US gasoline stocks are seasonally normal and domestic production expected to follow demand up during Q2. Is this making sense? Maybe not, but if gravity can be defied for once, let's just enjoy it while it lasts" BIMCO's chief shipping analyst, Peter Sand, noted.

Demand-wise, the report noted that "since China is building refinery on a really large scale, import of crude oil is very relevant to focus on. Will China take more and more oil from West Africa and South America? And will this be enough to offset the decline in Western demand from the Persian Gulf, where Europe is also consuming at a smaller and smaller scale? The crude oil tanker industry surely hope so, as increased oil production in North America currently looks more likely to provide impetus for the product tanker industry. In short the US distribution of oil product consumption looks like this: roughly half stems from motor gasoline, with another 20% coming from gasoil and 12% from LPG. There is no abrupt change in this going back in time, but more some gradual changes as can be seen from the graph below. Residual fuel oil, while not a big part of demand (2%) has experienced a tremendous drop, while all other products have experienced a drop of 0-30% compared to 2000" it concluded.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The 2010 built **STX CHANGXING ROSE** outbound at the Westerscheldt River passing Vlissingen

Photo : Henk Nagelhout ©

Lloyd's Register Marine Consulting appointed as the independent service provider for the Longevity Study on the LNG Carrier Hyundai Utopia by Hyundai Ocean Service

Hyundai Ocean Service Co. Ltd. (HDOS) has chosen **Lloyd's Register Marine Consulting** as the independent service provider for the Longevity Study on the 1994 built, 273m long, 71909 dwt, LNG Carrier **HYUNDAI UTOPIA** (IMO 9018555).

The President of HDOS, Taek-Gyu Lee, met with Lloyd's Register's Korea Chief Representative, Soo-Young Lee in Busan this week to personally sign the contract during a special ceremony at the HDOS office at Busan, Korea.

TG Lee said: "We know that charterers of LNG ships are quite understandably concerned whether older ships can be relied on to remain in service before signing up for new long-term charters of the type common in the LNG business."

"We, HDOS, know that Lloyd's Register's experience with ships in service is indeed recognised by many LNG ship owners, even those who may not have classed their ships with LR initially."

"There is a high risk that without appropriate experience, expertise and a documented database the Longevity Study may invite serious trials and errors, resulting in double effort and possible unexpected/excessive refurbishment cost and time due to the project complexity."

"HDOS respects Lloyd's Register's known strengths are mainly the vast experience and know-how gained through a number of similar projects in the past, having worldwide specialists who have the experience and knowledge basis for conducting such a project to suit HDOS requirements."

"I believe that this independent study is the key to the overall success of the business between HDOS and the Korea Gas Corporation. It is the only way to ensure that safety standards are maintained throughout the operation of the vessel."

"We are pleased to continue this successful relationship with Lloyd's Register," added TG Lee.

SY Lee, Lloyd's Register's Chief Representative in Korea, said "We are proud of our relationship with HDOS. The four LNG vessels in the current HDOS fleet remain in class with LR since delivery from the shipyard. HDOS is a very important client of LR, with whom we have worked continuously, bringing wide recognition of LR's services within Korean ship owning/managing circles. LR is pleased to support HDOS for this study, and it is testament to the success of LR's ability to respond to the on-going needs of the Korean shipping community. We look forward to working with TG Lee and his team at HDOS, to develop opportunities for co-operation and future business."

"This contract will help HDOS to gain confidence and reputation with charterers by publicising that their vessel has gone through a Longevity Study," added SY Lee.



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Heerema's new **DCV Aegir** seen performing single hook load tests on the main 4000mT crane.

Photo : Rolf Baks

(see also photo of the Day)

Dry bulk freight rates seen mostly stable in the coming weeks

In its latest report, BIMCO forecast that for the coming six weeks, Capesize time charter average rates will remain subdued around \$4,500-8,500 per day. The Panamax market is expected to hold on to recent gains and remain in the USD 5,000 – 10,000 per day range. In the Supramax market, BIMCO sees freight rates in the USD 7,000 – 11,000 per day, while Handysize rates are predicted to stay in the USD 6,500 – 9,000 interval on a daily basis.

According to the report, "the delivery pace is expected to come down as close to 25% of all the tonnage. BIMCO expects to see launched in 2013, has already been delivered during the first 11 weeks (20%) of the year. Should more than the expected amount of tonnage be built this will be a result of reduced slippage perhaps due to shipyard in dire need for cash paid down upon delivery. This is seen as plausible scenario but not our base-case.

For mysterious reasons the newbuilding prices for dry bulk tonnage seems to have flatten out in the course of the past 4-5 months whereas prices for tanker tonnage still seems to fade. This trend regarding dry bulk tonnage has been most significant for Capesize tonnage. This may have spurred some owners to "fish at the bottom of the market", given some reason behind the recent Capesize order rush. From the demand side BIMCO expects "more of the same", which is solid volumes in grains and coal that will eventually lift freight rates beyond the level of 2012. With Capesize as the exception, strong volumes seem to support higher rates in the three smaller vessel segments – not sentiments" BIMCO said.

In the supply side, the first 11 weeks of the year have seen the delivery of 17 million dwt, offset by 6 million dwt being recycled. "It took just 7½ weeks to deliver the same amount last year, but the slower delivery pace is not impacting the fundamental balance between tonnage demand and vessel supply quite yet. And the reason for this? It's simple: following four years in a row with higher inflow of tonnage capacity outpacing demand, it does take a bit more than just a few months of market improvements to affect earnings significantly. But we are now for the first time in five years moving in the right direction.

Dry bulk demolition activity hasn't been concentrated on any particular sub-segment. Just like the previous years, the average vessel sold for demolition was of 59,000 DWT. In 2013, the age has so far been 27 years which is about one year younger than last year. Bangladesh has taken the lion's share of this, buying 2 million DWT paying around USD 420 per ltd, which is 5% more than offered for the average dry bulk vessel sold for recycling", BIMCO said.

It added that "on the contracting side, CRSL records new contracts for 76 vessels of a total capacity of 7.5 million DWT. For some reason 30 Capesize vessels are amongst the new orders, as if the Capesize fleet was in desperate need for new tonnage. In 2012 a total of 31 new Capesize orders were placed. Bear in mind that the Capesize fleet has double during the past 5½ years – from 756 to 1,513 today, prior to that the doubling time for a much smaller fleet was 13½ years. Fortunately the launches of all these new orders are not expected before 2015. Of the recent Capesize orders, 75 percent have landed at Chinese yards and believed to be some kind of an ECO-design, with a still unknown improved fuel-efficiency. Taking some of the side-orders have been the 2012 Japanese merger of Universal Shipbuilding and IHIMU into Japan Marine United, which today holds the second largest order book amongst the Japanese yard groups - second only to [Oshima Shipbuilding Co.](#)" it noted.

Meanwhile, in the demand-side of things, "the first couple of months have been challenging for all vessel sizes, but what was expected to become an extraordinary difficult year for Panamax owners has so far proven to be a somewhat positive surprise. Time charter equivalent earnings have crossed the thin red line and moved into positive territory beyond the point of just covering OPEX. Driven strongly by the South American grain season, the strong demand for tonnage has led to increased earnings as well as congestion around the key grain exporting ports in Argentina and Brazil. On the overall level Algeria, Iran and South Korea currently increase imports, whereas top importer, Egypt, slashed its demand due to tightening FOREX reserves and higher focus on domestic supplies.

Supramax earnings have also been lifted as a result of increased South American demand, whereas even a large demand for the iron ore and coal transporting sea-stallions, Capesizes have not been enough to support sustainable rates due to a massive supply of vessels in this segment. Earnings for Capesize vessels averaged last year USD 7,680 per day; at the poor year-to-date earnings of at USD 6,300 per day, the Capes continue to be impacted by the overhang of tonnage. As the Chinese imports of coal reach record-high volumes, the question for ship-owners is: From where the bulk of the increased imports will be transported from? Nearby Indonesia has historically been the main trading partner with Australia coming in second.

In the last three months, the balance has tipped in favour of Australia, which is good news for the shipping industry, as Australian coal has to travel 50% longer. As a consequence, the tonne mile demand of Australian exports to China was almost double that of Indonesia's in January and February 2013. Australia and Indonesia made up 61% of the

seaborne tonne miles demand for coal into China in 2012. The low demand in February is primarily due to the Golden week. In 2012, China imported 53.7 million tons of coking coal, and 180.8 million tons of thermal coal, making thermal coal the main contributor to seaborne import demand of coal into China. As the growth rates for the two types of coal were similar in 2012, the main growth factor came from the demand for increased power generation. Affecting the exports from Australia, the world's largest dry bulk commodity exporter, this year has been weather-related issues around iron ore export ports, most of all Port Hedland, as well as the coal ports in the Eastern parts of Australia. Due to cyclone and heavy rain, importers have to some extent found themselves in need of seeking alternatives for the shortfall of exports from Australia. Unless importing steel mills and traders decide to run down stocks the adverse weather conditions can prove to be one of the supporting factors behind the climb in March earnings alongside the development in coal demand export origins" BIMCO concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



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The **CBO ATLANTICO** arriving in Macae – **Photo : Jacob Adrianus Blauw (c)**

Baltic Dry Index Rebounds on Demand to Charter Largest Vessels

The Baltic Dry Index (BDI), a gauge of costs to transport grains and minerals by sea, rebounded from nine sessions of declines on stronger charter rates for the biggest commodity-carrying vessels. The index rose 0.4 percent to 859, figures from the Baltic Exchange in London showed today. Daily average returns for Capesizes, the largest ships in the

measure, climbed for a fourth day, gaining 2.6 percent to \$4,512. Panamaxs, the second-biggest type of vessel tracked by the gauge, increased for a first session in 10.

Panamax rates are likely to stay profitable because of delays at South American ports amid a seasonal increase in grain production, Morgan Stanley said in a report March 25. That may help the index rebound from the first quarter, when it recorded the lowest average since the final three months of 1986 as the fleet expanded amid slowing demand for commodities.

There was "good South American cargo supply toward the end of this month dominating Atlantic Panamax activity," Oslo-based investment bank RS Platou Markets AS said in an e-mailed report today. "Brokers report limited rate movements with Australian iron exports dominating Capesize activity."

Daily average charter costs for Panamaxs, the largest vessels to navigate the Panama Canal, rose 0.2 percent to \$8,640, according to the exchange. Supramaxes slipped 0.2 percent to \$9,415 and Handysizes, the smallest ships in the index, gained 0.1 percent to \$7,712. **Source: Bloomberg**



The **CIDO PACIFIC** outbound from Rio Grande – Photo : Marcelo Vieira (c)

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Ecoship warning

Per Wistoft, ceo of **Brightoil Shipping** Singapore, has given a stark warning on the dangers of the so-called ecoship revolution. Speaking at Sea Asia, Wistoft said: "Ecoships are not really ecoships, it is a marketing tool by shipyards to sell the ship."

A typical \$100m tanker costs \$450,000 a day in fuel, Wistoft said. Wistoft gave a comparison to delegates to help understand ecoships, saying they are like buying a Volkswagen Golf, but with a Volkswagen Passat engine inside. "One day you're going to have to drive up a hill," he said. "It's the same with ships, they will encounter bad weather – you cannot rev up – so the ship will stop – and that's an interesting aspect that oil traders are not aware of yet."

The penalties the shipyard will have to pay to shipowners if they cannot meet what they promise is minute relative to what it will cost the owners over the lifespan of the ship. "You have to be very careful when you look at so called ecoships," Wistoft warned.

Wistoft also called for younger ships to be scrapped as a new normal – suggesting the age range for scrapping now should be between 15 and 20 years. Sea Asia is co-organised by Seatrade and the Singapore Maritime Foundation.

Source: Sea Ship News



09-04-2013: The **CMA CGM CORTE REAL** outbound from Rotterdam Maasvlakte Photo : Paul Kruis (c)

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Saudi proposes plan to dig Strait of Hormuz bypass

A Saudi national has proposed digging a canal that would allow ships and tankers to bypass the Strait of Hormuz. The canal, with a length of between 60 and 100 kilometres, would link the Arabian Gulf with the Gulf of Oman and would end reliance on the Strait of Hormuz, said Sami Al Muhaidab.

According to reports, an average of 14 tankers per day passed out of the Arabian Gulf through the Strait in 2011, carrying 17 million barrels of crude oil, representing 35 per cent of the world's seaborne oil shipments and 20 per cent of oil traded worldwide.

However, tension, mainly between Iran and the US, has often caused Tehran to threaten that it would seal off the Strait of Hormuz.

"As a Gulf national, I am keen on the interests and stability of the Arabian Gulf countries," Sami said. "I consider this proposal to have a purely Arab canal as a solution to the long-standing issue resulting from the Iranian threats to shut down the Strait of Hormuz and stifle maritime activities whenever there is tension between Tehran and world military powers," he said, quoted by Saudi daily Al Riyadh.

All Arab Gulf countries should be involved in the mega-project that would allow them to bypass the Strait of Hormuz, the only existing sea passage from the Arabian Gulf to the open ocean, Sami said.

"The length of the canal could vary between 60 and 100 kilometres according to the location to be decided by experts," he said.

"The project can become a reality, especially that the Arab Gulf countries have much greater and better possibilities than the people who built the Suez canal in 1859 and completed it in 1869. While it took ten years to complete the 193-kilometre Suez Canal, digging in the 21st century a much shorter canal to bypass the Strait of Hormuz should take a limited period of time," he said.

The Suez Canal, the artificial sea-level waterway running north to south across the Isthmus of Suez in Egypt to connect the Mediterranean Sea and the Red Sea, is 193km long, 24 metres deep and 205 metres wide. The canal, one of the world's most heavily used shipping lanes, consists of the northern access channel (22 kilometres), the canal itself (162.250 kilometres) and the southern access channel (nine kilometres).

Source: Gulf News



The **SKANDI CONSTRUCTOR** approaching the port of Den Helder-

Photo : Tom van Oossanen – www.tomvano.com ©

Superfast VI will sail to the Bahamas to a new Casino

Genting Group's efforts to bring a casino to Miami may be uncertain, but the Malaysian company has found a way to plant its flag just a stone's throw away from South Florida.

Genting has signed a deal to open Resorts World Bimini Bay, a luxury boutique casino at Bimini Bay Resort & Marina in North Bimini Island. The 10,000-square-foot multimillion-dollar casino is scheduled to open in December featuring full-scale table games, slots and sports betting, in a venue similar to casinos Genting operates in London. Sources familiar with the deal estimate the cost of the casino at more than \$20 million.

The deal, which is scheduled to be announced Friday in Nassau, is a strategic partnership between Genting Malaysia Berhad and RAV Bahamas, the developer of Bimini Bay and the Rockwell Island Beach Estates. This will be the only casino on the island of Bimini and the closest offshore casino to South Florida, only 48 nautical miles off the coast and accessible by a half-hour plane flight or a 2 1/2 -hour boat trip. Before the casino opens, the owners of Bimini Bay will partner in the launch of a high-speed ferry service that will make the trip from South Florida in 90 minutes.

The casino is designed as an attraction for visitors to Bimini, a sleepy Bahamian island known more for its fishing than Las Vegas-style nightlife.



The **SUPERFAST VI** – Photo : Wouter van der Veen (c)

"The casino has always been an amenity we wanted to provide as part of our multi-tiered, mixed-use development," said Leslie Bethel, chief operating officer for RAV Bahamas. "Everything happens in time. We were smart. We know [a casino] is something you develop when you have the ability to generate the traffic. Now we have the critical mass that we can go forward." Genting declined Thursday through a spokesman to speak to The Herald about the Bimini project.

It will not be the first time Genting has done business in the Bahamas. In 1986, the company built the Lucayan Beach Resort and Casino in Freeport in a joint venture with the Bahamian government.

"We are delighted to return to the Bahamas and be a part of this exciting resort community," Dana Leibovitz, president of Resorts World Bimini Bay, said in a statement. "Our shared vision to offer gaming entertainment, luxury amenities and world-class service will continue to attract many new visitors to the Bahamas' gateway destination just minutes away from South Florida and other major U.S. cities by air and sea."

Bimini Bay Resort & Marina is a master-planned oceanfront community on 560 acres developed by Chairman Gerardo Capo of Miami and his family. The project began construction in 2003 and opened its first phase in late 2007, bringing a luxury resort to the typically rustic island that was once a haunt of author Ernest Hemingway. Today, Bimini Bay has over 480 luxury homes and villas, the largest yacht marina complex in the Bahamas, a shopping village, four restaurants and a Beach Club. Just over half of the units at Bimini Bay are rented out as part of a condo-hotel program. Since it opened, the annual visitors to Bimini have grown by about 50 percent hitting 50,000, Bethel said. RAV Bahamas signed a deal in 2005 to open a casino and luxury hotel with Conrad Hotels, Hilton's luxury brand. But the economy was one reason that didn't happen, Bethel said.

Genting had always been high on the developer's wish list. RAV Bahamas had known Genting from Grand Bahama Island and first approached the Malaysian company more than 12 years ago when Bimini Bay was in the conception stage. The fact that the two are partnering now after Genting has invested \$500 million to purchase real estate in Miami, is just a matter of timing, Bethel said. Genting and other US-based gaming companies are pushing the Florida Legislature to allow casino gambling outside of tribal land and parimutuel facilities.

"Genting is looking to grow its business in the Americas," Bethel said. "They're one of few gaming entities that are focused on growth and expansion. There is no relation to what we're doing in Bimini and Miami."

But unlike the U.S., where Genting has stumbled in Florida and New York getting the necessary government approvals, the Bahamian government has already approved this project.

"This is an important venture not only for RAV Bahamas and Genting Malaysia but also for the island of Bimini," Rt. Hon. Perry G. Christie, prime minister of The Commonwealth of The Bahamas, said in statement. "It provides further stability for the local economy in a destination that already enjoys a 79 percent repeat visitor return." Genting Malaysia Bhd announced that Genting (USA) Limited, an indirect wholly owned subsidiary of the Company, has acquired Bimini SuperFast Limited (BSF) on March 26, 2013. BSF was incorporated in the Isle of Man on March 25, 2013 with a paid-up capital of USD1.00 comprising one ordinary share of USD1.00 for the purpose of the provision of cruise and cruise related services to Bimini Islands, Bahamas. Terms of the transaction were not disclosed. **Source : miamiherald**



The **QUEEN MARY 2** visited Cape Town – **Photo: Glenn Käsner (c)**

Port measures Hong Kong dock workers' strike at 90 ships

By : Phila Siu, Keith Wallis and Dennis Chong

A total of 90 vessels are expected to have bypassed the Kwai Tsing container terminals run by the strike-hit port operator if the walkout lasts until April 21, the company says.

Hongkong International Terminals (HIT) also said that with more dockers returning to work, the daily financial loss it suffered had dropped from HK\$5 million when the strike started on March 28 to HK\$2.4 million last Friday.

But one of the strike organisers, Chan Chiu-wai, said he disagreed with HIT's claim, saying its financial losses remained large since only about 20 out of 500 dockers had returned to work. A spokeswoman for HIT said 90 vessels were expected to have skipped its terminals if the strike lasted until April 21. She did not say how many vessels were expected to actually arrive at HIT's terminals during this period.

She also said that since HIT won an injunction forcing striking dockers out of the terminals on Monday last week, the daily financial loss had been "reduced significantly", to HK\$2.4 million as of last Friday.

"The situation has improved further over the last few days," she said. "We are now operating at about 80 per cent of usual operating levels and are making steady improvements. An increasing number of strikers are returning to work."

HIT was making every effort to ensure the steady flow of cargo through the terminals, she said, and no containers had been stranded at the terminals. But the Association of Freight Forwarding and Logistics estimated that 120,000 containers were stuck at the port, after it spoke to shipping firms. And industry insiders have said the volume of cargo handled by HIT has halved since the strike began, as vessels were going to other ports.

Meanwhile, Andrew Tung Lieh-cheung, chief executive of **Orient Overseas Container Line**, said the dispute at HIT had led to "some impact" on the shipping line's operations. But the Tung-family controlled container line was "not a big user of HIT", he said. "We deal with disruption around the world all the time," he said on the sidelines of a shipping conference in Singapore. Tung said the issue facing the firm was whether "this is a one-time event" or if it marked the start of a structural change. "We think productivity will pick up" when the dispute is over, he said.

Separately, Paddy Crumlin, president of the International Transport Workers' Federation, visited the dockers .

"Four and a half million transport workers around the world are united in their solidarity with the [Union of Hong Kong Dockers] and other workers in the port in the struggle for decent treatment and fair pay," he said.

He criticised HIT's parent company Hutchison Whampoa for treating the dockers only a little better than "caged animals". Source: South China Morning Post



SLIEDRECHT- FILMDAG IN NATIONAAL BAGGERMUSEUM.

Zaterdag 20 april 2013 organiseert het **Nationaal Baggermuseum** te Sliedrecht opnieuw een film dag in de speciaal hiervoor ingerichte filmzaal. Het Baggermuseum beschikt over een bijzondere collectie films van waterbouwkundige werken en het baggermaterieel waarmee deze werken worden uitgevoerd. Het programma luidt als volgt:

11:15 uur Strandsuppletie bij Texel.

11:35 uur De werken op Maasvlakte 2 in vogelvlucht.

12:45 uur De bouw en tewaterlating van de sleepopperzuiger "**Vox Máxima**".

13:10 uur De aanleg van de Afsluitdijk.

13:50 uur Het baggeren van tin; Tinwinning.

14:30 uur Hoe werken Steenstorters, met fraaie animatiebeelden.

15:00 uur De aanleg van de pieren bij Hoek van Holland.

15:40 uur De bouw van de Stormvloedkering Oosterscheldedam.

Zaterdag **20 april** a.s. is tevens de laatste dag dat de expositie over de Watersnoodramp van 1953 te zien is: "**De Ramp, 60 jaar antwoorden en vragen**".

Het **Nationaal Baggermuseum** is geopend van dinsdag tot en met vrijdag van 14:00 tot 17:00 uur en op zaterdag van 11:00 tot 17:00 uur. Kijk ook op www.baggermuseum.nl



The **OOCL BELGIUM** entering the Berendrecht Locks in Antwerp April 8th, upon completion of a maintenance period at the **Lloyd Werft** in Bremerhaven **Photo : Stefan Lemmens ©**

Duchess of Cambridge to name cruise ship

The Duchess of Cambridge is to become a godmother to a cruise ship, Princess Cruises has announced.

The Duchess will name the new **Royal Princess** ship in a ceremony that will be the highlight of a week of celebrations at Southampton docks. It is the first ship that she will be godmother to.

The ceremony, featuring a performance from the Royal Marines Band and the pipers of the Irish Guards, will take place on June 13. The Duchess will follow a precedent set by other royals linked to cruise ships, including Diana, Princess of Wales, who named the original Royal Princess ship in 1984 and the Queen, who christened two ships for Cunard – the Queen Elizabeth in 2010 and Queen Mary 2 in 2004. She also launched **Queen Elizabeth 2**, appropriately, in 1967, while Cunard's **Queen Victoria** was named by Camilla, Duchess of Cornwall. Cruise lines often call on glamorous celebrities too, with stars including Audrey Hepburn, Sophia Loren, Joanna Lumley and Helen Mirren all helping with naming ceremonies in the past.

Alan Buckelew, the president and CEO of Princess Cruises, said: "It is a great honour for Princess Cruises that the Duchess of Cambridge has accepted our invitation to become the godmother to **Royal Princess**. "We are delighted that the Duchess will launch our new ship and can think of no better way to celebrate our company's British heritage and our commitment to the country."

The **Royal Princess** will become the 16th ship in the Princess Cruises fleet, and will hold 3,600 passengers. Features will include a glass-bottomed walkway that extends from the top deck 28ft over the sea, private poolside cabanas that appear to be floating on water, a chef's table for private dining, and the largest pastry shop at sea.

After the naming ceremony, the ship will complete two short preview cruises before its maiden voyage around the Mediterranean. It will sail the line's Grand Mediterranean cruises during the summer, before being moved to the Eastern Caribbean in the autumn. **Source : Natalie Paris Telegraph.co.uk / Irish Independent**

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Dockwise **SWAN** is loading modules at the Penglai east harbor anchorage by floating on their newly built "super pallet barges (60 m x 40 m)". The modules are built at PJOE [**Penglai Jutal Offshore Engineering**] with destination Australia. **Photo: Tingting Zhao (c)**



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The **MIGHTY SERVANT 1** outbound from Rotterdam – **Photo : Marijn van Hoorn (c)**

Petronet forays into shipping

Petronet LNG, a private company promoted by state-run oil firms for importing liquid gas in ships, is diversifying into shipping by taking a 26% stake in a proposed venture with vessel owners and operators for transporting gas to its new terminal at Kochi in Kerala, sources said.

This would be the first time an Indian gas company would be taking a meaningful equity in a shipping venture. State-run gas utility GAIL, which is one of the promoters of Petronet, is also considering foraying into shipping for wheeling gas it has tied up from various suppliers, including the US. Agency reports said Petronet has called for bids to select the vessel owner and operator for transporting nearly 1.5 million tonne of liquid gas a year from ExxonMobil's new facility at Gorgon in Australia to its Kochi terminal. Petronet is seeking a 216,000 cubic metre capacity cryogenic ship that could cost upto \$220 million.

Petronet would take 26% in the company, or consortium formed with the chosen shipping liner and operator, who would own the remaining 74% equity. This consortium would own the vessel and Petronet, with 26% stake, and would have the veto power and can play an active role in running the firm. **Source : IndiaTimes**



Nieuwe loodstenders 'Lynx' en 'Hercules' gedoopt door Marianne Timmer en Erica Terpstra



Marianne Timmer en Erica Terpstra hebben woensdag middag de doophandeling verricht van de nieuwe stalen tender **'Hercules'** en de aluminium tender **'Lynx'**. De stalen, schroefaangedreven tender is geschikt om ook onder ijsomstandigheden te kunnen beloodsen en wordt in de Noordelijke regio ingezet. De aluminium jetgedreven tender **'Lynx'** is de eerste in de nieuwe serie van de **L-klasse** en vervangt de huidige **'Discovery'-klasse**. Deze aluminium tenders worden in alle Nederlandse zeehaven ingezet.

Schroef vervangt waterjet

Het ontwerp van de stalen tender lijkt op de nieuwe tenders uit de **'Aquila'-klasse**, maar is uitgerust met schroeven in plaats van waterjets. De stalen tenders halen een topsnelheid van 20 knopen, zo'n 35 km. per uur. Met deze tender

verbetert het Loodswezen de haventoeankelijkheid en draagt daarmee bij aan het succes van de havens van Den Helder, Harlingen, Delfzijl en Eemshaven.

Vlootvernieuwing impuls voor scheepsbouw in het Noorden

De opdracht maakt deel uit van het totale vlootvervangingsprogramma van het Loodswezen. Drie jetgedreven tenders van de 'Aquila'-klasse zijn al in de vaart. De eerste van de drie nieuwe loodsboten de 'Polaris' - die ook door scheepswerf Barkmeijer wordt gebouwd – is sinds december 2012 in de vaart. Het bouwprogramma geeft een sterke impuls aan de scheepsbouw in het Noorden. Bij het bouwprogramma zijn zo'n 25 toeleveranciers uit Friesland, Groningen en Drenthe betrokken.

NYK car carrier rescues four rowers in the Atlantic

On April 6, NYK car carrier **Heijin** rescued four rowers, including a gold medal Olympian, in distress off the coast of Puerto Rico, said in the company's press release. **Heijin** had departed from the U.S. port of Newark on April 4 for San Juan, Puerto Rico. At 7:28 a.m. local time on April 6, the vessel received a call from the U.S. Coast Guard (USCG) indicating that three separate distress beacons had been activated near **Heijin's** location and a nearby craft may have overturned or capsized, leaving those on board in distress.

The USCG requested **Heijin** to conduct a rescue operation, and close communication was maintained as **Heijin** rushed toward the beacons. A hand flare was sighted at 17:45 p.m., and around 18:00 p.m. a life raft was spotted. **Heijin** maneuvered toward it, and over the next hour the four rowers inside, all in good health, were lifted from life raft to the car carrier.

After the rescue operation, **Heijin** resumed its voyage to San Juan, where the four rowers were handed over to USCG officials. The rowers had been rowing from Senegal to Miami as part of a scientific project sponsored by the Canadian Wildlife Federation. **Source : PortNews**

CASUALTY REPORTING

Tug LITTLE DEBBIE sinks at Guantanamo Bay

A Pentagon contract tugboat inexplicably sunk at the U.S. Navy base at Guantánamo Bay, Cuba, last weekend, creating a hazardous waste spill, the base said Monday. The 60-foot tugboat operated by a contractor, not the Navy, was named Little Debbie, base spokeswoman Kelly Wirfel said by email from the remote outpost. It was alongside a maintenance barge in the port when it sank, she said, forcing closure of the bay and its beaches to recreational activities over the weekend but not disrupting tugboat activity because Guantánamo has other tugs. No injuries were reported. The cause of the sinking is under investigation, Wirfel said. The latest mishap occurred a month after a barge bound for Guantánamo lost containers off South Florida, including a half-dozen new rental cars. Last fall, Superstorm Sandy churned up an inert 500-pound practice bomb, also closing some beaches. "It is always interesting here," Wirfel said.

Beaches reopened Monday afternoon once the fuel spill was "contained and under control of Port Services Recovery Team," Wirfel said. The base typically offers wide-ranging activities on the water for many of the 6,000 or so residents — fishing, diving, kayaking and sailing as well as beaches manicured for parties and barbecues. Although it was not known how much oil spilled, the Navy base had trained for such a disaster and did not call in either the Coast Guard to inspect or other federal environmental authorities, said Wirfel. "Trained and qualified personnel from Port Services are conducting the clean-up efforts" with a local environmental impact team on site "to ensure there are no adverse impacts."

Meantime, a the base spokeswoman confirmed that Guantánamo's Navy commander had reinstated landing rights to a South Florida air carrier, IBC. The commander, Navy Capt. John "J.R." Nettleton, announced to base residents in mid-March that he was canceling commercial carrier service in a new interpretation of Navy regulations. His predecessors had for more than a dozen years granted landing privileges to commercial shuttles from South Florida, and the abrupt announcement prompted protests, especially from defense lawyers who called the move an effort to reduce access to the 166 captives at the base's prison camps.

The shuttles had been the way most civilian attorneys and translators reached Guantánamo. As of Monday, IBC air executive Richard Rose and the base spokeswoman said Nettleton had told the carrier he would permit them to offer regular South Florida-Guantánamo service through 2013. That gives the captain time, Wirfel said, to once again review IBC's "Civil Aircraft Landing Permit," (the Navy calls it a "CALP") and decide whether it was sufficient, after all. Additionally, Wirfel said, a Navy division with oversight of Guantánamo would be reviewing Nettleton's decision. "Once the CALP has been approved at the installation level, it will be forwarded to the Naval Facilities Engineering Command, which is responsible for issuance of a license," said Wirfel. She offered no timetable for resolving the issue. Rose said the decision to cut and then restore service had dealt a serious blow to ridership on what had been a three times a week shuttle. So the carrier was sticking to Monday and Friday flights and considering when it could reasonably add an additional Sunday shuttle.

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NAVY NEWS

DCNS unveils Brazilian carrier design

DCNS is offering an adapted version of its PA2 design for a future Brazilian aircraft carrier.

A model of a 60,000t displacement 285m-long PA2 carrier is being shown by the company at the LAAD exhibition in Rio de Janeiro.



Eric Perrot, DCNS surface ships project director, told Shephard that the Brazilian Navy had plans to acquire one or two new aircraft carriers to replace their existing carrier, NAE [Sao Paulo](#), after 2025.

The Brazilian Navy released a request for proposals (RfP) in 2012 for specifications for aircraft carriers and Perrot said that DCNS along with

several other companies had responded with the PA2 design. He said that because in the past Brazil had purchased second-hand carriers, a specifications outline had not been required until now.

Perrot noted that following the collapse of the BAE Systems-DCNS collaboration on aircraft carrier design, the French company had continued the design work and produced the PA2 design with conventional propulsion and a catapult assisted launch and recovery system.

'From the French side, we see the future is with the catapult system and the Brazilian Navy has a history of using catapult-launched aircraft,' Perrot said.

The Brazilian Navy operates the [A-4 Skyhawk](#) carrier-based aircraft, which are being upgraded by Embraer, but long-term the aircraft will be replaced. However, it is not expected to select a replacement until the Brazilian Air Force has

chosen its next generation fighter under the FX-2 project. The three choices for FX-2 are the F-18, Rafale, and the Gripen.

'Because two of those three have carrier variants available it makes sense for the navy to wait until the air force has chosen its FX-2 aircraft and then base its own decision on this,' Perrot said.

The Clemenceau-class aircraft carrier **Sao Paulo** was originally in French Navy service as the **Foch** and entered Brazilian service in 2000. The 32,800t ship completed an upgrade programme in 2011 and although it is not expected to be replaced until well into the next decade, initial work will have to begin now. Perrot believes that similar to its submarine and surface ship programmes, the Brazilian Navy will want to build its new ships domestically, with support from experienced international companies to develop an industrial base to carry out this work. The decision to proceed with the RfP is awaiting governmental approval. **Source : Shephard**

Chinese navy starts visit to Morocco

The 13th Escort Taskforce of the Chinese navy on Tuesday arrived in Casablanca, the largest city of Morocco, beginning a five-day visit to the country. The visit by the escort taskforce, composed of two frigates and one supply ship, is the first of its kind made to the nation by a Chinese naval fleet, said Li Xiaoyan, commander of the escort taskforce.

During the visit, Li will meet Morocco's navy officers and government officials and introduce the Chinese navy's anti-piracy operations in the Gulf of Aden and the waters off Somalia for more than four years.



Further, cultural and sports activities, including a deck reception and a basketball match, are planned between the Chinese navy and the Moroccan military.

The 13th Escort Taskforce had been conducting China's convoy tasks for a four-month period in the Gulf of Aden and waters off Somalia before it departed from the region on March 18 for nation- visiting tasks.

Currently, the 14th Escort Taskforce is undertaking the convoy tasks in the region.

Morocco is the third leg of the escort taskforce's nation- visiting agenda. After

concluding its visit to Morocco, the taskforce will head for Portugal and France. The taskforce has previously visited Malta and Algeria.

The visits are aimed at enhancing the Chinese navy's exchanges and cooperation with more foreign nations. Chinese warships have undertaken anti-piracy operations off the coast of Somalia since December 2008. To date, the Chinese navy has succeeded in escorting more than 5,000 merchant ships. **Source : Eastday**

SHIPYARD NEWS

Aker Solutions wins contract from Premier Oil

Aker Solutions has won a contract to provide hook-up, commissioning and facility management services to Premier Oil at the operator's Solan field development, west of Shetland, said in the company's press release.

The hook-up project will see two subsea production and two subsea injection wells tied back to a fixed production platform located in Block 205/26a of the UK North Sea, the first of its kind west of Shetland.

The platform, which will not be permanently manned, will produce oil that will be stored in a subsea tank before being exported via an oil-offloading system to shuttle tankers. Worth in excess of £30 million, the contract is valid for three years from first oil, with two one-year extension options. Work will be led from **Aker Solutions** in Aberdeen. First oil

is expected in the fourth quarter of 2014. Mike Forbes, UK managing director of **Aker Solutions'** maintenance, modifications and operations (MMO) business said: "I am pleased that we are continuing to develop our relationship with Premier Oil and their joint venture partner on this significant project in a challenging and increasingly important sector of the North Sea."

"Having worked with Premier Oil and Chrysaor on the project since 2010 and played a supporting role in the sanction of this development and the technology behind it, we look forward to embarking on the next stage of Solan's evolution," says Mike Forbes. The Department of Energy and Climate Change approved Premier's plans for the Solan oil field in April 2012. Once brought online, Solan is expected to produce 40 million barrels of oil at an initial rate of 24,000 barrels per day. Aker Solutions' contract party is Aker Offshore Partner Ltd. The contract has been booked as order intake in the first quarter of 2013.



Spotted in Vigo, Spain the launching of the latest new building from shipyard **Cardama C-234** for Angola named **KWANZA** - Photo : Reinier Kadijk ©

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The reefer **ZENIT** took the shortcut from the Baltic to Antwerp, entering the Kiel Canal Apr 10 at the Holtenau locks. She was built as **CHOAPA** for the Chilean operator CSAV together with sister **CHAITEN** by Kirushima Dockyard at Onishi back in 1987, and later sailed as **AMER CHOAPA** from 1996 to 2008. She is one of a few examples of large reefer vessels still afloat, now operated by Ost-West Handel. **Photo : Martin Lichte-Holtgreven (c)**

SCI to get 6 ships after Iran venture is dissolved

Even as India has decided to dissolve its 39-year-old Iranian joint venture, Irano Hind Shipping Company (IHSC), government-controlled Shipping Corporation of India (SCI) has been able to earn much more than its investment in the venture, despite a troubled business journey. And, it stands to gain more.

A few months before the Cabinet Committee on Economic Affairs (CCEA) gave its nod for dissolving IHSC, the company had taken delivery of a 150,000-deadweight-tonnage (DWT) Suezmax tanker from South Korea. With the joint venture set to come to an end, SCI will get the vessel, with five others, when the company separates from its joint venture partner, Islamic Republic of Iran Shipping Lines.

SCI had invested close to Rs 40 lakh at the time of signing the venture for a 49 per cent equity. Though SCI's profits from the company is not available, during the Iranian year ending March 19, 2012, IHSC earned net profit after tax of \$35.08 million.

Officials said CCEA had given its approval for winding up the company in a meeting last week. No official confirmation has come due to the sensitivity of the matter.

The Irano Hind joint venture was incorporated in 1975 with a registered office in Iran, but the United Nations sanctions against Iran had made it difficult for the company to operate. Irano Hind has seven ships in all, including tankers and bulk carriers of 0.66 million DWT. SCI is expected to get the larger share of the liabilities and, therefore, the assets. The process of division of assets and liabilities will start soon, with the appointment of a liquidator, said a senior shipping ministry official. "The joint venture was doing very well. But due to sanctions, vessels are not finding employment and there are also problems in getting insurance cover. In its heydays, it would send ships to Holland, Sri Lanka and India for both oil and bulk trade."

The purpose behind the partnership was not just to boost economic ties between the two countries but also to bring down transportation costs and time between India and Russia by creating a multi-modal transportation system via

Iran. "The JV was a minor part of SCI's operation. Transactions of Irano Hind had already become dormant. The Cabinet order is just a formal acknowledgement of this fact," said Hemant Bhattbhatt, senior director, Deloitte India. Due to the sanctions on Iran, Irano Hind and its subsidiaries were not able to deal in dollars or euros, making it difficult to do business.

SCI's 2012 annual report says, "The IHSC and group companies have been given "notice of acceleration" by two bankers, DVB Bank and Commerzbank, requiring repayment of all-term loan of \$88 million along with pending interest immediately. The matter is receiving the attention at proper level in the government, as your company has substantial interest in the joint venture and step-down subsidiaries."

Shipping companies are in a tough spot as they have not been able to get indemnity cover following the European Union's sanctions against those buying crude oil from Iran. **Source: Business Standard**



The **KANG SHENG KOU** loaded the jack up rig **GSP BRITTANIA** in Vlissingen

Photo : Richard Wisse – www.richard-photography.nl (c)

Bahri Announces Amendment to the Cooperation between NCC and ODFJELL

The National Shipping Company of Saudi Arabia (Bahri) announces that National Chemical Carriers Ltd. Co. "NCC" (a subsidiary company owned 80% by BAHRI and 20% by SABIC) agreed with Odfjell SE Tuesday, 28/5/1434H, corresponding to 9/4/2013G, to dissolve their 18 ships pool with a capacity of 40,000 DWT or higher owned by NCC and Odfjell SE in addition to acquiring the shares of Odfjell SE in the "NCC Odfjell Chemical Tankers JLT" (NOCT).

NCC and Odfjell SE established NOCT in 2009. Since then, NOCT has managed the operations of the combined fleet owned by NCC and Odfjell.

Based on today's signed agreement, NCC will effectively acquire Odfjell's 50% stake in NOCT from 1st June 2013, at the net book value and will become a 100 percent owner of NOCT. The net book value at the end of 2012 is equivalent to SAR. 1.7 million.

NCC has informed Odfjell about its desire to operate its fleet independently to be a full-fledged operator in the chemical tanker market with emphasis on the Saudi Chemical Market. This direction has been taken in line with NCC's operating strategy in view of major fleet expansions and the need to focus on future NCC growth and its desire to be more effective operator in this industry, in order to serve the expansions in petrochemical production and export from the Arabian Gulf region in general and Saudi Arabia in particular, which should also bring more financial incentives for

the company and maximize shareholders' value. Furthermore, it is expected that the impact of this direction will have a gradual financial impact on the Company starting from 1st of June 2013.

NCC and Odfjell have long relationship for more than 20 years and will continue to cooperate on different platforms in the future. It is also agreed that NCC will assume the commercial management of the two 75,000 DWT large chemical tankers owned separately by NCC and Odfjell which are presently under construction.

It is worth noting that NCC currently owns (23) vessels of which (11) are operating in the joint venture mentioned above, while (3) are operating under bareboat agreements and (9) under time charter agreements.

NCC expects to receive at the end of 2013G its 75,000 DWT large chemical tanker which is under construction at Daewoo Shipbuilding & Marine Engineering Co.

BAHRI, headquartered in Riyadh, Saudi Arabia, is one of the largest shipping companies in the world with operations in the oil & gas, chemicals, dry bulk and general cargo segments. Bahri owns and operates a modern fleet of 17 VLCCs, 22 chemical tankers, and 4 ROROs in addition to 5 dry bulk carriers, 3 chemical tankers and 6 multi-purpose general cargo ships under construction. Bahri also has a highly experienced team of in-house technical management experts for servicing all its vessels and ensuring the highest standards of safety and reliability.

Bahri currently employs approximately 1350 seafarers and shore staff globally. Bahri is a joint stock company listed on Tadawul, the stock exchange of the Kingdom of Saudi Arabia.



The **ZHEN HUA 17**, seen arriving in Nantong, China **Photo : Andre Korver (c).** –

Diana Shipping Inc. Announces the Acquisition of a Capesize Dry Bulk Carrier

Diana Shipping Inc., a global shipping company specializing in the ownership and operation of dry bulk vessels, yesterday announced that it signed yesterday, through a separate wholly-owned subsidiary (the "Buyer"), a Memorandum of Agreement to purchase from an unaffiliated third party the m/v "Tamou," a 2005 built Capesize dry bulk carrier of 177,243 dwt, for a purchase price of US\$27,020,202, less one percent address commission to the Buyer. The vessel, to be renamed "Baltimore," is expected to be delivered to the Buyer by the end of May 2013.

Including the aforementioned vessel Diana Shipping Inc.'s fleet currently consists of 33 dry bulk carriers (2 Newcastlemax, 9 Capesize, 3 Post-Panamax, 2 Kamsarmax and 17 Panamax) as well as 2 new-building Ice Class Panamax vessels expected to be delivered to the Company during the fourth quarter of 2013. As of today, the combined carrying capacity of our current fleet, excluding the three vessels not yet delivered, is approximately 3.5 million dwt with a weighted average age of 6.1 years. **Source: Diana Shipping Inc.**



09-04-2013 : The 2010 built GIB flag vehicle carrier **LE MANS EXPRESS** entering Grand Harbour, Malta during her maiden call to the harbour.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com (c)

ABS Announces Significant Investments in Singapore

ABS, a leading provider of maritime classification services, announced significant investments in Singapore that will strengthen engineering and survey capabilities and lay the foundation for strategic global initiatives. Recognizing the growing role played by Singapore in the marine and offshore industries, ABS is expanding its operational workforce, increasing research and development (R&D) efforts and establishing a Global Performance Center in Singapore.

"ABS has worked alongside industry, academia and government in Singapore for more than 50 years," says ABS President and CEO Christopher J. Wiernicki. "We are moving in step with Singapore as it continues to expand its presence in global trade. These investments represent a continuation of our long-term commitment to Singapore, elevating its significance as an integral part of ABS' future."

ABS will build on operational expansions that began in 2012 by increasing staff and capabilities in Singapore to address the challenging technology requirements of marine and offshore operations.

Leveraging the success of the Singapore Offshore Technology Center, established in 2006, ABS will add to its considerable research efforts with the creation of the Singapore Innovation and Research Center (SIRC). SIRC will expand R&D activity to include marine operations and performance management.

"At a time when operations are moving into increasingly demanding frontiers and industry is looking for ways to address environmental regulations and improve energy efficiency, there is an urgent need for solutions developed through R&D that are backed by real-world experience," Wiernicki says. "SIRC will target innovative solutions that can be put to work across the marine and offshore industries."

SIRC also will be involved with the recently announced ABS-MPA Maritime Technology Professorship Program at the Singapore University of Technology and Design. This ABS initiative will promote marine and offshore-related research and education in Singapore.

At the same time, the ABS Global Performance Center will address industry needs in operational performance and energy efficiency, assisting clients in solving operational challenges throughout the life cycle of a vessel or offshore asset.

Together, SIRC and the Global Performance Center will be vital to implementing ABS' Class of the Future, which will focus on the next generation of safety performance and management systems.

"The ABS vision for the Class of the Future represents a dynamic shift in how the classification process works, and Singapore will be an essential part of our long-term plans," Wiernicki says.

These initiatives represent a significant investment in Singapore and will expand the existing workforce, primarily through local recruitment of engineers, surveyors and researchers.

In support of these new investments, ABS has made the following personnel assignments:

- Dr. Gu Hai will serve as the Director of the Singapore Innovation and Research Center
- Ah Kuan Seah will serve as the Director of the Global Performance Center
- Dr. Franck Violette will serve as the Head of Energy Efficiency and Environmental Performance of the Global Performance Center
- Dr. George Wang will serve as the Head of Vessel Performance of the Global Performance Center

Source: ABS



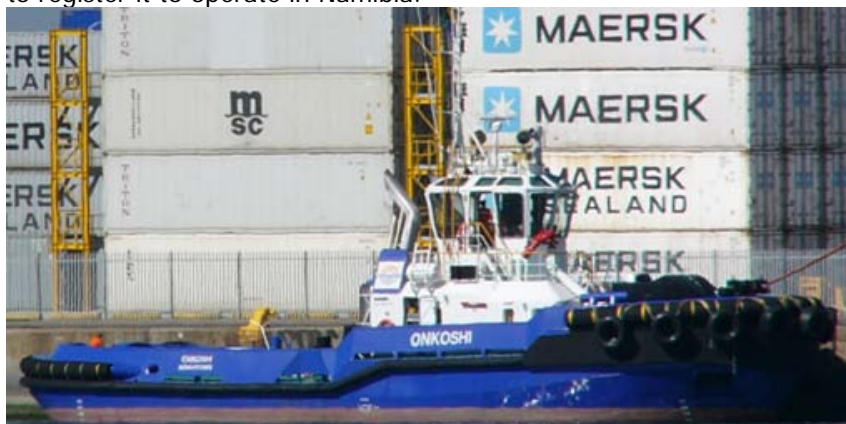
The **POSH CONQUEST** anchored off Singapore – Photo : Capt. Neil Johnston – Master Salvanguard (c)

Walvis tug rumours rubbished

Namport denied the allegations by critics this week that its tug **ONKOSHI** is still not registered to operate in Namibian waters and that mechanical breakdowns keep the vessel tied up in the harbour.



The port authority's manager of marketing and business development, Tiaan Faurer, rubbished these rumours, confirming the vessel had been cleared to work in Namibian waters despite being leased from South African ship builder **Damen Shipyard** and arriving in Walvis Bay under a foreign flag. Namibia's customs authority had difficulty for months after **Onkoshi's** arrival in the port of Walvis Bay last year to register it to operate in Namibia.



A source insisted this is not the full truth and that the vessel is still not allowed to operate. At the time of going to press Informanté could not confirm this. Photo's : Aad Noorland (c)

Faurer confirmed the mechanical breakdown, but said it applied to a fire-fighting engine aboard the tug and not the main engine as rumours want it. "Yes, we had a malfunction to the fire-fighting engine but this has been repaired under warranty," said Faurer.

Apart from persistent problems to have the vessel cleared by customs, and also the technical glitches, there is also a judgment pending in the High Court of Namibia over Namport's awarding of the tender for the supply and delivery of the tug.

A Namibian entity, Centani Investments, was initially awarded the tender. Namport allegedly cancelled the tender and instead awarded it to Damen Shipyard South Africa. Centani Investments seeks reprieve in the High Court. Namport to the contrary maintains the tender process was above board. **Source : Informante**



The **MSC MARTA** off Haifa – **Photo : Peter Szamosi (c)**

Less room for smaller, older ships: Andy Tung

The ceo of Hong Kong containerline **OOCL** has spoken about creeping obsolescence in the liner trades. Speaking at the Sea Asia conference in Singapore, Andy Tung said: "Smaller ships will find it hard to compete in long haul."

The new generation of ships built with slow speed requirements in mind "creates a gap", Tung reckoned.

"I think the older ships perhaps will have an even harder time from the perspective of employment opportunities, because the gap is bigger and now you have the different design predicated on slower speed, which adds to the challenges for the smaller ships," he maintained.

Tung reckoned cascading of ships to regional trades would happen, but he cautioned: "I do think that some of the older smaller ships will have to take a look at how you justify continued employment within a liner like ours. We certainly have smaller ships and on shorter hauls there are still opportunities, where energy differential is not quite so extreme."

Tung said the whole industry is moving together on slow steaming, with shippers not asking for higher speed services. Finishing up, Tung turned his attention to the Chinese economy.

"China is still very competitive," he said, "if you look at the volumes of exports versus any other Asian countries – there is an infrastructure and supply which is very well established in China which is not very well replicated."

Sea Asia is co-organised by Seatrade and the Singapore Maritime Foundation. **Source: Sino Ship News**

Boskalis and SAAM sign MoU for joint towage operations

Royal Boskalis Westminster N.V. (Boskalis) announces that it has signed a Memorandum of Understanding (MoU) with **Sudamericana Agencias Aereas y Maritimas S.A. (SAAM)** for a joint harbour towage operation within the American Continent. The partnership would involve two joint ventures and is between SMIT, a wholly owned subsidiary of Boskalis, and SAAM, said in the company's press release.

The geographic scope of the first joint venture covers the Brazilian towage market. Both companies are currently active in Brazil and Boskalis with SMIT will have a 51% majority share in this joint venture. The combination with a total of 41 tug boats will form an important player in the growing market of Brazil.

The second joint venture in which SAAM will hold a 51% majority stake relates to the towage activities in Panama and Canada (SMIT) and Mexico (SAAM). The combination will operate a total number of 55 tug boats.

The joint operation between SMIT and SAAM will create a leading provider of towage services in Central and South America. Besides operational synergies, the joint operations will also strengthen the market position of the combined companies.

The total value of the **SMIT** and **SAAM** assets respectively that will be contributed to the combined joint ventures is comparable. The implementation of the MoU is subject to certain customary conditions including a due diligence process and approval from regulatory agencies in the respective countries involved.

Royal Boskalis Westminster N.V. is a leading global services provider operating in the dredging, maritime infrastructure and maritime services sectors. The company provides creative and innovative all-round solutions to infrastructural challenges in the maritime, coastal and delta regions of the world with the construction and maintenance of ports and waterways, land reclamation, coastal defense and riverbank protection. In addition, Boskalis offers a wide variety of marine services and contracting for the offshore energy sector including subsea, heavy transport, lifting and installation (through Boskalis Offshore and Dockwise) and towage and salvage (through SMIT). It also has strategic partnerships in the Middle East (Archirodon) and in terminal services (Smit Lamnalco). With a versatile fleet of over 1,100 units Boskalis operates in around 75 countries across six continents. Including its share in partnerships, Boskalis has approximately 15,600 employees.



Accommodation semi, **SAFE BRITANNIA**, from Prosafe (Cotemar Group) as seen from the Helix, **PLV Caesar**, which is now operating as a floatel. Photo : A. de Jong ©

Jebel Ali's new terminal is a major attraction at Sea Asia 2013

The new mega container terminal now under construction at DP World flagship Jebel Ali Port has been a major attraction at Sea Asia 2013, the 3 - day cornerstone event of Singapore's Maritime Week, with visitors including Singapore's Minister of Transport H.E. Lui Tuck Yew. DP World is participating in the international conference and exhibition, which opened on Tuesday, with a prominent pavilion showcasing the company and the UAE, said in the DP World's press release. Mr Lui showed keen interest in a scale model of Jebel Ali Port's 4 million TEU (twenty-foot equivalent container units) Container Terminal 3, currently under construction, and was briefed by Mohammed Al Muallem, Senior Vice President and Managing Director, DP World, UAE Region, on DP World's on - going expansion plans and its role as Premier Partner in supporting the UAE's bid for World Expo 2020 in Dubai.

Other prominent visitors to the DP World pavilion included Abdulla Al Mandoos, Deputy Head of Mission, Embassy of the United Arab Emirates in Singapore, and Abdalla Jasim Al Shamsi, Head of Economic and Consular Affairs

Department. Early this month DP World completed its largest dredging work in 10 years at Jebel Ali and is on schedule to add 1 million TEU of new capacity to Container Terminal 2 later this year. Jebel Ali Port's total capacity will reach 19 million TEU by 2014 when Container Terminal 3 opens for business. Mohammed Al Muallem, Senior Vice President and Managing Director, DP World, UAE Region, said: "Sea Asia is the flagship event of Singapore Maritime Week and one of the focal points for international maritime leaders to discuss pertinent issues and explore business relationships. DP World is pleased to participate and fly the UAE's colours at this event and to project Dubai's leading position as the gateway for a region of two billion people. We congratulate the Singapore Maritime Foundation for organising an excellent event." DP World's presence at Sea Asia 2013, which ends on Thursday, has drawn a steady stream of trade visitors, including top executives of blue chip maritime companies and dignitaries.

MARITIME ARTIST CORNER



Watercolor of RMS **Mauretania (sister of Lusitania)** was launched in 1906 and completed in 1907. She was driven by 6 steam turbines producing 78.000 s.h.p. She was the first passenger liner with a speed between Europe and America of 25 knots, keeping the blue Riband until 1929. It was a great Success for Cunard.

Watercolor : Hans Breeman (c)

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.... PHOTO OF THE DAY



"A foggy morning in the Rotterdam Calland canal. Heerema's new [DCV Aegir](#) seen performing single hook load tests on the main 4000mT crane. Alongside the [Aegir](#) the Heerema barges [H-114](#) and the [MWB-403](#) which is having the pipe reel parked on its deck" - [Photo : Bram van Koert](#) ©