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The Timaru tugs "AORAKI" and "TE-MARU" waiting for their next job
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The **JAN VAN GENT** in IJMUIDEN – photo : Marcel Coster ©

Bulk panamax market heavily oversupplied, unlikely to find support in 2013

Despite positive indication for a significant surge of dry bulk demand this year, the oversupply problems of the market, will continue to weigh heavily in terms of freight rates. Yesterday, the BDI was up by 9 points to 743, with Panamaxes posting an increase of 35 points to 717 (Baltic Panamax Index), which was enough to push the market higher, as all other subsectors were mostly unchanged. According to a recent note from analysts Commodore Research & Consultancy, "Chinese demand for imported thermal coal has started the week at an extremely robust level and is poised to stay strong during the remainder of this week. 8 vessels were chartered to haul thermal coal cargoes to

China on Monday (including 7 panamax vessels). This was a huge amount for a single day's worth of chartering activity.

During times of moderate demand, an average of 3 vessels are normally chartered to haul thermal coal cargoes to China each day. Demand is poised to stay robust throughout this week and into next week due to low Chinese coal port stockpiles and intensifying winter electricity demand. Coal stockpiles at Qinhuangdao (China's largest coal port) have fallen to 6.1 million tons. This is well below the crucial 7mt level that officials strive to maintain at all Coal stockpiles at Qinhuangdao times (Qinhuangdao is of great importance to Chinese officials, as it is the loading have fallen to 6.1mt, which is port for approximately 40% of China's coastal coal shipments)" said the analyst.

Still, according to Commodore, panamax rates aren't expected to find significant support in the near term. "We continue to anticipate that newbuilding deliveries will be very high this month. Dry bulk fleet growth traditionally surges every January, as owners normally delay a large amount of December deliveries to be delivered one month later in January. Delaying December deliveries allows owners to receive vessels that will be viewed as being a year younger. A year ago, for example, saw 19 panamax vessels delivered in December 2011 and then 39 delivered in January 2012. Delaying delivery just one month allowed owners to obtain a 2012-built vessel, rather than a 2011-built vessel. We strongly believe this trend will continue this year, which makes it unlikely that panamax rates will find significant support in the near term (the panamax market is currently the most oversupplied dry bulk vessel class and we expect it will remain so during all of 2013). The surge in Chinese thermal coal demand, however, is a positive sign regarding the Chinese economy and the Asian thermal coal market" it concluded.

In a separate note yesterday, shipbroker Fearnleys noted on the Panamax market that "some glimmers of hope mid-week with more cargoes entering the market, especially in the Atlantic. Some owners with ships able to breach IWL are able to get a premium for prompt cargoes, but regular Tarvs are now being fixed at around USD 6500 while fhauls with Continent delivery will fetch around USD 13-14k. In the Pacific we see rates at around USD 3-4k for round trips, more cargoes however will the number of ships absorb these cargoes? The period market has been somewhat more active beginning 2013 with a 2-year deals being done at USD 6.5 for an older vessel and around USD 7500 achievable for LME 's" it said.

In the Capesize market, Fearnleys said that "the past week has seen gradual increases in rates across all fronts in the Cape sector, both on the physical and paper side. Strong volume has come out of West Australia, causing rates to climb from USD 7 to 7.20 pmt, with prompt tonnage booked closer to the USD 8 pmt mark. However, at the time of writing, caution is being exercised in light of the approaching cyclone off the West Australia coast, and it remains to be seen whether this will put downward pressure on rates or not. Whilst Vale remains quiet, sentiment has slightly improved on fhaul, with better rates achieved forTubarao/China (around 17.5 USD pmt). Similarly, slightly firmer numbers are being discussed for period business, with USD 8500 being done for 5-8 months, and a healthier USD 10,750 rate achieved for 9-13 months" the shipbroker concluded.

Source Nikos Roussanoglou, Hellenic Shipping News Worldwide

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the 1984 built BHS flag semi-submersible oil rig **SCARABEO 6** towed 25 miles offshore Malta by the 1999 built CYP flag offshore tug/supply ship **SEA BEAR** and the 2007 built ATG flag tug **TAURUS** on her way to Egypt from Rotterdam, Netherlands. Photo : Massimo Farrugia - www.maltashipphotos.com ©

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The 1982 built BERDEN (ex VERONA (Rederij Becks)) in the port of Jorf-Lasfa – photo : Jan van Vuuren ©

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Australian cyclone shuts Rio Tinto ports

Australia's first cyclone of the storm season is intensifying off the country's northwest, shutting key iron ore export terminals and disrupting coastal areas in mining powerhouse Western Australia state.

Rio Tinto, the world's second-largest iron ore producer, has suspended ship loading at the ports of Dampier and Cape Lambert as Cyclone Narelle intensified off the northwest coast of Australia.

BHP Billiton and **Fortescue Metals Group**, the world's third-largest and fourth biggest producers were closely monitoring the cyclone's progress as it heads toward land. "Operations are continuing throughout the business as usual," Fortescue said in a statement emailed *Source Reuters / mining weekly*



P&O'S AZURA outbound from Amsterdam passing Tata Steel / Hoogovens in Velsen

Photo : Peter Herweijer – www.fotoserviceijmond.nl ©

Nigeria: Explosion in Lagos port

An oil depot in the port area of the Nigerian city of Lagos has been hit by a major explosion and fire.



The blast, which shook buildings in the Apapa area, happened during a transfer of fuel, the National Emergency Management Agency (Nema) said. Firefighters have been at the scene and four people were wounded in the blast, AFP news agency reports.

Many tankers dock at jetties in the port in Lagos to load and unload petroleum products.

Willem Auret, who witnessed the blast from a ship on its way to Snake Island in Apapa, said he

saw a tanker barge catch fire at about 11:00 local time (10:00 GMT). "The fire started slowly and then expanded into chaos, exploding more than once," he told the BBC. "After the initial explosion, which I caught on camera, there was a secondary explosion," he said.

It took about an hour and a half for the port authorities to arrive on the scene, he said. "First one tugboat arrived... then several others joined it in an attempt to extinguish the fire. They seem to have the fire under control now."

Nema's Akande Iyiola told the BBC that the oil depot at Tin Can Island port where the explosion occurred was owned by the petroleum company MRS Oil. "I felt the explosion from where we are," Charles Osagie, who works at an import-and-export office in the district, told AFP. Nigeria is one of the world's biggest oil producers, but imports refined petrol.

Source : JoyOnline



10-01-2013 the m.v. "Jipro ISIS" inbound for Rotterdam passing Maassluis

Photo : Kees van Schie ©

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Several tugs operating in Qingdao- Photo : Fop Leder ©

Salazar launches assessment of Shell Arctic drilling program

The New Year's Eve grounding of the drilling vessel **Kulluk** is just the latest in a string of problems faced by Shell in its Arctic drilling problem. Today, Secretary of the Interior Ken Salazar announced that what he called "an expedited, high-level assessment" will "pay special attention to challenges that Shell encountered in connection with certification of its containment vessel, the Arctic Challenger; the deployment of its containment dome; and operational issues associated with its two drilling rigs, the **Noble Discoverer** and the **Kulluk**."

The review is expected to be completed in 60 days and will be led by Bureau of Ocean Energy Management (BOEM) Director Tommy Beaudreau, who has been selected to serve as the Acting Assistant Secretary for Land and Minerals Management. The review will look at Shell's safety management systems, its oversight of contracted services, and its ability to meet the strict standards in place for Arctic development. The Coast Guard will provide technical assistance for the review.

"Developing America's domestic energy sources is essential for reducing our dependence on foreign oil and creating jobs here at home and the Administration is fully committed to exploring for potential energy resources in frontier areas such as the Arctic," said Secretary Salazar. "Exploration allows us to better comprehend the true scope of our resources in the Arctic and to more fully understand the nature of the risks and benefits of development in this region, but we also recognize that the unique challenges posed by the Arctic environment demand an even higher level of scrutiny."

During limited preparatory drilling operations last season, Shell constructed top-hole sections for one well each in the Chukchi Sea and the Beaufort Sea. Bureau of Safety and Environmental Enforcement conducted unprecedented oversight and had inspectors present onboard each Shell rig around the clock throughout those operations.

"The Bureau of Safety and Environmental Enforcement demands operators make safety at all levels at all times their number one priority, and we expect the highest level of performance from operators in the Arctic," said BSEE Director James A. Watson. "As we oversee historic domestic drilling, BSEE will continue its unprecedented oversight of drilling activities in the Arctic and we will continue to hold anyone operating in public waters to the highest safety and environmental standards."

The U.S. Coast Guard has also announced it has initiated a comprehensive marine casualty investigation of the Kulluk grounding. BSEE and the National Transportation Safety Board will provide technical assistance for the Coast Guard's investigation.

Rear Adm. Thomas P. Ostebo, the Coast Guard 17th District commander, ordered a formal marine casualty investigation on Friday into the circumstances and contributing factors involved in the grounding of the drilling unit Kulluk on the southeast shore of Sitkalidak Island, Alaska on Dec. 31, 2012. A formal marine casualty investigation is convened when a vessel casualty has considerable regional significance, may indicate vessel class problems, or is the best means to assess technical issues that may have contributed to the incident.

The formal marine casualty investigation will be led by a Coast Guard investigating officer, with participation and support by the Bureau of Safety and Environmental Enforcement (BSEE) and the National Transportation Safety Board (NTSB) as technical advisers.

In accordance with statute, the formal investigation will probe every aspect of the incident, to include but not limited to the causes of the incident, whether there is evidence that any failure of material was involved or contributed to the incident or whether there is evidence of misconduct, inattention, negligence or willful violation of the law.

Additionally the investigation will evaluate factors associated with the **Kulluk** and its support vessels, and will determine as closely as possible:

- The cause of the accident looking at the full scope of all towing vessels, towing equipment, procedures and personnel involved;
- Whether there is evidence that any failure of material (either physical or design) was involved or contributed to the casualties, so that proper recommendations for the prevention of the recurrence of similar casualties may be made;
- Whether there is evidence that any act of misconduct, inattention to duty, negligence, or willful violation of the law on the part of any person holding a Coast Guard credential contributed to the casualties, so that appropriate proceedings against the credential of such person may be recommended;
- Whether there is evidence any person caused or contributed to the cause of the casualties including the planning and subsequent review of the **Kulluk's** tow plan. The Coast Guard marine casualty investigation likely will take several months to complete due to the extent and depth of its inquiry. It says that the findings of the investigation will position the Coast Guard to take appropriate remedial action to address the factors that contributed to the casualty.

CASUALTY REPORTING



Vietnamese cargo ship runs aground in W.Lombok

The Vietnamese cargo ship MV **Agnes** carrying 20 men ran aground off shore Cemara Beach in West Lombok on Monday due to bad weather and rough seas.

The ship, which has a gross register tonnage 3,901 tons and a length of 105 meters, ran aground just after departing from Lembar Seaport, West Lombok. "The ship had just unloaded cement it was carrying at Lembar Port a week before. It was en route to Singapore when it ran aground," Lembar Port sea traffic division unit head Jasra said on Thursday.

West Nusa Tenggara (NTB) water police have been working with the port and local search and rescue agency to help the ship. "We are waiting for the water level to rise to tow the ship back out to sea," NTB police spokesperson Adj. Sr. Comr. Sukarman Husein told The **Jakarta Post**.



NAVY NEWS

Seized Argentine naval ship gets jubilant homecoming

An Argentine navy ship was given a triumphant homecoming on Wednesday three months after it was seized in Ghana on behalf of a hedge fund suing over defaulted government bonds.

The **ARA Libertad**, a tall sailing ship used as a training vessel, was detained in the West African nation on October 2 due to a court order obtained by NML Capital Ltd as it fights to get full repayment for the bonds in the courts.

Argentina's government, which calls funds like NML "vultures," asked a U.N. maritime court to intervene and the



Hamburg-based tribunal ordered the ship's release last month.

The detention of the **Libertad** during a tour of Africa was a blow for Argentina's efforts to put the 2002 debt crisis behind it and drew a furious response from left-leaning President Cristina Fernandez.

Fernandez hailed the Libertad's return as a triumph of sovereignty over "anarcho-capitalism."

"The vultures were there (but) we didn't listen to them, we listened to the people's demand," she said.

"We're going to keep on fighting because no one's going to get anything out of Argentina with extortion and strong-arm tactics," she told crowds of supporters and

vacationers in the seaside town of Mar del Plata. Plumes of white and sky blue smoke - representing the colours of the national flag, and a celebratory fly-past greeted the ship as it pulled into harbour.

Latin America's third-biggest economy has yet to return to global credit markets 11 years since staging the biggest sovereign debt default in history and legal wrangling with creditors continues.

A U.S. appeals court will start hearing oral arguments next month in a case that could eventually force Argentina to pay bondholders who rejected two debt restructurings in 2005 and 2010 to battle for full payment in the courts.

In order to avoid the risk of having the presidential plane seized by holdout creditors, Fernandez has hired a private aircraft for a four-nation tour of Asia and the Middle East at a cost of \$880,000, the government said this week.

Source : Reuters / The Star

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RMK Marine selected for Turkish Navy's Milgem programme

The Turkish Navy has selected RMK Marine to negotiate its plan for the construction of six follow-on **Milgem-class** corvettes under the Turkish national warship programme, Ministry of Defence's Undersecretariat for Defence Industries (SSM) has announced.

The Turkish national warship programme aims to build eight corvettes and four frigates worth \$3bn, with anti-submarine warfare and high-seas patrol capabilities. Featuring stealth technologies, the new Milgem-class multimission corvettes can be used to perform a range of missions such as reconnaissance, surveillance, target identification, early warning, anti-submarine warfare, surface-to-surface and surface-to-air warfare and amphibious operations.

SSM Undersecretary Murad Bayar listed Milgem as Turkey's 'highest- priority (naval) programme' with advanced ASW capability."The Turkish national warship programme aims to build eight corvettes and four frigates worth \$3bn, with anti-submarine warfare and high-seas patrol capabilities."

The first two ships of the class, **TCG Heybeliada (F-511)** and **TCG Büyükada (F-512)**, were built at the Istanbul Naval Shipyard Command.



Armed with 76mm dual-purpose gun and two remotely controlled 12.7mm machine guns, the Milgem-class corvettes features an aft flight deck to allow **S-70B-2 Seahawk** helicopter missions, as well as aircraft ship-integrated secure and traverse (ASIST) helicopter handling and tracking system. Countermeasure systems also equipped on the boats include Degaussing (DG), early warning (EW) radar, ASW jammers and Sea Sentor surface ship torpedo defence (SSTD).The 99m-long **Milgem-class corvettes** have a displacement capacity of 2,000t, a beam of 14.4m and a design draft of 3.6m.Capable of accommodating a crew of 93 crew including air crew, the frigates are integrated with eight Harpoon Block II anti-ship missiles and a single Mk31 RAM self-defence missile weapon system.**source :** **Navaltechnology**



The Russian frigate **YAROSLAV MUDRY** entering the port of Malta – **Photo : Anthony Chetcuti ©**

SHIPYARD NEWS



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Another cutter suction dredger for Nigerian customer

Another **CSD500** has been delivered to **William Lloyds Co** by **Damen Dredging Equipment**. This is the second Damen cutter suction dredger for the company, which deploys both dredgers for deepening and maintaining one particular stretch of the Niger River. The dredger has been named “**Hand of God**”.



The **standard CSD500** has been fitted out with an extended suction pipe, to enable it to dredge at the increased dredging depth of 16 m. The dredger, named “**Hand of God**”, has been fitted out with a 3512C **CATERPILLAR diesel engine**, powering the Damen dredge pump, type BP5045. The dredge pump delivers some 4.000 m³/h of mixture on its 500 mm diameter delivery piping. As standard options a spud carriage, day accommodation, a jib crane, a stern swivel, navigation lights and dredging instrumentation were supplied. As a customized option, the side wire winches have been enhanced to 16T.

The “**Hand of God**” will work on the River Niger, which has a current of some 5kn. The heavier side wire winches will enable the cutter suction dredger to make its full swing hence maximizing efficiency. Extensive dredging works are going on at the River Niger, where by public tender the dredge job has been split up between various contractors. The **William Lloyd Co** is responsible for deepening a specific stretch of the river – between Baro (Niger State) and Jamatta (Kogi State) - to facilitate navigation, and will maintain the stretch as well.

The new **CSD500** has already joined its sister vessel, the "**Havilah 1**" delivered in 2009. The dredgers are doing their dredge job to full satisfaction of their owner.

Triyards bags \$60m contract

Engineering and fabrication services firm **Triyards** clinched a \$60m contract from a Southeast Asian client to build a self elevating unit (SEU), and announced a considerable drop in first quarter profit, Seatrade Asia online reports.

The latest contract will boost the company's orderbook to \$643m as at 30 November 2012. Triyards is already building two units of SEUs, as well as a deepwater multi-lay vessel with heavylift capability.

"Demand for offshore support vessels and SEUs is expected to remain firm in the medium term. We will strive to widen our lead in the construction of technologically advanced SEUs and other offshore support vessels in Southeast Asia," said Wong Bheet Huan, ceo of **Triyards**.

The spin-off of Ezra also posted first quarter net profit of \$6.47m, down 45% compared to \$11.7m in the corresponding period of 2011. Revenue during the period rose slightly by 5% year-on-year to \$53.31m.

Triyards plans to broaden its revenue base by expanding its ship repair operations, moving into high-speed aluminium vessels and establishing its own offshore equipment product line.

Fincantieri delivers "Abu Dhabi" ASW corvette and "Ghantut" FALAJ 2 patrol vessel to UAE Navy



The delivery ceremony of two vessels for the United Arab Emirates Navy was held at the **Fincantieri shipyard** in Muggiano (La Spezia). These were an "**Abu Dhabi Class**" corvette, launched in February 2011, and the "**Ghantut**" patrol vessel, launched at the same yard in January 2012.

In the presence of Rear Admiral Ibrahim Salem Mohamed Al-Musharrakh, Head of the UAE Navy, Admiral Luigi Binelli Mantelli, Italian Navy Chief of Staff, who was represented on this occasion by Vice Admiral Alberto Gauzolino, Logistic Support and Light houses Inspector, Vice Admiral Andrea Toscano, Commander in Chief Northern Tyrrhenian Sea Department Italian Navy, Vice Admiral Ernesto Nencioni, Director for Naval Armaments and Alberto Maestrini, **Fincantieri** Executive Senior Vice President Naval Vessels, the ceremony began with the characteristic recitation of the Qur'an in accordance with the dictates of Islam.

Exemplifying Fincantieri's product excellence, both vessels stand out for their high level of flexibility in being able to carry out different types

of mission in national and international waters (from patrol and surveillance, to defence against air and surface threats and attack against both land and sea targets), as well as for their high standards of accommodation and safety.

As evidence of the strategic importance of the Middle East market and the strong and fruitful partnership initiated with the Emirates, Fincantieri has set up the company **Etihad Ship Building** in Abu Dhabi as a joint venture with **Al Fattan Ship Industries** and Melara Middle East; the purpose of the company, which is already operational, is to design, construct and sell both civilian and military ships, as well as carry out maintenance and refitting.

In fact, now more than ever, securing foreign orders means ships being built in local shipyards. It is therefore necessary to be suitably equipped to ensure that customers obtain quality and rapid delivery. Fincantieri will be present from 17 to 21 February at the important "Idex" defence industry exhibition in Abu Dhabi, with an exhibit on the megayacht sector. Source : Navy-recognition

ROUTE, PORTS & SERVICES

ROTTERDAM DEPARTED FOR 90 DAYS CRUISE FROM ROTTERDAM



HAL's "ROTTERDAM" outbound to Southampton passing Maassluis the 9th of January 2013, on her 90 day cruise to the Far East and back, onBoard the ROTTERDAM are reported newscippings readers and contributors who promised to report regularly with photos during this 90 days cruise to the newscippings a lunch meeting of the editor of the newscippings with them is allready scheduled upon arrival of the ROTTERDAM in Singapore at February 15th

Photo : Kees van Schie

We all look forward to the photos made during the cruise Thanks Fred in advance !! and see you February 15th !!



Another photo of HAL's ROTTERDAM departing from Rotterdam for a the 90 days - Asia & Pacific 2013cruise

The vessel will visit the following ports during the cruise: Southhampton , England; Lisbon, Portugal; Malaga, Spain; At Sea (Mediterranean Sea); La Goulette (Tunis), Tunisia; Valletta, Malta;

Nafplion, Greece; Piraeus (Athens), Greece; Enter Suez Canal at Port Said; **Daylight transit** Suez Canal; Exit Suez Canal at Suez; Safaga, Egypt; Dubai, United Arab Emirates; Abu Dhabi, United Arab Emirate; Marmagao (Goa), India; Mangalore, India; Cochin, India; Port Blair, India; Pulau Langkawi, Malaysia; Port Kelang, Malaysia; Singapore; Tanjung Priok, Jakarta; Semarang, Java, Indonesia; Tanah Ampo, Bali, Indonesia; Lembar, Indonesia; Komodo Island, Indonesia; Ujung Padang, Indonesia; Probolinggo, Java, Indonesia; Surabaya, Indonesia; Penang, Malaysia; Phuket, Thailand; Colombo, Sri Lanka; Mumbai (Bombay), India; Muscat, Oman; Salalah, Oman; Aqaba (for Petra), Jordan; Sharm el Sheik, Egypt; Enter Suez Canal at Suez; Exit Suez Canal at Port Said; Messina, Italy; Naples, Italy; Civitavecchia (Rome), Italy; Alicante, Spain; Almeria, Spain; Tangier, Morocco; Cadiz (Seville), Spain. - **Photo :**

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The NAUTIKA RESOLUTE moored in Cape Town – Photo Aad Noorland ©

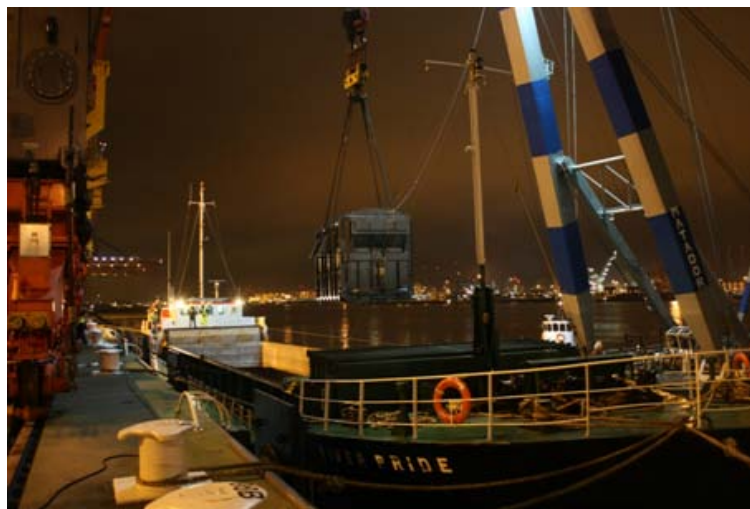
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Port of Dalian shipped 179,900 cars in 2012

The **Port of Dalian** said that it shipped 179,900 cars and handled about 1.65 million passengers in 2012. To fight the impact brought on by the global economic slowdown, the port said it boosted its traditional roll-on/roll-off business, which guaranteed the good results in 2012. The port is one of the biggest in Northeast China with more than 80 berths, out of which 50 are berths for vessels over 10,000 million metric tons, which transport containers, crude oil, bulk ore, grain. **Source : chinadaily**

209TONS TRANSFORMER SHIPPED FROM ROTTERDAM TO TILBURY



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from Rhoon, The Netherlands arranged the on carriage by coaster of a 209 tons transformer from Rotterdam to Tilbury. The trafo arrived on board of mv **"Hanjin America"** in Rotterdam and was transhipped by floating

sheerlegs directly on board the chartered coaster mv **"River Pride"**. the **Steder Group B.V.** is a renowned and dynamic logistic service provider with experience on a number of territories: Agencies, Chartering, Forwarding and Liner Agency. The **Steder Group B.V.** arranges comprehensive logistics for all sorts of cargo transportation, worldwide. **Steder Group** is member of the WWPC (Worldwide Project Consortium) **photo's : Marc Tol ©**

Globus Maritime Limited Announces Management Changes

Globus Maritime Limited, a dry bulk vessel owner and operator, announced that Mr. Elias Deftereos, Director, Chief Financial Officer and Secretary of the Company, will be stepping down from his position effective immediately, to pursue other interests.

The Company's Board of Directors has appointed Mr. George Karageorgiou, President and Chief Executive Officer of Globus, to act as Interim Chief Financial Officer of the Company, while the company looks for a permanent replacement. Mr. George Karageorgiou, President and Chief Executive Officer of Globus, commented, "On behalf of Globus, I would like to thank Elias for his contributions to the Company, and I wish him all the very best in his future career pursuits."

Globus is an integrated dry bulk shipping company that provides marine transportation services worldwide and presently owns, operates and manages a fleet of dry bulk vessels that transport iron ore, coal, grain, steel products, cement, alumina and other dry bulk cargoes internationally. Globus' subsidiaries own and operate seven vessels with a total carrying capacity of 452,886 DWT and a weighted average age of 5.8 years as of September 30, 2012.

Source: Globus Maritime Ltd.

Newbuilding ordering activity resumes after Holidays as ship owners conclude more deals

The slight lull in newbuilding activity didn't seem to wane down on new contracting, evidenced by the latest reports regarding new orders for the last week of December and the first week of 2013. According to shipbroker reports, there was enough work for the troubled shipyards that are offering low prices, in an attempt to attract more rejuvenating business and secure their survival in the current environment of shipbuilding recession for many yards. In its latest report, Piraeus-based shipbroker Golden Destiny noted that "in this turmoil orders continue to be cancelled or investment interests to be withdrawn. It was announced that Global Energy of Taiwan decided to put off its plan estimated at \$1billion to acquire six VLCCs, while [Samsung](#) has an FPSO cancellation that was signed in 2007. The project was worth \$471.7m (505bn won).

Overall, the week closed with 50 orders reported worldwide at a total deadweight of 3,751,000 tons, posting a 61 % increase since our last report of 21st of December 2012. This two week's total newbuilding business is 212 % up compared with the similar period of last year, when 16 orders had been reported with bulk carriers grasping 81% of the total ordering activity. In terms of invested capital, the total amount of money invested is estimated at region \$3.8 billion with 28% of the total number of orders being reported at an undisclosed contract price. Notable ordering business has been in the tanker segment with STX Offshore & Shipbuilding winning a contract for the construction of 13 crude oil tankers at a value of \$695 million. The deal includes an option for the construction of eight more tankers that would increase the total contract value at about \$1,13 billion. In addition, South Korean shipbuilders, Hyundai Heavy Industries and its affiliated Hyundai Samho Heavy Industries won orders for the construction of one 155,000 cbm LNG carrier from Brunei Gas and four 174,000 cbm LNG carriers from Maran Gas of Greece respectively" said Golden Destiny.

The shipbroker mentioned that "in the bulk carrier segment, China's [Shanghai Waigaoqiao Shipbuilding](#) has won contracts from two undisclosed European owners for the construction of up to six capesize newbuildings of 180,000dwt with an option to add four more vessels. The vessels will adopt Waigaoqiao's newly developed sixth generation design for 180,000dwt capesizes that will reduce oil consumption by 20% and improve transport capacity by 30% compared to its previous design.

In the tanker segment, 24 orders were reported grasping 48% of the total number of ordering activity. BP proceeded with an investment of 10 Aframax and 3 Suezmaxes, all of them ordered at [STX Shipbuilding](#), while Great Eastern Shipping of India ordered one MR 50,000dwt vessel at [STX Dalian](#) of China with delivery at the end of 2015, including an option for one or more vessels. Lastly, Sinokor of Korea exercised its options for 10 x 52,000 tankers from the initial order at end November. On a final note Sinotrans of Hong Kong appears to be investing around \$ 250 million on ultramax vessels at two Chinese yards. Chengxi will receive 4 firm orders plus 2 options, while Guangzhou Huangpu will receive 2 firm plus 2 options, with no further details regarding the delivery dates and contract prices relieved so far" it said.

Golden Destiny added that "in the gas tanker segment, Brunei Gas, owned by Brunei LNG, ordered one 155,000cbm LNG carrier at Hyundai HI for about \$210 mil, while its affiliated shipyard, Hyundai Samho HI won an order for four 174,000cbm LNG carriers from [Maran Gas](#) of Greece at a value in the region of \$840mil, including an option of two more vessels. According to [Hyundai Heavy Industries](#), these membranetype LNG carriers are scheduled for delivery in 2015-2016 and will feature the Dual Fuel Diesel Engine System (DFDE), which allows the ship to run on diesel fuel or natural gas.

In the offshore segment, [China Oilfield Services](#) ordered two VS4612 anchor handling vessels and four VS485 MKIII platform supply vessels for construction in Chinese builders, while it also ordered four 832 series of platform supply vessels for delivery in 2014 at Havyard Leirvik of Norway. In addition, Germany's Nordic yard has been awarded the construction of two icebreaking rescue and salvage vessels from Russia's transport ministry at a value of EUR150mil. Norwegian shipbuilder Kleven has won the construction of an underwater maintenance vessel at an undisclosed contract price, while China's Fujian Mawei shipbuilding has signed a contract with compatriot offshore exploration company, China's Fujian Mawei Shipbuilding to build a 7,000hp multipurpose offshore support vessel" the report concluded.

Nikos Roussanoglou, Hellenic Shipping News Worldwide

Marco Polo Indonesian unit buying two more anchor handlers

Marco Polo's Indonesian unit Pelayaran Nasional Bina Buana Raya (BBR), is reportedly investing as much as \$46 million in new vessels to expand its business, Seatrade Asia online reports.

Fresh after its trading debut on Wednesday, BBR president director Loa Siong Bun was quoted as saying that the company is buying two 8,000 bhp anchor handling tug supply (AHTS) vessels this year at a cost of \$20m to \$23m each, which will be delivered by 2014.

The purchases will be partly financed by the proceeds of its initial public offering, in which the company raised \$14.3m by selling a 24% stake, as well as bank loans and internal funds.

The additional anchor handlers will boost BBR's current fleet of three AHTS vessels and help the company's expansion into Indonesia's oil and gas industry and leverage on cabotage opportunities. "The offshore oil and gas sector in Indonesia is big. Plenty of opportunities there, and we want to tap into that," said business development director Sean Latip.

Passenger ship calls at Murmansk port up 2.5% in 2012

The number of passenger ships arrivals at the port of Murmansk in 2012 increased by 2.5% year-over-year to 82 units, the Port of Murmansk Authority told PortNews.

The ice-free port of Murmansk is located on the eastern shore of the Kola Bay in the Barents Sea. Murmansk port is the base hub for the development of shipping along the Northern Sea Route. **Source : PortNews**

Malaysia's Northport goes green with electric RTGs

Malaysia's Northport has acquired 13 environment-friendly Electric Rubber Tired Gantry (E-RTG) cranes as part of its infrastructure redevelopment and major upgrading of equipment and facilities plan, Seatrade Asia online reports.

The E-RTG cranes, expected to be delivered by May, are fully powered by shore power and equipped with the latest drive technology that will produce cleaner and more efficient methods of operation. Movement is performed using energy-saving electric motors, which are expected to reduce fuel costs significantly. E-RTG energy consumption cost is only 35% of a diesel-powered RTG.

Other developments include the new Container Terminal 4 project, which is progressing on schedule, with the construction of Wharf 8A expected to be fully operational in July. **Source Portnews**

Management buy-out Atlas Services Group

On the 21st of December **Atlas Services Group BV** and **Atlas Ship Delivery BV (ASD)** went separate ways. The stocks are sold to captain **Jan van Driel**, director of ASD since the establishment. As from now the company name is changed from **Atlas Ship Delivery BV** to **ASD Marine Consultancy B.V.**

Jan van Driel, director of ASD since the establishment, says: 'Although the collaboration was highly successful, I felt the need to operate more freely and independent. This solution allows me to work with **Atlas Services Group** exactly when en where necessary.'



ASD Marine Consultancy B.V. focuses on:

- Ship delivery, ship management and chartering;
- project management;

- maritime support;
- crewing activities (in close cooperation with Atlas Services Group).

Marcel Burghouwt, director of **Atlas Services Group**: 'Selling ASD enables **Atlas Services Group** to focus on the core business; providing personnel for the energy and the maritime industry. We wish **Jan van Driel** all the best with **ASD Marine Consultancy** – and naturally we will maintain close contact'.

MSC Cruises has announced it is retiring the oldest ship in its fleet, MSC Melody.



The cruise line formally announced the ship's retirement this week, but news that the ship had been sold was originally posted on the Mirror's Captain Greybeard blog in early August. "**Melody** has been bought by a South Korean company which plans to establish a regular service **Photo " Peter Szamosi** between Shanghai and the island of Jeju," The blog reported at the time. Cruise Critic is awaiting comment

from MSC, confirming the ship's ultimate destination. **MSC** is positioning the sale as part of an overall "focus on cutting-edge technology." Originally built in 1982 as **Atlantic**, the 35,000-ton, 1,000-passenger **Melody** is the smallest ship in MSC's fleet as well as the oldest, having sailed with MSC since 1995.

News of Melody's retirement comes just ahead of the launch of MSC's newest ship, **MSC Preziosa**, in March. A statement from the line said that passengers who had booked onboard **Melody** for the upcoming summer's sailings would have a "vast array of alternative choices." The statement continued: "Over the next few days these passengers will all be contacted, either directly by the company or through partner travel agents, and informed about all possible options including an upgrade on board one of the other beautiful ships in the MSC fleet." In 2009, while on a repositioning cruise, **Melody** was attacked by Somali pirates about 300 miles from the Seychelles. Six men aboard a speedboat drew alongside and started firing at the bridge. Passengers threw deckchairs and tables at the boat before security crew used water hoses and pistol fire to repel the boarding attempt. The pirates abandoned their attack and were later captured by a Spanish frigate forming part of the international defense fleet. **Source : cruisesecritic**

MARITIME ARTIST CORNER



The latest drawing made by **Ronald Verburg** the **SS Rotterdam** moored in Rotterdam during yesteryears
Drawing : **Ronald Verburg** <http://www.zeeslepers.com> ©

OLDIE – FROM THE SHOEBOX



"SOUTHLAND STAR" moored San Predro, Los Angeles, in 1985 just after the maker of the photo: **Brian Thornborrow** left the vessel . If **Brian** remembers correctly The **SOUTHLAND STAR** was the first UMS vessel in the British Merchant Navy. She was built as a conventional refrigerated vessel and then converted to a refrigerated container vessel. She was a good ship, but the milk chocolate coloured lifeboats were always a puzzle, they did not stand out too well in the water, her sister vessel **Wellington Star**. also had the same coloured lifeboats,
Photo : **Brian Thornborrow** ©

.... PHOTO OF THE DAY



the OSV **NORTH OCEAN105**" operating for **McDermott**, on the **Macedon Field** offshore Exmouth Western Australia **Photo , Ian Graham ©**

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