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<b>rhb</b> ROTTERDAM	PROJECT CARGO HEAVY LIFTS UP TO 1500 TONS INDUSTRIAL BREAKBULK ASSISTING OFFSHORE VESSELS	



**The tug OCOA assisting the arriving FAIRCHEM FRIENDSHIP in Willemstad (Curacao) whilst the tugs LIMA II & CAUCEDO are returning from Bullen Baai - Curacao Oil Terminal. Back in Willemstad**

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> ©

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## EVENTS, INCIDENTS & OPERATIONS

ERVAREN KAPITEIN, EERSTE OFFICIER OF STUURMAN?  
ONZE OPLEIDING TOT REGISTERLOODS START WEER.



KIJK VOOR ALLE INFORMATIE OP [LOODSWORDEN.NL](http://loodsworden.nl)



Allseas' PLV **SOLITAIRE** working on Gorgon-Jansz project in Australia.

Photo : Mick Edses - C/E Seven Seas ©

## Large new builds prices rise higher in 2013, positive trend for shipping

Purchase prices for ships are often good indicators of financial health in the shipping industry. When shipping demand is expected to grow more than the supply of ships, shipping companies will place additional orders, which drives up purchase prices. Additionally, when firms are able to charge higher prices for transporting goods across the ocean, this allows them to generate higher gross margins and returns, increasing the value of ships themselves.

### Large size dry bulk ship prices rise

During April, new builds prices for capesize, kamsarmax and ultramax vessels rose higher from March. Capesize vessels, the largest ship class that primarily haul iron ore and coal across ocean, rose \$500,000 to \$47.5 million. Kamsarmax and ultramax also rose by 500,000 individually. While kamsarmax and ultramax are smaller than capesize vessels, they also primarily carry iron ore and coal. Ship values have been declining since 2008 as an oversupply of ships increased competition among firms, pressured shipping rates, and destroyed profitability. Managers have avoided placing new orders as supply to demand balance worsened. Yet, recently, orders for dry bulk ships are showing signs

of stabilization, suggesting higher demand ahead . As the higher new builds price is a reflection of higher vessel demand, rising large class vessel prices point to increased iron ore and coal trade in 2013 or 2014.<sup>1</sup>

### Positive indication for shipping

While the higher new builds price is most applicable to firms that primarily focus on large size vessels, panamax and supramax class vessels should also rise. This is because global trade and shipping rates tend to be driven by macro factors as opposed to rates that are specific to a raw material. Additionally, panamax and supramax vessels are also used to carry iron ore or coal. Dry bulk shipping companies, such as DryShips Inc. (DRYS), Diana Shipping Inc. (DSX), Safe Bulkers Inc. (SB) and Navios Maritime Partners LP (NMM), will benefit from this emerging trend over the next two years as demand growth is expected to surpass supply growth . The Guggenheim Shipping ETF (SEA), which invests in large shipping companies worldwide, should also benefit from this trend.

#### 1. Dry bulk ships take ~2 years to construct.

Source: Market Realist



The **BW KRONBORG** enroute Amsterdam – Photo : Marcel Coster ©



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## Svitzer Oman marks 15 years without LTI

The Omani subsidiary of Svitzer, the world's leading towage and salvage services provider, celebrated the successful completion of 15 years of operations in the Sultanate without a Lost Time Incident (LTI). The celebrations, held at the Grand Hyatt Muscat recently, were a tribute to a company that has made impressive strides over the years in the development of a well-trained, highly motivated and predominately Omani workforce, backed by a professional international crew and a modern fleet of vessels. Said bin Hamdoon al Harthy, Port and Maritime Affairs Under-Secretary at the Ministry of Transport and Communications, was the guest of honour at the event. Also present were senior figures representing the Ministry of Manpower, Oman LNG and the International Maritime College of Oman (IMCO) – all stakeholders and partners in Svitzer Oman's continuing success in Oman.



Several **Svitzer** tugs moored in the port of Sohar - **Photo: Rik van Marle ©**

In welcome remarks, **Willem de Vries**, Country Manager — Oman, said the company had come a long way since it began handling the large LNG tankers of Oman LNG at Qalhat (Sur) in 1998. "It is only because of our strongest relationship with you that we were able to accomplish this great task so far, operating with 10 vessels, 110 staff at two operations — Sur and Sohar — already being the largest provider of towage services in Oman. Secondly, we are dedicated and convinced about expanding our market in Oman significantly in the very near future," he stated. Svitzer's growth strategy in Oman has kept pace with the dramatic growth of the shipping industry, coupled with the strategic importance of its geographical location at the crossroads of global shipping traffic, he said. "This requires a professional, dedicated and reliable long-term approach about marine services and towage in particular, whether it is at the terminals or in the ports. Svitzer is gearing up for this development, having the support of a global organisation operating in more than 40 countries with 500 vessels!" In addition to its commitment to providing safe and reliable operations, Svitzer Oman has also been engaged in recruiting and promoting Omani professionals, thereby securing them a rewarding future, he said. **Source : Oman Observer**



The **THOMSON SPIRIT** Berthed at Northumbrian Quay, North Shields 09.05.13. - **Photo : Kevin Blair ©**

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## UASC Plans to Order Five Triple-E Container Ships

Cash-rich **United Arab Shipping Co.** is considering buying five of the world's largest container ships for around \$700 million, people with direct knowledge of the deal said Friday, in a move that underlines its ambition to become a significant player in an industry already awash with excess tonnage.

UASC's Triple-E mega container ships will form the basis of a new Europe to Asia service, jointly run with China Shipping Container Lines Co., which earlier this week confirmed its own order for five Triple-Es, adding extra capacity on previously lucrative trade routes between Europe and Asia.

A record amount of vessels were ordered in 2007 just before the start of the financial crisis triggered a plunge in global trade. Tighter credit and uncertainty prompted a temporary lull in new shipbuilding, but stubbornly high fuel prices have since increased demand for bigger and more fuel-efficient designs even though the industry is groaning with excess capacity. Five years on and routes between Europe and Asia are showing little or no growth in demand while industry analysts estimate oversupply at 10%, resulting in rock-bottom freight rates, which make it tough for companies to cover the industry's heavy fixed costs and operating expenses. All but seven of the world's 30 biggest shipping companies lost money last year, according to shipping analysts Alphaliner. "All 20 big major container players will have to choose to either order similar ships or find themselves out of the Europe-Asia trade as smaller, less fuel-efficient vessels won't be able to compete," said Lars Jensen, chief executive of Denmark-based SeaIntel Maritime Analysis. He estimates that accumulated losses for the industry ran to about \$7 billion over the last four years.

Market leader Maersk Line was first to order the mammoth ships, which can carry more than 18,000 20-foot containers, 2,000 more than CMA-CGM's Marco Polo, its nearest rival and currently the world's largest container ship. Maersk has 20 Triple-Es on order from DSME with the first ship scheduled to be delivered next month.

Compounding the problem for the industry, container-ship orders in the first quarter were up six-fold from last year, according to analysis by London-based Braemar Seascope Ltd., keeping rates in the future under pressure unless demand improves. Freight rates from China to northern Europe are down 30% since the start of the year at \$796 per container, according to the latest Shanghai Containerized Freight Index. "The minimum freight rate in the Europe-Asia route should be around \$1,400 per box," Mr. Jensen estimates. "Lower rates for a significant period of time will lead to the industry being unsustainable."

Despite the obvious need to take tonnage out of the market, smaller ships are unlikely to be scrapped. "Instead they will be re-deployed to other trade routes adding to the overcapacity which will take years to be absorbed," Mr. Jensen said. Maersk Line Chief Executive Soren Skou warned in April that the industry is on the verge of another price war unless excess vessels are taken out of service, especially in the Europe-Asia route, which accounts for about 40% of total container trade for the shipper and 15% of global container trade.

Shipping analyst Drewry said in its weekly container insight that current freight rates are "seriously lossmaking" and about 20,000 containers a week, or 6% of capacity, in the Europe-Asia route must be removed to halt the decline.

Hyundai Heavy Industries Co. is building the Triple-E ships for CSCL and the South Korean shipyard is also in the running for the UASC order, along with Daewoo Shipbuilding & Marine Engineering Co. and Samsung Heavy Industries Co. "The South Korean yards have been initially shortlisted for the UASC order," one of the people involved in the deal

said. "There will be further shortlisting this month followed by talks with the yards on the price. We expect the order to be announced by August." **UASC** didn't respond to written requests for comment.

Maersk Line says the Triple-Es will consume approximately 35% less fuel per container than the standard 13,100-capacity container vessels being delivered to other shipping lines in the next few years. Bunker fuel prices have risen 16% a year on average over the past decade. **Source: Dow Jones**



The **MAERSK CLAIRE** seen May 10 passing Quebec, Canada **Photo : Ronald de Bloeme ©**



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## Seafarers' charity offers support to dockers and surviving crew of Genoa collision ship

Catholic seafarers' agency Apostleship of the Sea in Genoa has reported how the archbishop of Genoa, Cardinal Angelo Bagnasco visited those retrieving the bodies of those killed in the collision of the '**JOLLY NERO**' on Wednesday to offer his support and prayers.

The container ship crashed into a control tower in the Italian port of Genoa late on Tuesday, causing it to collapse killing seven, with two still missing and several wounded. Fr Giacomo Martino Consultor of the Pontifical Council for the **Apostleship of the Sea** in Italy said, 'Archbishop Bagnasco also went to visit those who survived the collision in hospital'.

The **Apostleship of the Sea** in Genoa with civic authorities organised on Thursday a mass to pray for the deceased. During the day, flags flew at half-mast and shops closed early as residents of the port city mourned those who died. On Thursday Pope Francis also expressed his sorrow for the accident in a telegram assuring the city of Genoa of fervent prayers for those who were tragically killed in the accident. For nearly 70 years the **Apostleship of the Sea** has been providing practical support to seafarers visiting Genoa at their seafarers' centre. **Apostleship of the Sea**

provides both practical and spiritual support to seafarers in more than 250 ports around the world. This ranges from providing transport to shops to hospital visiting and mediating in disputes over pay and conditions. **Source:** Apostleship of the Sea



The **EK SKY** enroute Rotterdam – Photo : Kees van der Kraan ©

## EMERALD PRINCESS VISITED ROTTERDAM

The 113.00 GRT 290 mtr long **EMERALD PRINCESS** is a Grand-class cruise ship for **Princess Cruises** that entered service in April 2007. Her sister ships include **CARRIBBEAN PRINCESS** and **CROWN PRINCESS**. She features two nightclubs, a piazza style atrium, multiple pools and hot tubs, a spa, and a gym. Unlike her sisters, **EMERALD PRINCESS** does not have a disco overhanging the stern, but the same stern as her near-sisters **DIAMOND PRINCESS** and **SAPPHIRE PRINCESS**.



Passing Rotterdam - Photo : Rob Bunders ©

The **EMERALD PRINCESS** was launched at the Italian shipyard of **Fincantieri Monfalcone** on June 1, 2006. She was then handed over to Princess on March 24, 2007. The **EMERALD PRINCESS** was christened on 13 May 2007, in Greece.

**EMERALD PRINCESS** began commercial service on 11 April 2007, offering 12-day Mediterranean and Greek Isles cruises, and continued sailing Europe for Summer 2007. She was then repositioned in Fort Lauderdale in Fall to offer Caribbean cruises. Emerald Princess had a power outage on July 25, 2010 on the first day of a 7-day Eastern Caribbean cruise. For extended periods during the 4+ hour outage, there was no air conditioning, no elevator service, limited lighting, and toilets could not flush. As a result of the outage, the **EMERALD PRINCESS** missed its first port of call the following day. Passengers were credited \$300 USD per stateroom for the inconvenience



The **EMERALD PRINCESS** outbound from Rotterdam – Photo : Kees van Schie ©

. Princess cruises has not yet determined the cause of the outage On May 17th 2011, the ship sustained considerable



damage to several lifeboats when a fuel loading barge collided with the side of the ship while in the port of St Petersburg, Russia. After inspection by authorities, it was determined the ship still had enough passenger space in an emergency using inflatable life rafts, and the ship will continue on the planned itinerary.

Photo left Mark de Bruin ©

**EMERALD PRINCESS** is currently sailing till September 2013 Northern Europe cruises; then will reposition to New York, to sail Canada/New England; followed by repeating her Caribbean cruises till April 2014. In 2014 she will be based

in Southampton for cruises to the Baltic, Mediterranean and the fjords of Norway, as well as to the Canary Islands



The **EMERALD PRINCESS** passing Maassluis outbound from Rotterdam – Photo : Nico Ouwehand ©



The **PACIFIC BARBARIAN** anchored at Singapore Jurong anchorage – Photo: Piet Sinke ©

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



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## Is the end in sight for a global glut of big cargo ships?

The massive cargo ship operators responsible for moving goods across the world could be nearing the end of a years-long rough patch. Many shippers attempted to bulk up their fleets to meet rising consumer demand in the years before the recession, only to find that demand gone by 2009 and 2010, when the ships they ordered were finally delivered. With too many ships to handle all the goods that needed to be transported, shippers have been forced to accept rock bottom rates for moving goods. Rates have been so low, in fact, that shippers have been willing to carry goods for free from a slow route to a more profitable one, so long as the company contracting the ship can pay most of the fuel costs.

*Once an indicator of global economic activity, the Baltic Dry Index—based on the cost of shipping raw materials—has fallen to record lows, mostly because of high shipping capacity.*

*But the worst may be ending. Rates for shipping finished goods—at least on the most basic size of container ships—have stabilized somewhat over the last few months. They're still near all-time lows, but at least they're no longer falling. Rates for shipping goods on these mid-sized vessels are no longer falling. Alphaliner The volume of tonnage being taken out of the market on a yearly basis has also hit an all-time high. Shippers sell old ships to buyers in*

*Southeast Asia and the Middle East, who break down the ships and sell down the parts locally—from the engines to the beds the crew sleep on.*

*The volume of tonnage being taken out of the market on a yearly basis has also hit an all-time high. Shippers sell old ships to buyers in Southeast Asia and the Middle East, who break down the ships and sell down the parts locally—from the engines to the beds the crew sleep on.*

*Alphaliner predicts that 450,000 twenty-foot equivalent units (the typical volume of one container) will be taken out of the market in 2013. And the ships likely to be scrapped will be newer than at any point in the last 23 years.*

"The shipping industry is at an inflection point now," Geoffrey Cheng, head of transportation and industrial research at Bocom International Holdings Co. told the Wall Street Journal (paywall). Transport lender HSH Nordbank forecast a container shipping recovery in late 2014. Citi also predicted a recovery in raw materials shipping in 2014.

Even so, the new ships being delivered more than make up for the capacity that's being taken out of the market. The world's largest ships haven't even hit the market yet. And for financially secure shipowners, it's a great time to buy; the cost of a large vessel (13,400 TEU) fell to four-year lows in January. "In the container market, you can make back the whole investment in 6 to 7 years," Seadrill's Tor Olav Trøim told investors at the Ira Sohn Investment Conference on May 8.



The **COSCO GLORY** moored at the Pasir Panjang Container terminal in Singapore – Photo : Piet Sinke (c)

But if everyone buys ships, then everyone loses, writes Clarkson Research:

Any red-blooded male today wants to prove his worth and buy a cheap ship. The numbers are discouraging, but world economic recovery, heavy scrapping and brisk trade growth might clear the surplus. So, if you take delivery of your ship in 2015, you might not have too long to wait—it's just capital warehousing. That's fine, just as long as nobody else does the same.

Moreover, the volume of global trade also remains sluggish. Global exports declined 1.67% year-over-year in March, despite strength in the North American market. End in sight? Maybe. Then again...maybe not. Source: Quartz

## Chinese Ships Reported Spotted Near Spratly Shoal

The Philippine military is reporting the presence of two Chinese military surveillance vessels near the Philippine-occupied Ayungin Shoal in the disputed Spratly's region, according to the Philippine Inquirer newspaper. The ships were reported to have taken up stations on about six nautical miles west of the shoal beginning May 7, according to the May 10 report.

A Philippine military spokesman confirmed with the Inquirer that it was monitoring the Chinese ships. Ayungin Shoal, also known as Second Thomas Reef, is a part of the municipality of Kalayaan. The area is near Mischief Reef, which was controlled by the Philippines until 1994, when China built a fortification on it.

The Spratlys, a chain of shoals and islands that are believed to contain important oil and gas reserves, are claimed in whole or part by China, Taiwan, Vietnam, the Philippines, Malaysia and Brunei. China and Taiwan both base their claims in part on a centuries-old Chinese map. Source : The Chosunilbo

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The 2009 built 261 mtr long **CSAV LONCOMILLA** in Rio Grande – Photo : Marcelo Vieira ©

## Search off for Australian couple who fell from cruise ship

Australian officials Friday called off a massive air and sea search for a couple who fell overboard during a cruise, as the cruise ship company involved said safety was its first priority.

Police said surveillance footage shows Paul Rossington, 30, and Kristen Schroder, 27, going overboard just before 9:00pm (1100 GMT) on Wednesday when the boat was about 60 nautical miles off Australia's New South Wales coast.

The pair, who are both Australian, were not discovered missing until the **Carnival Spirit**, which had completed a 10-day Pacific Islands journey, docked at Sydney's Circular Quay the following morning and they failed to disembark.

Police Marine Area Commander Mark Hutchings would not speculate on whether they jumped or fell.

"It's very unclear (the footage), but it does depict one person going over and then a short time (later) another person going over," he said. "We can't tell from the footage which is which."

Searchers aided by aircraft from the Australian Maritime Safety Authority and a Navy helicopter had scoured an area stretching from Sydney Harbour to Newcastle — north of Sydney — for Schroder and Rossington, who is a paramedic.

But with hopes fading, the search covering a 500 square nautical mile area was ended at about 5:00pm (0800 GMT) Friday. "It's called off pending further information," a police spokesman told AFP, adding that the information would be something such as a sighting of one of the pair. Carnival Australia chief executive Ann Sherry said safety and security were the number one priority for the cruise industry and such incidents were rare. "The suggestion that this happens often is simply not true," she told reporters. Sherry said the heights of railings on ships were regulated, and on this particular vessel they were higher than required by international protocols. Asked whether it was possible that

somebody could fall and trip overboard, Sherry said: "I think it would be highly unlikely, but again in this case the police are conducting a full investigation so I will wait and see what they come back with.

"The police have got the CCTV footage, they will determine and make a finding on exactly what's gone on," she said.

Police cleared the ship to leave port late Thursday, with the missing couple's room locked to future guests until further notice. **Source : AFP - New Straits Times**

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Van Oords **STINGRAY** executing her first pipe lay job offshore Ulsan (Korea) – **Photo : Arno Roeland ©**

## **Tanker market unkind to ship owners during April**

The latest OPEC monthly oil report noted that global fixtures in April declined by 2.4% compared with the previous month to average 17.44 mb/d. According to preliminary data, OPEC spot fixtures were stable from last month's level to average 12.81 mb/d. Middle East-to-East fixtures reported a decline of 11.1% or 0.30 mb/d from the previous month while Middle East-to-West and fixtures from outside the Middle East both increased by 0.14 and 0.16 mb/d, respectively.

Preliminary data showed that OPEC sailings declined in April by 0.18 mb/d or 0.8% to average 23.64 mb/d. Sailing from the Middle East dropped by 0.16 mb/d to average 17.31 mb/d. April arrivals in all areas were seen lower on a monthly basis, with the greatest decline registered on arrivals in North America and Far East ports, which declined by 0.35 mb/d and 0.34 mb/d, respectively. Arrivals in Europe were down by 0.18 mb/d or 1.4% from the previous month while arrivals in West Asia declined by 0.1 mb/d.

In the tanker market, the month of April was unkind to tanker owners in all sectors, as both clean and dirty vessels saw a decline in market activity and freight rates. The decline in freight rates and market activity was present for the remainder of April fixtures and continued as the May requirement came along. No improvement has been registered in between, knowing that the month of May is usually quiet due mainly to the end of winter season demand and the start of refinery maintenance season.

In April, the decline in dirty rates was experienced on nearly all reported routes with the exception of Suezmax trading Northwest Europe to US East Coast (USEC)-US Gulf Coast (USGC), which increased by 6% from last month. Other

routes reported flat, staying at the same low level seen a month earlier. On average, dirty spot freight rates declined by 4% from the previous month.

Meanwhile the situation was no better in the clean tanker market as both East and West of Suez freight rates dropped in monthly terms by 4% and 5%, respectively. The clean tanker market lacked activity in April, and no real driver was seen to support freight rates during the month.

In April, the downward pressure seen earlier on VLCC market and freight rates remained dominant. The declining trend persisted clearly on the Middle East-to-East and Middle East-to-West loadings as a result of low activity and limited tonnage demand. On a whole, April fixtures were found to be low in numbers.

The May requirement saw a slow start as charterers were comfortable to secure their equipment knowing that the tonnage supply remained ample at all times. Consequently, each inquiry received many offers as result of the prevailing situation. Moreover, the slow release of the May requirements was considered a tactic by charterers to put pressure on owners and maintain the low freight rates.

In a monthly comparison, spot freight rates for VLCCs operating from the Middle East-to-East declined by 6% to average 33 WS points while those from the Middle East-to-West ended the month flat to average 20 WS points, same as the average rates it registered in the previous two months. Even though West African tonnage demand saw a slight increase in its freight rates in mid-April as a result of a slightly tighter position list and an increased interest from Indian charterers for discharging at the east and west coast in India, the monthly average freight rates for VLCCs operating on the route from West Africa to East declined by 3% in May to average 35 WS points. In an annual comparison, average spot freight rates for all reported routes registered a worthy decline ranging between 45% and 53%. Generally Suezmax freight rates remained low in April. Spot freight rates for vessels operating West Africa-to-USGC were flat to average 57 WS points as seen in the previous month. Despite some increase in activity seen occasionally during the month, spot freight rates were mostly flat as tonnage surplus remained the main factor affecting rates. By the end of April, fewer vessels were available, and, after the month's requirement was completed, tonnage continued to build up for May loadings. As a result, the tonnage supply and demand imbalance continued to prevent rates from achieving any improvements. On the other hand, spot freight rates for vessels operating on Northwest Europe-to-USEC-USGC saw an increase of 6% from a month earlier yet a drop of 25% from last year's level. This monthly gain came as result of a relatively active market and a balanced vessel situation to some degree as tonnage availability was tight for some dates. This minor increase registered on freight rates of the said routes is found to be the only positive performance registered in April among all reported routes.

Aframax freight rates declined on all reported routes in April with no exceptions. Spot freight rates at different areas followed the same scenario as the result of being under the influence of the same factors. The limited cargoes available versus the abundant tonnage supply gave no hope to owners to see any increase in rates in different regions. Furthermore, no effect has been seen from weather disturbances or delays at the Turkish straits.

The Caribbean Aframax market had a quiet feel in general with softer rates as the amount of tonnage available exceeded the number of cargoes. Aframax Caribbean-to-USEC spot freight rates showed the greatest decline amid all reported routes as it fell by 17% from the previous month to average 88 WS points, while freight rates for vessels operating on the Mediterranean-to-Mediterranean and Mediterranean-to-Northwest Europe experienced lesser declines as it dropped by 3% and 6%, respectively, to average 85 WS and 83 WS points. The rate on the Indonesia-to-the-East route experienced the lowest decline amid other reported routes in April as it fell by 1% to average 71 WS points.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

## CASUALTY REPORTING



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## Crewman Dies After On-Board Injury

A 47 year old man from the Port-au-Port Peninsula, a crew member of the tug **Western Tugger** that was towing a barge, was killed yesterday when the tow line snapped, and struck him. The man was medevaced to hospital in Stephenville by a helicopter from the 103 Rescue Squadron, but succumbed to his injuries. The Transportation Safety Board's Pierre Murray says the line snapped while the tug, owned by **Miller Shipping Ltd.** of St. John's, was pulling a barge loaded with steel bars, about 70 kilometres southeast of Burgeo. He says the barge capsized early Friday causing the tow line to snap. Murray says the TSB has sent two investigators to join the Bay St. George RCMP to look into the tragedy. He says his investigators will review the stability of the barge, and the towing arrangement that was in place. **Source : VOCM**

## NAVY NEWS

# China's navy forms 1st carrier-borne jet force



A carrier-borne aviation force has been formally established as part of the People's Liberation Army (PLA) Navy, military sources said on Friday. The forming of the force, approved by the Central Military Commission (CMC), demonstrates that the development of China's aircraft carriers has entered a new phase, the sources said.

The force comprises carrier-borne fighter jets, jet trainers and ship-

borne helicopters that operate anti-submarine, rescue and vigilance tasks. The sources said the carrier-borne force is vital to the strike force of China's aircraft carrier and a vanguard in transforming its navy. It will also play a key role in developing aircraft carrier groups and building a strong navy.

Wu Shengli, a member of the CMC and commander of the PLA Navy, attended the forming event on Friday.

The sources said the personnel of the force are more elite than the aviation forces within the PLA. To be able to fly fighter jets, the pilots should have flown at least five types of aircraft and their flight time must exceed 1,000 hours.

Rich experience in joint drills and major drills is also a prerequisite. The pilots also received training in courses like warship theory, nautical basics, and maritime meteorology.

Currently, China operates one aircraft carrier, the **LIAONING**, which was refitted based on an unfinished Russian-made carrier and delivered to the Navy on Sept. 25, 2012.

The carrier's original design allows it to carry about 30 fixed-wing aircraft. The **LIAONING** has conducted successful take-off and landing tests of its carrier-borne J-15 fighters, the main strike force of China's carrier group. **Source : Xinhua**

## Malaysia needs more submarines - former RMN chief

Malaysia needs more submarines to be able effectively safeguard the country's sovereignty, especially in the South China Sea, former Royal Malaysian Navy (RMN) Chief, Admiral (Rtd) Tan Sri Mohd Anwar Mohd Nor said. He said the RMN would need six, or at least three, submarines. Currently, Malaysia has two submarines, the Scorpenes, which are based at Teluk Sepanggar, Sabah.

"Come the time when the submarines have to be sent for repair or service which is going to take months. Having only two submarines can disrupt operations by the navy," he said when met by Bernama recently. He said this when asked on the setting up of submarine fleets by several countries in the region, like Malaysia, Vietnam and Indonesia. Recently, Singapore commissioned the Archer-class submarine to operate alongside four Challenger-class submarines.

Mohd Anwar said the best way for RMN to address the problem was by acquiring six Gowind class vessels. On a posting by a blogger, known as Shahpaskal on militaryofmalaysia.net, that the use of submarines was not suitable in the Straits of Malacca, he said: "No submarines dare sail in the Straits of Malacca. If there is any conflict, with the aim of closing the strait as a passage for vessels, it will happen in the South China Sea or the Bay of Bengal and the Andaman Sea," he added. He said the submarines served as the most effective weapon. The submarines can be used for signal and electronic intelligence operations, he added **Source : Bernama / New Straits Times**

## CMF Warship Makes Second Drugs Bust in Six Weeks

A warship attached to the Combined Maritime Forces (CMF) has made its second major drugs bust in six weeks, seizing over 300kgs of heroin. The Canadian frigate **HMCS Toronto** intercepted a suspect dhow 118 miles off the coast of Tanzania, having tracked her for several days before finally swooping in to make the boarding. Once on board, **Toronto's** crew discovered the drugs hidden underneath a fake rail in the dhow's stern. After an extensive search, a total of 317kgs of processed heroin was recovered, along with a small amount of hashish. All the seized drugs have been destroyed.

The success marks Toronto's second major haul since her deployment to the Middle East began earlier this year, coming hot on the heels of a seizure of 500kgs of heroin from a similar vessel on 29 March.



**HMCS TORONTO** - Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Toronto's Commanding Officer, Commander Jeff Hamilton, said: "The success of this operation marks another significant maritime interception of narcotics in the Combined Maritime Forces area of operations. "Our operations are making a difference to help keep drugs off the streets and out of the hands of criminals."

Operating under the direction of the French-led Combined Task Force (CTF) 150, **Toronto** has been patrolling the waters of the Indian Ocean, Gulf of Aden and Red Sea promoting maritime security and stability in the region.

Captain Jean-Michel Martinet, Commander of CTF 150, said: "This important seizure of drugs, represents another step toward ensuring a secure maritime environment for legitimate mariners in the region and Toronto can be very proud of her achievement.

"It has been a very productive couple of months for CTF 150. We have shown, and Toronto has shown, thanks to their professionalism and pugnacity, that millions of square miles of ocean are not the property and playground of the smugglers and terrorists." TF150 forms part of the multinational CMF, which draws together assets and expertise from 28 nations to coordinate maritime security operations across the Middle East.

The CMF mission is to promote security, stability and prosperity across the Arabian Gulf, the Gulf of Oman, the Red Sea and the Indian Ocean. The area encompasses approximately 2.5million square miles of international waters, including some of the world's most important shipping lanes.

The smuggling of narcotics in the Northern Indian Ocean and surrounding region is a recognised funding source for terrorist organisations. By interrupting the narcotics trade CTF150 is able to deny financial resources to extremist groups.

Commodore Simon Ancona, Royal Navy, Deputy Commander of CMF, said: "To make a second haul of this magnitude is an impressive achievement, and my wholehearted congratulations go out to [HMCS Toronto](#), her crew, and CTF 150. "Disruptions and seizures like this strike a powerful blow against those who would use the high seas for unlawful purposes, and are the result of multiple nations pulling together to stop illegal activity in the waters of the Middle East." **Source : MAREX**

An advertisement for Franklin Offshore Europe. The background is a close-up of thick, dark mooring ropes. On the right, two workers in high-visibility yellow and orange safety gear and hard hats are looking at something off-camera. The text "FRANKLIN OFFSHORE EUROPE" is in large, bold, white capital letters. Below it, "Your provider of integrated mooring and rigging services!" is in a similar font. To the right of the workers is a logo consisting of a blue globe with a white 'F' inside. Below the logo, the text "FRANKLIN OFFSHORE" is in blue. At the bottom right, the contact information "tel. +31(0)78 - 618 78 77" and "www.franklin.com.sg" is displayed in blue.

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## Little change in new fleet plan

The US Navy's full 30-year shipbuilding plan dropped on Capitol Hill Friday afternoon, providing Congress with an annual update of the service's strategies for the future size of the fleet, the types of vessels that will make up the force, and the number of ships to be bought each year.

The tables that make up the heart of the plan – charts that show year-by-year data through 2043 – were provided to Congress on April 24 at the request of the House Seapower and Projection Forces subcommittee. The full plan provides supporting explanations, and comes with additional data, including detailed plans for the disposal of Navy ships.

As reported last month, there is little change between the new fiscal 2014 plan and last year's version. The overall size of the fleet is about the same, but now centers on achieving a 306-ship fleet baseline — up from today's 283-ship fleet but down from the previous 313-ship goal. Last year's fleet plan saw the reaching the revised goal — actually 307 ships — in 2039, although the fleet size dances around the 300-ship level starting in 2020. The revised 2014 plan has the fleet hitting 300 ships in 2019, and reaching 306 ships in 2036.

The planned total for 2015, however, drops from last year's 276 ships to 270, a reflection of the Navy's renewed request to decommission seven cruisers and two amphibious ships. The service was rebuffed by Congress when it asked to eliminate the ships in 2013 and 2014, but the need to reduce operating budgets led the request to be made again with the new budget submission. The deeper dip is only temporary, however, as the new plan shows the fleet size rebounding quickly and regaining parity with last year's plan by 2019.

Overall spending on shipbuilding also remains quite similar to last year's plan. The 2014 plan forecasts an average annual shipbuilding budget of \$15.4 billion in fiscal 2013 constant dollars over the near-term planning period, or the next decade.



For the mid-term 2024-2033 planning period, the annual budget would rise to \$19.8 billion per year — largely due, the Navy said, to the Ohio-class ballistic missile submarine replacement program. For the far-term 2034-2043 planning period, the annual figure falls back to \$15.2 billion.

The figures for last year were \$15.1 billion per year in the near term, figured in fiscal 2012 constant dollars; \$19.5 billion a year in the mid-term; and \$15.9 billion a year in the far term.

One Capitol Hill source familiar with the report saw few significant changes. "The difference between this year's plan and last year's plan is so minimal," the source said. "The 2014 plan is remarkably similar to last year's plan."

At least one key lawmaker is unimpressed with the new plan.

"The Navy's 30-year shipbuilding plan is a 'plan' in name only," Rep. Randy Forbes, R-Va., said in a statement Friday afternoon. "At current funding levels, it remains an exercise in wishful thinking."

Forbes made the earlier request for the data tables, and has fumed at the lateness of the plan's filing, which by law should be sent to Congress along with the president's annual budget request, normally sent over each year in early February. This year's full budget was submitted in early April due to the budget crisis.

"The funding shortfalls in the shipbuilding account will leave the fleet with capability gaps in key areas over the coming years," Forbes continued. "This document continues the woefully inadequate resourcing of our fleet that has already led the Navy's size to fall to near-historic lows. If the decade ahead is one that will be dominated by seapower, this isn't the plan to get there."

While the acquisition plans show little change, there is more churn in the 2014-2017 disposal plan for old ships no longer needed by the service.

For 2015, the Navy is asking to inactivate a total of 20 ships, including those it earlier asked to decommission: cruisers **Cowpens**, **Gettysburg**, **Chosin**, **Hue City**, **Anzio**, **Vicksburg** and **Port Royal**, and the landing ship docks **Whidbey Island** and **Tortuga**.

As reported last month, the service also now is asking to inactivate two of its four fast combat support ships, the **Bridge** in 2014, and the **Rainier** in 2015. Most of the other ships on the inactivation list, including a number of nuclear attack submarines and frigates, were already on the list. The plan for 2017 also includes the afloat forward staging base ship **Ponce**, converted in 2012 from an amphibious ship to become a busy asset for the U.S. Fifth Fleet in the Persian Gulf.

The Navy also now is seeking to inactivate a mine countermeasures ship, the **Avenger**, in 2014. Previously, no minesweepers were on the five-year inactivation list. The minesweeper reductions were included in the 2014 budget request, although no specific ships were named. The service has been modernizing its 14-ship minesweeper fleet in response to increased demand from combatant commanders, and continuing delays with new littoral combat ships and their mine countermeasures packages have increased the need to keep the older ships in operation. No LCS has deployed with a mine warfare package, and no such package has yet been declared operational.

One minesweeper, the Japan-based **Guardian**, was wrecked in January on a reef in the Philippines and has been dismantled. The loss was a blow to the force which, at the beginning of this year, had 12 of 14 ships deployed outside the U.S.

The number of old Navy ships available for scrapping also increased dramatically, up from the 14 listed last year to 31 ships. The increase reflects the decision to dispose of a number of frigates, mine hunters and amphibious ships previously held for potential foreign transfer. **Source : NavyTimes**

## SHIPYARD NEWS





Hull painting of a Motor Sampan at West Coast Park Beach in Singapore. Based on Maritime and Port Authority of Singapore (MPA) 2012 information on licensed pleasure craft, there are only 177 Motor Sampan (the Malay word for a small wooden boat) in Singapore. **Photo : Ey Kuet ©**

## CSSC-HPS to Build Jackup Rigs for Alliance

**CSSC Guangzhou Huangpu Shipbuilding (CSSC-HPS)** confirmed that it is starting the construction of “two plus two” units of jackup drilling rigs capable of operating in 400 Foot Water Depths, using the Zentech design and TSC integrated equipment packages. **Alliance Offshore Drilling PTE Ltd.** of Singapore is the owner of the R-550D rigs under construction.



CSSC-HPS is a large-scale state owned company and member of the China State Shipbuilding Corporation. More recent builds include the 400-ton shallow water heavy lift and pipe-laying vessel and an engineering survey vessel for 3,000 meter water depths.

CSSC-HPS joined with **TSC Group Holdings, Ltd.**, a Cayman Islands company and Zentech, Inc. of Houston, Texas to form a new business model for the design of the basic rig (Zentech), fully integrated drilling equipment and control package (TSC Offshore), and construction at the Huangpu Shipyard. The concept is centered on the patented Zentech R-550D, a high capacity and extended reach jackup drilling rig, rated for 400-foot water depths. This design was recently approved by the Technical Appraisal Committee,

comprised of a blue-ribbon panel of Chinese and international offshore drilling experts, and has also been granted ABS Class approval. **Source MarineLink**

## COSCO Zhoushan wins launch barge order

China's COSCO (Zhoushan) Shipyard Co., Ltd. (left) has won a contract worth over \$23 million from a Malaysian shipowner covering construction of a float over launch barge. The float over launch barge will measure 10.00 meters high, 38/46 meters wide, 160 meters long and will be capable of transporting and performing float over operations of offshore topside modules structures weighing up to 14,500 tons. It will also be capable of launching jackets up to

20,000 tons. Delivery of the float over launch barge to the shipowner is expected to take place in the last quarter of 2013. Source : MarineLog

## ROUTE, PORTS & SERVICES

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The **Zhen Hua 11** at ZPMC Shipyard at Changxing Island, Shanghai. loaded with container cranes for Lazaro Cardenas Terminal Portuaria de Contenedores on the pacific coast of Mexico. Photo : Erwin Sieckmeijer ©

## Diana Shipping Inc. Announces Time Charter Contract for m/v Baltimore With RWE

**Diana Shipping Inc. (DSX)**, a global shipping company specializing in the ownership and operation of dry bulk vessels, today announced that it has entered into a time charter contract with **RWE Supply & Trading GmbH, Essen**, Germany, through a separate wholly-owned subsidiary, for one of its Capesize dry bulk carriers, the m/v "**Tamou**" (to be renamed "**Baltimore**").

As previously announced on April 9, 2013, the above mentioned vessel is a 2005 built Capesize dry bulk carrier of 177,243 dwt that the Company entered into an agreement to purchase in April 2013. The vessel is expected to be delivered to the Company by the sellers at the end of May 2013. Due to scheduled maintenance, the vessel is expected to be delivered to the charterers in the middle of June 2013 at a rate of US\$9,000 per day, minus a 5% commission paid to third parties, for a period commencing upon delivery of the vessel to the charterers until June 30, 2013.

Commencing on July 1, 2013 and for a period of minimum thirty-six (36) months to maximum forty-two (42) months, the gross charter rate will be US\$15,000 per day minus a 5% commission paid to third parties.

This employment is anticipated to generate approximately US\$16.3 million of gross revenue for the minimum scheduled period of the charter. 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 6.2 years. **Source: Diana Shipping Inc.**



The 2012 built MTG flag bulk carrier **KOTOR** entering Grand Harbour, Malta for the first time on Monday 22nd April, 2013 to discharge her cargo at Kordin Grain Terminal.

Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

## PACIFIC ORCA DEPARTED FROM KEPPEL VEROLME



Photo Top : Hans Bergman ©

Photo right : Nico Ouwehand ©

The world's largest windfarm installation vessel **PACIFIC ORCA** departed from Keppel Verolme in Rotterdam Botlek. With a length of 161 metres, a breadth of 49 metres and a depth of 10.4 metres, **PACIFIC ORCA** is the world's largest structure for installing Wind Turbine Generators, with the capability to install 12 units of a 3.6 MW design.





And passing Maassluis – Photo : Lex Keasberry ©



**Swire Pacific Offshore ("SPO")** is a trusted name in the Offshore Marine Industry with a reputation for operational excellence and a proactive attitude towards Health, Safety and the Environment. Established in 1975, SPO operates a fleet of more than 75 vessels in every exploration region outside of North America. By the end of 2015, the fleet size will grow to more than 100 vessels. Headquartered in Singapore, SPO and its subsidiaries have regional offices in Angola, Australia, Brazil, Brunei, Cameroon, Denmark, Equatorial Guinea, Ghana, India, Indonesia, Malaysia, New Zealand, Norway, Qatar, Philippines, Russia, Scotland and the United Arab Emirates. For more information, visit [www.swire.com.sg](http://www.swire.com.sg)

Photo left : Peter v.d Hoff ©

## Colombian ports eye major league status

The Colombian port of Cartagena is upgrading infrastructure and equipment as a means of converting it into one of the world's 30th largest ports. The so-called **Mega 2017** project is being implemented in two phases at a total cost of \$1bn. The aim is to increase the speed with which post-panamax vessels can be handled by adding a seventh gantry crane and thereby boosting exports. A major dredging programme, which will increase the draft by up to 16m, could

mean that, by 2017, the port could be handling 5m teu thanks to the expanded Panama Canal. At Barranquilla up to \$600m could be invested by the Bocas de Ceniza company to create a major hub port. If everything goes according to plan, work on this project will start at the latest by January 2014, with environmental clearance and operating licenses already being in place. Two large European and one Asian operator have been linked with the project. **Source : Port Strategy**

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



The Gateway of India in Mumbai (India) with some local ferries which are sailing between the gateway and Elephant Island **Photo : Ton van der Veen ©**

## RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE

JASCON 55	-	Offshore support vessel	JASCON 57	-	AHTS
DEEP SEA 1	-	AHTS	LADY KARI-ANN	-	AHTS
NORMAND CUTTER	-	Offshore support vessel	OTTO EXPLORER 3	-	AHTS
PACIFIC BARBARIAN	-	AHTS	PACIFIC BATTLER	-	AHTS
PACIFIC ROVER	-	AHTS	POSH SHEARWATER	-	PSV
SEA MUSANG	-	Harbour Tug	TERASEA FACLON	-	AHTS
AGILE	-	Harbour tug	CREST TOURMALINE	-	AHTS
BOA SUB C	-	Offshore support vessel	ENA SOVEREIGN	-	AHTS
GO CANOPUS	-	AHTS	KST 58	-	Harbour tug
KST SPACE	-	Harbour tug	KST SPRING	-	Harbour Tug
KST SUNRISE	-	Harbour Tug	LEWEK TEAL	-	AHTS
LAY VESSEL NORTH OCEAN 105	-	Offshore Support vessel	MAERSK SEARCHER	-	AHTS
MAJU TAURUS	-	Harbour Tug	MARIDIVE 704	-	AHTS
NOBLE RELIANCE	-	Harbour tug	PACIFIC DOVE	-	AHTS
PACIFIC PLATINUM	-	AHTS	POSH VIKING	-	AHTS
PW TENANG	-	Harbour tug	SALVICEROY	-	AHTS
SEA JAGUAR	-	Harbour Tug	SEA MASTIFF	-	Harbour Tug
SERENE	-	Harbour Tug	STAR DIAMOND	-	Harbour Tug
STAR ADMIRAL	-	Harbour Tug			

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