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**The recently delivered Damen ASD 3212, KAPITAN MARKIN moored in a cold Mriupol Ukraine Photo : Mark de Rooij ©**

## EVENTS, INCIDENTS & OPERATIONS

# OCEANWIDE SAFETY AT SEA



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The **SOUTHERN BAY** outbound from Rotterdam bound for Willemstad (Curacao)

Photo : Henk van der Heijden ©

## Fredriksen raises \$310m for shipping push

**Frontline 2012**, controlled by billionaire shipowner **John Fredriksen**, has raised \$310m in a private placement as it pushes ahead with its plan to buy dozens of new ships and become the world's biggest operator of tankers.

The move by Mr Fredriksen, the most high-profile shipowner in the world, defies the gloom in much of the shipping industry as tanker owners go bankrupt and numerous ships are scrapped.

The Norwegian shipowner founded Frontline 2012 about 12 months ago and owns half of the company, which owns six very large crude carriers (VLCC) and four other ships and has orders for more than 16 new ships. The money raised on Friday will be used for those existing orders – including for four very large gas carriers and four Capesize carriers for dry-bulk commodities such as iron ore – as well as “leav[ing] capacity for significant further contracts”, the Oslo-based company said.

**Jens Martin Jensen**, chief executive of **Frontline Management**, part of Mr Frederiksen's empire, told the Financial Times: “We obviously see the markets potentially recovering at the end of 2014 and in 2015. We believe it is a good time to invest now.” He contrasted the willingness of Mr Fredriksen to invest in the industry with the retrenchment of many shipping banks even against the backdrop of “quite an old fleet profile”.



Mr Fredriksen is known for taking bold bets on the direction of the shipping industry based on his “gut feelings”. But Frontline 2012 marks a change for him as his companies have previously stuck to specific shipping areas while the new company will own carriers for oil, gas and dry bulk.

**Overseas Shipping Group**, which at the time was the biggest US-listed oil tanker operator, declared itself bankrupt in November after the market suffered its worst slump in a quarter of a century because of a glut of new ships and a drop in rates **source : Financial time**



The Polish tug **AMON** arrived with the newbuilding hull **NORDIC** in IJmuiden with final destination: Urk **Photo top : Willem Koper photo below : Marcel Coster ©**



## Top shipper Maersk Line positive but no need for new capacity

**Maersk Line**, the world's biggest container ship operator, said on Friday it sees no need for new capacity in the industry for the next couple of years and while conditions will remain challenging, it sees potential for the company to achieve better results in 2013.

**Maersk Line**, a unit of Danish group **A.P. Moeller-Maersk** and barometer of world trade as its fleet carries more than 15 percent of all sea-borne containers, returned to profit in the third quarter thanks to a rebound in shipping

container rates, after four consecutive quarters of losses. "We hope to be able to build on this momentum and deliver overall returns which provide an acceptable return on the capital we invest," North Asia chief executive Tim Smith said. "In this regard, we believe 2013 provides some potential to deliver a better result than 2012, although market conditions remain challenging," he added. In terms of capacity, Maersk would only grow with the market. "We don't want to do anything to undermine the fragile supply and demand balance," he said. **Source: Reuters**



**Mr JOSUA** and **CAPTAIN ROBERT** with pipe barge alongside the **SOLITAIRE** in the Gulf of Mexico  
**Photo: Capt Fred - Master solitaire ©**

## **Wilson Sons expands Towage Operational Centre**

**Wilson Sons** is expanding its Towage Operational Centre, tracking its vessels serving the ports of Paranaguá and Vitória in Brazil. With investments of around \$750,000, the centre remotely tracks tugboats and generates indicators on the use of vessels, thus helping to develop strategies and reduce risk of accidents. After the expansion, 23 tugs will be managed from the centre.

The pilot project of the Towage Operational Centre started in 2010 with research on the new technology. The company searched for tools which existed in the market and examined whether the software was appropriate or whether it would be necessary to develop its own solutions. From the study, Wilson Sons Towage opted to use the VTS (Vessel Traffic Service) developed by Transas. "The VTS was the most appropriate tool. To assure the quality of the software, we visited a Canadian company which uses the same product. We were satisfied with everything we saw," said Director of Wilson Sons Towage, Sergio Guedes.



After the learning period, vessels operating in the ports of Santos and São Sebastião will also be included. Tugboats serving the ports of Rio de Janeiro and Sepetiba have already been integrated to the system. **Source: Wilson Sons**



Cement Carrer **ALCEM LUGAIT** inbound River Yarra Port Melbourne - **Photo : Bill Barber ©**

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thee dredgers [IJSELDELTA](#) and [AMAZONE](#) at work in Hamburg. Photo : [B v/h Padje](#) ©

## MICLYN EXPRESS OFFSHORE TAKES DELIVERY OF NEWLY PURCHASED PSV



MEO's Thai joint venture, [Uniwise Offshore](#), has taken delivery of the "UM Supporter", a 2000DWT PSV from [POET Shipbuilding & Engineering](#), in December 2012. The vessel immediately entered into a 3 year firm contract, plus 2 x 1 year



extension options, to provide coil tubing support services to a major O&G company's activities in Gulf of Thailand. This new contract is a continuation of a long standing relationship with them in the region.

The fully SPS 2008 compliant vessel has total accommodation for 50 persons and 500m2 of clear deck area space. Combined with a service speed of 12 knots with twin 2610bhp main engines, it is also fitted with 2 x 9 tonne bow thrusters and telescopic boom crane. Good capacity for dry bulk & bulk liquids (muds, brine, drill water, fuel, etc) with a dedicated integral tank of 150m3 for cement is also available.



The **DUBAI BEAUTY** outbound from Amsterdam – Photo Marcel Coster ©

## **African box port expansion to be focus of Ports, Logistics Expo 2014**

THE 4th Africa Ports, Logistics and Supply Chain Conference & Expo 2014 to be held in Accra, Ghana, at a date yet to be determined, will focus on the major developments across ports and terminals on the African continent.

The meeting will address the absence of deep water, inadequate berthing, lack of integrated land distribution systems, lack of infrastructure such as rail systems, congested road networks, bureaucratic bottlenecks; and high charges.

The 2013 summit will gather the region's experts and authorities to exchange views and ideas about the future direction of African ports and terminals. An integral part of the two-day conference is the exhibition showcasing the latest technologies, services and best practices from international shipping lines, ports, container terminal equipment and technology and services suppliers.

The main highlights of the conference will be in Ghana the redevelopment and expansion of the Takoradi Port; development of a new container terminal in Tema Port; plans for a third port for deep sea vessels to meet export demands of mineral ores, including clinker, bauxite, manganese and limestone; and expansion targets for bulk cargo terminals plus fruit and food terminal. In Angola the main developments to come under the spotlight are: expansion plans for the Port of Luanda and Port of Lobito; construction of a new container terminal; and construction of a new commercial port at Barra do Dand. Nigeria is developing the multi-purpose, deep water Lekki Port at the heart of the Lagos Free Trade Zone. Other areas for examination will be accelerated completion of the proposed deep-sea port project in Ibaka Akwa Ibom state, and greenfield port development to accommodate the larger post-panamax vessels.

Benin is constructing a new Cotonou sea port at Seme-Kpodji near the industrial free zone to serve as a base for petroleum projects in the region. Meanwhile, Niger is building an inland container port in Niamey.

As for South Africa, Transnet plans to invest US\$4.3 billion, with 71 per cent of the funding being committed to expansion projects and the remaining 29 per cent going towards capital sustaining projects aimed at achieving operating norms and upholding service delivery. Turning heads is also West Africa's largest container terminal in Senegal developed and operated by DP World with a capacity of 600,000 TEU. Cameroon is constructing a new deepwater port at Kribi to serve exports of iron ore, cobalt, alumina, hydrocarbons and agribulk.

Finally, Tanzania is undertaking a huge expansion project at Tanga Port that involves the development of a new port at Mwambani, in order to meet forecasted traffic growth of four million TEU by 2028 and to ease current congestion. The governments of Tanzania and Uganda have also signed an agreement to fast track the construction of a Tanga-Musoma-Uganda railway line to allow the speedy transport of goods between the two nations. **source : Schednet**



Vroon's MPI "ADVENTURE" working in the "Tees Bay Windfarm" (UK)

Photo : Capt Keimpe Tromp- Master mv "Norsky" ©

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The East London pilot boat **ORIENT** at Ngqura following an *argument* with a MSC vessel  
photo's : Alexander Callum ©



## Shippers seek emission curbs from Leung Chun-ying at policy address

Industry leaders want clear direction in the policy address to encourage use of clean diesel

By : Keith Wallis

The city's shipping industry is urging Chief Executive Leung Chun-ying to curb noxious exhaust emissions from vessels in next week's policy address.

Its leaders want to see all shipping lines forced to adopt emission limits, similar to an initiative launched by a group of shipowners in 2010 in which they voluntarily agreed to use low-sulphur diesel "to the maximum extent possible" in Hong Kong. Arthur Bowring, managing director of the Shipowners Association, urged Leung "to set out a very clear agenda and timeline for the imposition of regulations that ultimately leads to a globally recognised emissions control area in the Pearl River Delta".

Roberto Giannetta, representing the Liner Shipping Association, said: "We are looking forward to some strong leadership and direction from the chief executive, the rest of the government and the Legislative Council - starting next week with the chief executive's policy address."

Most container shipping lines calling at Kwai Chung container port are members of Giannetta's association, which was instrumental - along with the public policy think tank Civic Exchange - in launching the low-sulphur diesel initiative, called the Fair Winds Charter.

About 18 firms agreed to switch to the fuel while berthed or anchored in Hong Kong.

In return, they wanted the Hong Kong and Guangdong governments to introduce regulatory controls by the end of last year. More environmentally conscious firms are aware of the harmful effects of marine exhaust pollution and want to be seen taking action voluntarily rather than face tougher legal controls.

The Civic Exchange said marine sources of sulphur dioxide accounted for 519 premature deaths a year in the Pearl River Delta, including 385 in Hong Kong. If all container lines calling at the city switched to the cleanest fuel available, sulphur dioxide emissions from shipping would drop 80 per cent.

Bowring noted that the Environmental Protection Department initiated a rebate scheme in September that cut port dues for ships using low-sulphur diesel.

He said the next stage was to make ships switch to low-sulphur diesel. That would "ensure a level playing field" among all shipping lines and not financially penalise environmentally conscious shipowners. The final stage was for emission controls throughout the Pearl River Delta, he added.

"Such regulation might take the form of switching fuel at berth and it could then be extended to slow steaming or other measures," Bowring said. "We need a firm commitment from the government towards regulation that follows international legislation and is technically achievable."

Giannetta added: "As an industry we will stand ready to lend our support and concrete involvement to the government and Legco to see this through in the next 12 months."

Heavily polluting marine diesel used by carriers such as [Mediterranean Shipping](#) has a typical sulphur content of 2.8 to 3.5 per cent and costs about US\$600 per tonne. Low-sulphur fuel - used by [Maersk](#), [CMA CGM](#) and the Tung family-controlled carrier [Orient Overseas Container Line](#) - has a sulphur content of 0.5 per cent or less but costs more than US\$1,000 per tonne [source : South China morning post](#)



The bulker [IVS KNOT](#) passing the Dutch coast – [photo : FLYING FOCUS lucht fotografie- www.flyingfocus.nl](#)  
© [Youtube: stormchasers](#)

# Design flaws of Lamma IV revealed at commission of inquiry into tragedy



**Boat that sank with the loss of 39 lives had design problems that made it more vulnerable to damage and prone to internal flooding**

By : Keith Wallis

The boat that sank off Lamma Island in October with the loss of 39 lives had flaws that made it more vulnerable to damage and prone to sinking quickly, the commission of inquiry into the tragedy was told yesterday.

The side plates of the Lamma IV were thinner than the design standard, the upper deck seats were inadequately fixed and it lacked an internal watertight door, allowing three compartments to flood after the collision with the ferry Sea Smooth, a naval architect found.

Representatives of **Cheoy Lee Shipyards**, which built the Lamma IV in 1995, were ordered to testify next week, despite a plea by their lawyers for two weeks to study the report by commission-appointed architect Dr Anthony Armstrong.

The problems were outlined in a letter sent to the shipyard last Thursday, inviting its directors to testify, as it "may be the subject of criticism" in the commission's report. The letter said the side plating was 4.5mm thick instead of the required thickness of 5mm.

"The thinner plating size may have contributed to the extent of the damage that was experienced, as plating of a greater thickness would have reduced the hole size and provided more time for escape before the vessel sank," the letter said. The two holes in the hull contributed materially to the speed of sinking, it added. Also, no watertight door was fitted to a large access opening between the Hongkong Electric-owned vessel's aft peak and its tank room, leaving three compartments flooded at the rear.

Felix Pao, for **Cheoy Lee**, applied for two weeks to study Armstrong's report. But commission chairman Mr Justice Michael Lunn rejected the request. The testimony of seven Marine Department surveyors, due yesterday, was however postponed to Monday to allow them more time to study the report.

Questions were raised over whether the **Lamma IV** was undermanned on October 1. The operational licence stated that the minimum crew members required was four, but there was only a coxswain, an engineer and a sailor on board. But counsel for the commission Roger Beresford said there could have been others on board who "might be submitted to have been on the business of the vessel".

Senior marine officer Li Kin-pong said he could not comment on whether it was undermanned.

The licence for sister boat **Lamma II**, which sailed with **Lamma IV** on the ill-fated voyage to view the National Day fireworks, required two crew members, although the two vessels had similar length and capacity. The commission is expected to hear next week why this was so. The hearing continues on Monday. **Source : South China morning post**

## NAVY NEWS

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## Finland formally recognizes military grave of Russian submarine wreck

Russia expressed its gratitude to Helsinki for recognizing the site of a Soviet submarine that went down in Finnish waters in 1940. "We are grateful to our partners for their favorable decision on an issue that is significant for Russia," the Foreign Ministry's information and press department said in a statement. "Respect for the memory of the deceased sailors is very important for their family and friends, and for all citizens of Russia."

Finnish officials notified Russia that the list of Russian (Soviet) military graves now includes the site of the Soviet Baltic Fleet submarine C-2.

The submarine, presumably destroyed by a mine off the Åland Archipelago in the territorial waters of Finland, perished together with its crew on January 3, 1940. Swedish and Finnish divers discovered the wreckage of the submarine in June 2009.



"Immediately following the discovery, the Russian Federation requested that Finland recognize the site of the wreckage of the Soviet submarine as a military grave," the ministry said. Munitions were found aboard the submarine and were destroyed by the Finnish Defense Forces. Since the collapse of the Soviet Union, Russia has had several diplomatic disputes with several neighboring countries regarding the treatment of memorials where Soviet soldiers lost their lives.

In April 2007, officials from the Estonian capital of Tallinn made the decision to move a Soviet-era memorial, known as the Bronze Soldier, together with the remains of several Soviet soldiers who died liberating Tallinn from fascist forces during World War II, to a graveyard outside of the city.

The decision sparked two days of mass riots, which led to the death of a young man of Russian ethnicity. The Estonian embassy in Moscow was also the site of large protests. The

monument of the Bronze Soldier was originally dedicated by Soviet officials in Estonia to "the liberators of Tallinn" on September 22, 1944. **Source : Russia Today**

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## **Philippine Coast Guard to receive 10 patrol boats from Japan**

The Philippine Coast Guard is set to hire some 300 new personnel to man 10 new patrol boats expected to arrive from Japan. PCG spokesman Commander Armand Balilo said they would prioritize applicants who would fit the qualifications of those who will man the new acquisitions.

"We need to recruit people with maritime-related courses such as marine engineers and marine navigation course. But we would also be needing technical experts such as those who have mechanical, welding and electrical skills or background," said Balilo.

Foreign Affairs Secretary Albert Del Rosario discussed with Japanese Foreign Minister Fumio Kishida, during the latter's visit early this week, a loan agreement for the Philippines' procurement of 10 multi-role response vessels for the Coast Guard.

The new patrol vessels, which are expected to arrive in 2014, are expected to boost the country's territorial defense in the West Philippine Sea. PCG usually accepts applicants who finished even non-maritime-related courses.

"But we should now prepare for our new assets. We should prepare the right people or the crew and asset management team who would be in charge of our new vessels' maintenance," Balilo explained.

He added that they have one year to hire the needed personnel, who would be assigned for deck operation, navigation, gunnery and engineering. Those who would be selected would undergo one-year training on board the new ships. **source : Global inquirer**



## SHIPYARD NEWS



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The **MARION DUFRESNE** which ran aground off Crozet island is at present under Repair at **Elgin Brown & Hamer** in Durban - Photos : **Willem Kruk** ©

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The **OCEANIC PHOENIX** in drydock at **Damen Ship-repair** in Brest.

Photo : Jacques Carney ©



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## STX OSV sells three PSVs to Tidewater

Offshore vessels builder STX OSV bagged contracts for three platform supply vessels (PSVs) under construction at its Norwegian yard for Tidewater, Seatrade Asia online reports.

The first vessel will be delivered during the first quarter of 2013 and the next two vessels are scheduled for deliveries in the second quarter and third quarter of next year respectively.

Singapore-listed STX OSV had originally won the contracts of the three PSVs for STX Pan Ocean in 2010, and Tidewater has not entered into an assignment agreement with STX Pan Ocean to take over these contracts.



Two vessels will be delivered from STX OSV Søviknes, the third from STX OSV Aukra in Norway. [source : Portnews](#)



The new new **Flex 38** crewboat **EXPRESS 72** during yard trials off Batam (Indonesia) [photo : Ms Trish Lim - Miclyn Express Offshore ©](#)

## ROUTE, PORTS & SERVICES



11-01-2013 : The **EVER CONQUEST** moored in Los Angeles – [Photo : Bob Duckson ©](#)

## VTTI to invest RM1bil more in Tanjung Bin oil terminal

**VTTI B.V.**, an equal joint-venture company between **MISC Bhd** and **Vitol Group**, will invest another RM1bil or so for the second phase of development of its ATT Tanjung Bin (ATB) oil storage terminal in Tanjung Bin, Johor, The Star reports.

VTTI chairman Datuk Kho Hui Meng said this phase of development would double the capacity to more than 1.6 million cu metres of oil product storage. "We expect the development of the second phase to be in several stages, with the completion slated for 2016.

"By then, it would be the biggest tank terminal in VTTI's global portfolio," he told the press after the launching of ATB yesterday. International Trade and Industry Minister Datuk Seri Mustapa Mohamed officiated the event.

In 2009, MISC partnered VTTI, a wholly-owned subsidiary of Vitol and one of the world's biggest energy traders, to develop ATB.

This eventually led to MISC acquiring a 50% stake in VTTI for US\$840mil (RM2.55bil) in 2010, transforming it into a global player in the tank terminal business in the process.

MISC president-cum-chief executive officer Datuk Nasarudin Md Idris said at present, VTTI was yet to be a substantial component of MISC's business portfolio relatively in terms of income contribution.

"But it is positively contributing as we recognised 50% of VTTI profit. I think it will be a substantial component in our business portfolio by 2015 when VTTI and ATB expand," he told StarBiz.

ATB's phase one development, with an 890,000 cu m capacity for the storage of liquid petroleum products such as fuel oil, jet fuel, petrol and diesel, was completed in April 2012.

ATB is the first VTTI terminal in South-East Asia and is able to handle tankers of all sizes, including very large crude carriers. Located in the Tanjung Bin Petrochemical and Maritime Centre, the master developer of the 912-ha project is Seaport Worldwide Sdn Bhd, a wholly-owned company of Johor Port.

ATB, said Kho, possessed state-of-the-art facilities and had set a new benchmark in the independent oil terminal industry, especially in terms of turnaround time. "Fuel oil can be loaded at a rate of 7,500 cu m per hour, middle distillates at 7,000 cu m per hour and light products at 5,000 cu m per hour.

"ATB is equipped with facilities for marine loading, unloading, pumping and pipe transfer of cargo from jetties to tanks, among many other services," he elaborated. VTTI, one of the top-five outfits in the niche sector of energy storage, has a network of tank terminals with a gross combined capacity of nearly 8.5 million cu m spanning 12 countries.

MISC's decision to venture into the tank terminal business was motivated by its recurring income stream nature.

This allowed MISC to diversify into an additional source of secured income besides the LNG tanker and offshore business. MISC made a difficult-but-wise decision to cease its liner operations in late 2011, after the division failed to stay above water due to overcapacity and dwindling demand due to the global economic crisis.

Vitol, incidentally, is one of the world's largest independent energy traders dealing in five million barrels of crude oil and products a day. It was founded in 1966 in Rotterdam. **source : The Star**

## **Rickmers-Linie buys old agent Horizon Shipping, sets up Singapore office**



The **RICKMERS TOKYO** ENROUTE ROTTERDAM photo : Jan van der Klooster ©  
<http://scheepvaarthoek.blogspot.nl>



HAMBURG's **Rickmers-Linie**, a specialist in the global sea transport of breakbulk, heavylift and project cargo, is to set up **Rickmers-Linie (Singapore) Pte Ltd** to take over its former agent of 10 years, **Horizon Shipping**.

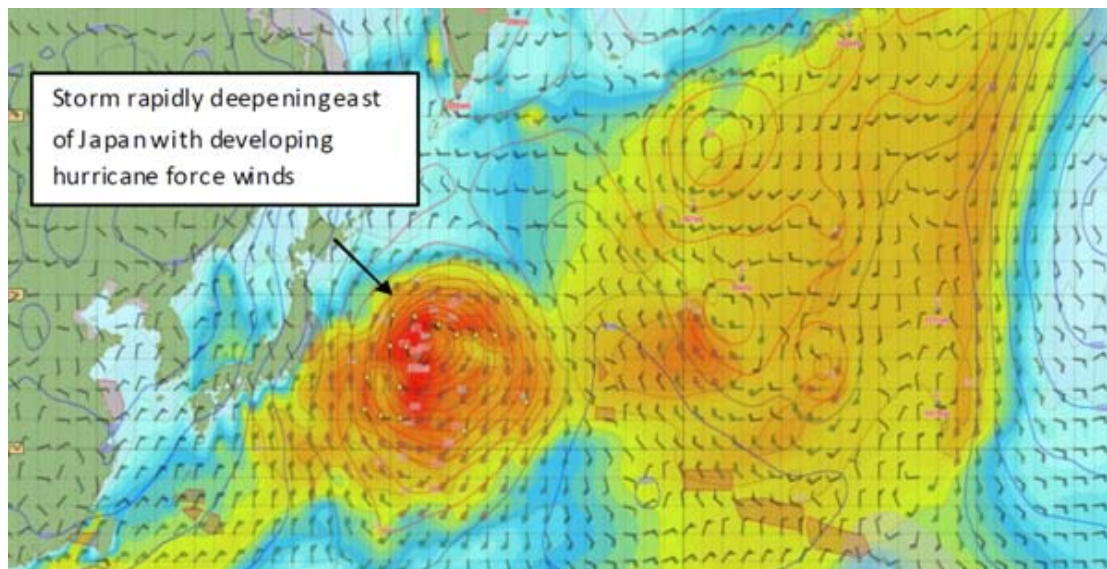
The office will operate from 11 Keppel Road alongside **Rickmers Shipmanagement** with contact email details: [singapore@rickmers.net](mailto:singapore@rickmers.net)

In a company statement, its parent company **Rickmers Holding** CEO Ron Widdows thanked **Horizon Shipping** for its work over the last decade. Mr Widdows is the former CEO of Singapore's Neptune Orient Lines (NOL) and before that, the CEO of its container unit, APL. **SOURCE : schednet**



## Storm Alert

Western & North Pacific  
January 15-18th, 2013



Currently, a tropical disturbance is noted east of the Philippines and is forecast to be drawn northward and rapidly deepen into an intense storm over the western North Pacific. Any potential tropical development will greatly affect forecasts in the short term however most computer models now agree in bringing the tropical energy north and merging with polar jet stream to form an explosive and

**dangerous storm.** Latest Information received from :

**Applied Weather Technology (Hong Kong) Ltd**  
2604 Tung Chiu Commercial Centre, 193 Lockhart Road, Wan Chai, Hong Kong  
<http://www.awtworldwide.com>

## India invites German investments in shipping sector



India invited German companies to invest in the shipping sector with the country emerging as a logistics hub and cruise destination.

Expressing hope that 100 per cent FDI in the shipping sector would facilitate German companies to invest in maritime sector, the Shipping Minister, G K Vasan told a high-level German delegation here that it would be mutually beneficial for both the nations.

The delegation led by Parliamentary State Secretary of the German Federal Ministry of Economics and Technology, Hans-Joachim Otto called on Vasan.

Germany has expertise in ship building which could be utilised in India through mutual cooperation, Otto was quoted as saying by an official release. He also requested for India's cooperation in combating piracy. India is having an ambitious Maritime Agenda 2010-2020 and Germany is manufacturing ship engines and spares which can be best utilised by the Cochin Shipyard and other Indian shipyards, the delegation noted.

Shipping Secretary P K Sinha said that an agreement between India and Germany on Maritime Transport Relations signed in 1966 was still in force and could be updated by extending the possible areas of cooperation in order to meet the present needs of both the countries in the maritime sector. **source : Hindu Businessline**

## MARITIME ARTIST CORNER



Several historic local sailing vessels crossing the Waddenzee the latest watercolour made by **Frans Romeijn**sen  
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## OLDIE – FROM THE SHOEBOX



On 22/5/67 the 16,870tdw Liberian tanker **CIRCE** was en route from Sete to Naples in ballast when an explosion broke her in two and 38 crew died. The aft part was towed to Marseille where the above photograph was taken on 27/7/67. **Photo : Maurice Napier ©**

## .... PHOTO OF THE DAY ....



A dust storm seen from the AHT**WESTSEA GAIL** 15nm from Onslow W.A. Australia, where the **Westsea Gail** was preparing for TC Narrelle when the dust storm hit They had winds over 65 knots for close to 2 hours.

**Photo : Isaac Kneipp (c)**

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Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

