



Number 134 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Tuesday 14-05-2013

News reports received from readers and Internet News articles copied from various news sites.

## ***Dredging & Offshore Consultancy Pte Ltd*** ***Singapore***



Technical support and management for New Building,  
Conversion, Maintenance and Repair projects.  
Experience with TSHD, AHTS and PSV's

***www.dredgingoffshore.com***

***Email: [sjaak@dredgingoffshore.com](mailto:sjaak@dredgingoffshore.com)***

***Mobile: + 65 8777 0045***



The Antarcticaborg towing the Caspian Explorer assist by tug Orion from Kuryk to Zhambyl field in the Caspian sea Photo : Jan Grünfeld ©

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore

PLEASE SEND ALL PHOTOS / ARTICLES TO :

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

## EVENTS, INCIDENTS & OPERATIONS



Experts in Marine Trade Disruption Insurance

Protect your earnings with Transmarine

[www.transmarinetdi.com](http://www.transmarinetdi.com)



Vroon's **IVER EXPORTER** anchored at Singapore Jurong Anchorage last Sunday

Photo : Piet Sinke ©

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

## Panamax vessels prove to be "stars of the month" for the dry bulk market during April

They have taken a beating on various occasions during the past few years of the dry bulk market's crisis, but the fact remains, that despite the heavy orderbook, Panamax dry bulk carriers, are among the most versatile ship types and this comes in handy when seasonal demand picks up. According to the latest monthly report from shipbroker Intermodal, April was "a very positive month for Panamax vessels despite the ever present fears regarding the scheduled for delivery for 2013. A lot of emphasis was placed on the much firmer grain market which allowed for ample of fresh inquiries to surface in the Atlantic basin and empty out much of the tonnage lists that had amassed. This however was only one side of the story, because at the same time and playing a much more significant role with regards to the longer-term prospects of this size segment, we witnessed a much stronger coal trade in the Pacific basin, as many traders were taking advantage of the softening prices for this important dry commodity. China's and India's energy appetite is still rising and their preference towards coal fired power plants means strong demand for thermal coal", Intermodal said. According to analyst George Lazaridis, "Indonesia has been a prime supplier for both these markets for several years now. Being one of the largest exporters of coal worldwide, it is significant that they recently announced stellar results for the first quarter of 2013, with total exports of coal reaching just over 99 million tons (despite the heavy rainfall in the first two months which lead to slower production output) and around 80% of this being exported to two of the biggest importing countries which are China and India. At the same time, the Indonesian Energy and Mineral Resources Ministry estimates that they will close off the year with a record number of close to 400 million metric tons of coal produced, which is a 3.6 per cent increase compared to the 386 million tons output of 2012.

All this is in stark contrast to where we were at the end of August last year, where the slowing growth from China had shown an immediate negative impact in shipments from Indonesia. The difference since then is not only the improved economic conditions in China which has led to a ramping up of infrastructure spending and industrial production needs, but also a change in policy by the Indonesian government which has decided to drop its proposal to ban exports of lower-quality grades. This is quite significant as it has helped export volumes increase significantly, while for a more forward looking perspective it will help sustain the country's exports as 93% of its coal reserves are below top quality", he said.

Lazaridis added that "Australia, the world's second largest exporter of coal, has also ramped up investment in its coal mining, with several new mining projects underway. The level of investment that has gone into most of these projects shows the high level of commitment that many have in this sector and the promise it holds for further future growth despite the increased competition from alternative sources for power generation such as natural gas. Japan's coal imports are set to hit another record this year as most of its major power generation companies are making an effort to curb increased costs through cheaper fuel. Similarly many are expecting Chinese demand to increase from 500 million to 1 billion metric tons by 2030, while this enormous figure doesn't even take into account any demand increase from other fast paced development countries such as India. It makes you wonder where this kind of growth will be supplied from. At the moment, as it stands, Indonesia, Australia, Russia and the U.S. are the only suppliers capable of producing more than 100 million tons of exports and the only likely candidates to be able to cover this need through their reserves" he stated.

According to Intemodal's analyst, "as it's of little use to talk about that far ahead and turning our attention once more to the current state of things, it looks as though Panamaxers may well have a better year than was originally expected. There still an orderbook of 408 vessels (roughly around 22% of the fleet) with 264 of these scheduled for delivery within 2013, nevertheless being a prime mover of coal within the Pacific and as long as the grain harvest in the U.S. and Russia turn out to be significantly better than what was seen in 2012, we may well see more promising rates within 2013", he concluded his monthly statement. **Source : Nikos Roussanoglou, Hellenic Shipping News**

**Worldwide**

## **Jacht in problemen voor kust Domburg.**

Twee reddingboten en een Belgische helikopter hebben het gebied tussen Westkapelle en Neeltje Jans afgezocht naar een bootje dat in nood zou zijn. Deze melding kwam van een klant in een strandtent te Domburg. Hij had een bootje gezien dat vrij diep in het water lag. Om Zondag avond om 23.05 uur meldde één van de reddingboten een bootje te hebben aangetroffen nabij de de Roompotsluis. Het bleek het gezochte jachtje te zijn, maar er was niets aan de hand. Rond de tijd van de melding aan het Kustwachtcentrum voer het inderdaad ter hoogte van Domburg. De zoekactie is vervolgens afgeblazen. **Bron : Kustwachtcentrum Den Helder**



**THE WORLD** - residences at sea arriving in the port of Aalborg, Denmark.

**Photo: Lars Engelbrecht Rohde ©**

## **Finance chief at OOIL jumps ship**

**Ken Cambie is joining Quantum Pacific in the latest round of industry reshuffles**



By : Keith Wallis

Hong Kong's maritime sector is seeing one of its periodic people reshuffles with the move of two industry ship finance veterans to Singapore and three leading shipping lawyers to new firms.

The most high-profile departure is **Ken Cambie**, who is joining Quantum Pacific Shipping Services, a maritime venture in Singapore planned by Israel's richest man, Idan Ofer. Cambie steps down as chief financial officer of Orient Overseas (International), the Tung family-controlled shipping, logistics and property investment group, on June 1 to join Quantum Pacific as finance chief on June 2. He became chief financial officer at OOIL in 2007 after 20 years at Citibank.

Among the other changes, Terence Yiu, the managing director for shipping and offshore finance in Asia for BNP Paribas, has just moved to Singapore. Ship finance and sale and purchase lawyer Alastair MacAulay will join law firm Clifford Chance on June 1 after leaving Mayer Brown JSM on April 30. Fellow lawyer Conor Warde, who specialises in maritime compliance and regulatory issues, is joining Clyde & Co, while shipping lawyer Jonathan Silver is leaving Norton Rose.

Cambie is joining Quantum Pacific following a decision by Idan, who is reportedly worth US\$6.5 billion, and elder brother Eyal to equally divide the Ofer family's shipping interests between them. This comes about two years after the death of the brothers' industrialist father, Sammy Ofer, in June 2011. The shipping interests include Singapore-based Tanker Pacific, Zodiac Maritime Agencies and container line Zim Integrated Shipping Services.

Industry insiders said Quantum Pacific was being formed to oversee the existing Tanker Pacific fleet along with ships transferred from Zodiac. Tanker Pacific operates 29 ships, including 300,000 deadweight tonne (dwt) supertankers and smaller tankers of between 46,000 and 160,000 dwt, with a further 15 ships on order. By comparison, Zodiac has more than 130 ships. One source said some of the container ships and bulk carriers would be transferred from Zodiac to equalise the assets. Sources said Quantum Pacific aimed to have a fleet of 104 ships. "The main function of Tanker Pacific is as a ship management company so the name will remain but it will be under the umbrella of Quantum Pacific," said one insider with knowledge of the operation.

Well-placed observers expected Cambie to also advise on the turnaround of Zim, Israel's largest shipping company, which posted an accounting loss to shareholders of US\$433 million last year. Zim initially planned to launch an initial public offering in Hong Kong in 2008 but cancelled the issue due to the global financial crisis, although revived then cancelled the idea in 2011 after it returned to profitability. **Source : South China Morning Post**



The **OCEAN PRINCESS I** enroute Rotterdam – **Photo : Ria Maat ©**

## 18 rescued before ship sinks in China river

Eighteen crew members of a ship were rescued shortly before their vessel sank in the Yangtze river in China, maritime authorities said Sunday.

The vessel, **Xinchuan 8**, was transporting 12,500 tonnes of limestone from Tongling in east Anhui province to Luoyuan coastal county in southeast Fujian province, when it hit a bridge pier Sunday morning, Xinhua reported.

The ship collided with one of the piers of the Nanjing Yangtze river bridge while trying to pass through.

The vessel, belonging to Rushan Xinchuan Shipping and Transportation Co., Ltd., was damaged in the collision and water began to leak in. The Nanjing municipal maritime relief centre sent a rescue team to the scene, and all 18 crew members were safely taken out. The ship sank around 5 a.m. **Source : Newstrack India**

## Iran facing fresh trade heat as more shipping firms exit

Foreign container shipping lines are giving up on Iranian business ahead of new US sanctions in July, dealing a further blow to Tehran's vital seaborne trade.

Iran's economy is already reeling from the effect of measures imposed by the West to curb Tehran's nuclear programme. Its currency has lost two thirds of its value since late 2011, inflation is soaring, and unemployment is rising fast as manufacturing, starved of parts and international finance, has contracted.

Many of Iran's imports, including food and consumer goods, arrive on container, bulkier and other ships. Feeder services, which transport ship containers to Iran especially from larger ports in the United Arab Emirates, are also used.

The US National Defense Authorisation Act (NDAA), which comes into effect on July 1, blacklists Iran's shipping, shipbuilding, energy and ports management sectors. While it has an explicit exemption for food, medicine and other humanitarian goods, foreign shipping firms are pulling out to avoid falling foul of its provisions.

"Iran will become increasingly dependent on feeder services from nearby Gulf states for the import of its goods as major container shipping companies become ever more wary of transgressing against the numerous sanctions," said Daniel Richards, with Business Monitor International (BMI).

Kuwait-headquartered United Arab Shipping Co (UASC), which is among the world's biggest 20 container lines, said last month it had suspended all services to and from Iran.

"We now find ourselves in the peculiar situation where even if we are carrying non-sanctioned cargo to non-sanctioned entities, the cargo will eventually have to be handled by a party which the US government considers as providing financial support to a sanctioned party," it said.

In a company memo seen by Reuters, UASC added: "With the passing of the NDAA ... the difficulties in shipping cargo to and from Iran have only increased."

Mark Dubowitz, who has advised President Barack Obama's administration and US lawmakers on sanctions, said container lines transporting humanitarian goods would not face measures.

"You may be seeing a short period of adjustment as these companies seek clarity on the new rules, but this trade should face minimal disruption," he said. "The container lines can operate easily under the broad humanitarian exemptions available in every sanctions law."

Nevertheless, companies are uncomfortable. Dubai-based Simatech Shipping said this month it would cut services to and from Iran from June because of the new sanctions.

A spokesman with Hong Kong-headquartered Orient Overseas Container Line said its feeder service to Iran from the UAE would cease from June after ending direct business from Asia two years ago. A source at Hong Kong's Wah Hai Lines said it would no longer send its vessels to Iran.

APL, the container unit of Singapore's Neptune Orient Lines, said it would ensure "all applicable regulations governing shipments to Iran are adhered to". Iran's cargo trade has already faced earlier ruptures after the US in 2011 blacklisted major Iranian port operator Tidewater Middle East Co, which operates seven terminals in the country including the biggest container port Bandar Abbas.

Tougher conditions led to AP Moller-Maersk's Maersk Line, the world's biggest container company, pulling out entirely from Iran last year, joining an exodus including the world's number two and three MSC and CMA CGM and smaller groups like Germany's Hapag-Lloyd.

BMI forecast annual container throughput growth at Bandar Abbas would average 2.7% between 2013 and 2017, below the 13% average between 2007 and 2011 before sanctions took their toll.

India's exports to Iran could also be hurt because of the new measures. A source at TransAsia, based in India, told Reuters the company would not go to Bandar Abbas from July. Three Indian freight forward firms, which declined to be identified, said separately they were finding it difficult to arrange vessels from July for journeys from India to Iran.

India, which is Iran's second-biggest oil client after China, has aimed to boost exports to Tehran in order to balance out a huge trade deficit and help to smooth payments for oil. It has exported goods that do not come under sanctions including rice, sugar, tea, some engineering goods and medicines.

This could mean that Hafiz Darya Shipping, which Washington says is a front company for Iran's Islamic Republic of Iran Shipping Lines, which is subject to sanctions by the UN, the US and the European Union, could be the only option left for Indian exporters, trade sources said. **Source : GulfTimes**

## **Iran's shipping line active with 164 ships in international waters**



**IRISL** container vessel moored at the Pasir Panjang Container terminal in Singapore last Saturday

**Photo : Piet Sinke ©**

### **MOTION MONITORING SERVICES & PRODUCTS**

**A 'One-Stop-Shop' for a wide range of Monitoring Solutions**



**WWW.SIRIMARINE.NL**





## Canada begins enforcement of low sulfur regulations

Canadian officials said the country is now enforcing the low sulfur regulations of the North American Emissions Control Area (ECA), and also announced further measures to prevent other ship-source pollution in Canadian waters.

"The changes we are announcing today will help make our oceans and lakes cleaner by reducing ship emissions," said Minister of Transport The Honourable Denis Lebel. "Since vessels from Canada and the United States routinely travel in both countries' waters, aligning our regulations is the logical thing to do." Other measures adopted today include updated requirements for the transfer of oil between tankers, that were said to align Canadian requirements with International Maritime Organization (IMO) pollution prevention standards. Read in full: <http://shipandbunker.com/news/am/375184-canada-now-enforcing-north-american-eca>



The damage to the **MAERSK KALMAR** after the collision with the **CONMAR AVENUE** near Bremerhaven with in front KOTUGs **RT AMBITION**, **Conmar Avenue**, sailing under the flag of Antigua Barbuda lost several containers in the incident and subsequently ran aground. The container ship has been re-floated with the tug assistance and was towed to Bremerhaven. Dutch-flagged **Maersk Kalmar**, carrying 28 crew members, is already in the port of Bremerhaven and is undergoing damage assessment.

photo's Clive Hellinga ©

## Panama stands to lose US\$40 million a year as majors shift to Suez

THE Panama Canal expects a 2.4 per cent loss in Asian cargo volume this fiscal year as major shipping lines shift to the Suez Canal to reach the consumer rich-US east coast, the canal administrator said. While it takes 11 days more, Maersk Line said Suez saves money because it can nearly double its load on bigger ships which cannot go through the Panama locks, Reuters reports. Maersk is the Panama Canal's biggest customer. Maersk is joined by APL, the container shipping unit of Singapore's Neptune Orient Lines (NOL), which is launching a service from Asia to the US east coast, sending ships through Suez, while still retaining three of its six services via Panama. Said Panama Canal Authority administrator Jorge Quijano: "It's something we knew was going to happen." **Source : Schednet**



**• Personal transfer baskets**



**PTR HOLLAND BV**  
Group of companies



*PTR Holland is the main authorized distribution and refurbish centre for BPC Europe.*

**info@ptrholland.com**  
**T +31 (0)10.714.4945**  
**F +31 (0)181.26.2813**

**WWW.PTRHOLLAND.COM**



Seen 11/5/2013 the P&O Wave Piercer "**Express**" seen outbound from Troon, Firth of Clyde, for Belfast Northern Ireland, during heavy rain. **Photo : Iain Forsyth ©**

## New kid on the dock Stanley Ho makes strike history

**Young unionist who dreamed of excitement as a 12-year-old in hospital took on big guns, armed with dockers' true grit and mum's soup**

**By : Phila Siu**

Before March 28, few outside the shipyards of Hong Kong had heard of Stanley Ho Wai-hong. Then the dockers walked out. It was to become one of the longest strikes in the city's history, and Stanley Ho was at its helm.

The Union of Hong Kong Dockers' general secretary and organiser of the strike appeared on television and in the newspapers every day throughout the 40-day walkout. Ho, who turns 29 next month, said he never entertained the thought of giving up. Not when he was armed with the encouragement of strangers on the streets, a flask of his mother's home-made soup, and the respect and friendship of the dockers. He shed tears when Asia's richest man Li



Ka-shing's port operator Hongkong International Terminals won an injunction to force the dockers out of their strike base inside the Kwai Tsing Container Terminals on the fifth day of the walkout.

They weren't tears of frustration, Ho said. He was simply touched by the strikers' determination not to let the injunction beat them.

"That night, after we moved the tents from inside the terminals to outside the entrance, I chatted with the dockers while we were resting," he said.

"I cried because the dockers were very calm and collected once they knew the injunction had been granted. They told me it didn't matter. They patted me on my shoulder and told me we hadn't yet lost the fight."

Ho said his childhood experiences helped steer him towards unionism.

He was 12 when he felt an unbearable pain in his right leg one day. "My leg was very painful and the pain came from within the bone," he recalled.

It turned out to be bone cancer. "I didn't think about dying. I was too young to know what was happening," he said. "But my mother was so sad, she cried all the time. I missed a year of school for my treatment."

Since then, Ho has used a crutch to help him walk. He said he did not have many friends in secondary school as his condition prevented him from playing basketball with schoolmates.

It was during that "boring" time he spent in hospital that he decided he wanted to live a meaningful life when he grew up. "I want some colour in my life. I want to live my life to the fullest," he said.

Ho's interest in social movements and workers' rights started in his undergraduate years at Chinese University's Department of History.

The first time he took part in a social movement was when he helped his friends at the university's Christian fellowship to create a survey about introducing a statutory minimum wage in Hong Kong. After he graduated, he took on a job as a project assistant at the Education Bureau. "It was such a boring job that I was on Facebook all the time," he said. "Then one day, I saw a picture ... that said, 'You have taken leave for a trip. But have you ever taken leave to do something right for Hong Kong?'"

The picture called on people to join a rally opposing a high-speed rail project running between Hong Kong, Shenzhen and Guangzhou, and Ho heeded that call.

It was during that 2009 rally and another one calling for the release of jailed Nobel peace laureate Liu Xiaobo that he became determined to devote himself to social movements.

In 2010, Ho joined the Confederation of Trade Unions as organising secretary, and subsequently became general secretary for the dockers' union, which is under the confederation.

He said the dockers were not a very united group of people when he first joined. The workers feared retaliatory action from contractors who employed them if they became involved in union activities. The union had only 300 members at the time, compared with about 800 now.

It took Ho much effort to befriend the dockers - often over a beer. His efforts in building up the dockers' union meant the strike had strong support from the start. But it wasn't just the dockers who backed Ho throughout the 40-day walkout. His family and fiancée gave him the strength to carry on too, he said.

His mother put a flask of home-made soup in his bag every day, and his father visited him three times on the picket lines.

Ho wanted to express his gratitude to the 430 strikers when the walkout concluded last Monday, having ended up with a 9.8 per cent pay rise and promises of toilet breaks and meal breaks, a safer work environment and no retaliation against the strikers. "Some of them said they half saw me as their son. I am blessed that they love me so much."

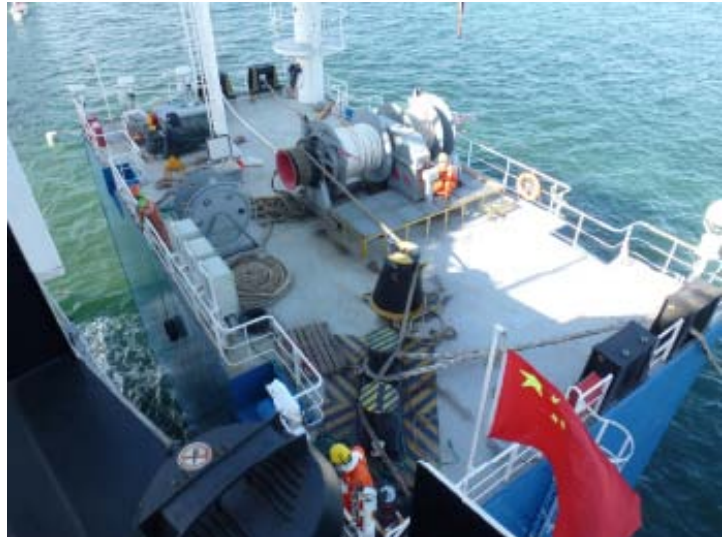
No matter what challenges lay ahead, Ho added, the dockers would have the union's full support. **Source : South China Morning Post**

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?  
PLEASE VISIT THE WEBSITE :  
[WWW.MAASMONDMARITIME.COM](http://WWW.MAASMONDMARITIME.COM)  
AND REGISTER FOR FREE !**

## XIA ZHI YUAN 6 completed loading Seatruck equipment in Singapore



As seen last week the Chinese flagged semi submersible heavy lift vessel **XIA ZHI YUAN 6** loaded first the



**JASCON 55** , which was followed by the AHTS **JASCON 57**



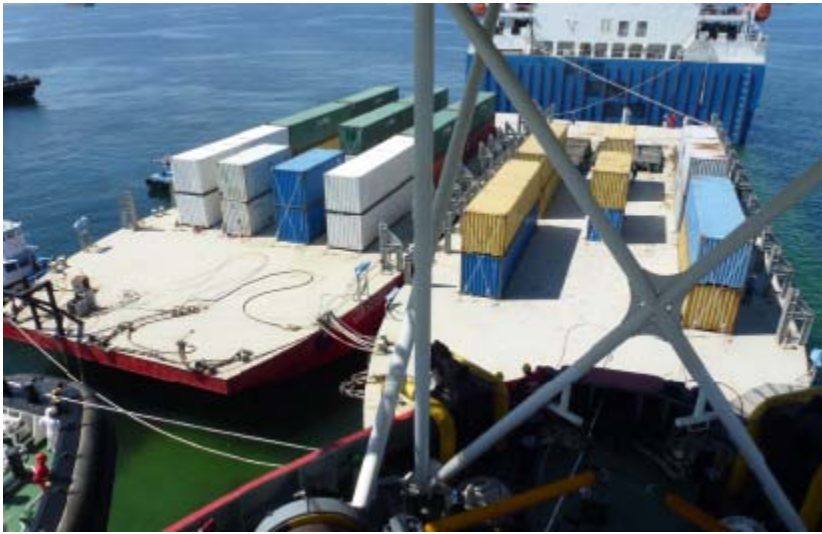
and later by the 2 loaded, with containers, flat-top barges **JASCON 60** and **JASCON 61**,



upon completion of deballasting the sefastening started prior the departure to Malabo where the cargo will be discharged







Right seen Seatruck's loadmaster **Gerard Majntz**



Left the **JASCON 55** loaded and above the **JASCON 57** loaded on PS , of the **XIA ZHI YUAN 6**



See the complete loading operation in this 49 seconds Time lapse movie :  
<http://www.youtube.com/watch?v=ixlNV8eaYjo&feature=youtu.be>





The fully loaded **XIA ZHI YUAN 6** anchored at Singapore West Jurong anchorage - All Photo's : Piet Sinke ©  
Above photo's can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

## Look Back in Anger and Wonder...What's Next

They say that hindsight is a great thing. But it really depends on what you're looking back at. In the 1950s young men wrote plays looking back in anger at what had gone before and not much liking what history had bequeathed them. More than fifty years later, the shipping industry is doing the same; looking at what it has inherited and wondering about where its future lies.

### So, What Do We See?

Our Graph of the Week presents over a decade of hindsight. First, there is global industrial production (IP), a major influence on the shipping markets. Second is how that affected earnings in the form of the ClarkSea Index (a composite index of shipping market earnings). Changes in earnings are clearly influenced by the direction of industrial activity. Largely positive throughout 2000-08 (averaging 2.8% pa but often much more) it caused mostly positive and substantial movements in earnings.

### It's in Front of You...

Lastly, there is the OECD's leading indicator (CLI), another composite index but one of key short term economic variables that signals turning points in economic activity. It has done a pretty good job of this, as the graph shows, and from experience turning points in the indicator are followed 4-8 months later by turning points in industrial activity. But, will it continue to provide that useful, even positive, outlook to future output?

### Good Views and Bad...

The last time we looked at these trends was in the desperate days of 2009. The slump in the CLI and industrial output was unprecedented. We wondered whether there would be a recovery and, if so, would it be slow and painful or would the damage to earnings be just a short, sharp shock.

The good news was that the economy climbed out of the deep trough of 2009 quite quickly. The turn-around, first in the CLI, then output and lastly for the shipping markets was complete by early 2010. The bad news is that it lasted no time at all and by 2011 we were back in recession again, from which point the slow and painful period began.

### Viewing the Negatives...

Two years further on and the picture is darker. The CLI, the first harbinger of hope, has remained more or less flat and has only recently crept out of negative numbers for the first time in those two years. IP growth has declined continuously since April 2010 and, at last look, had hit zero. Meanwhile earnings have triple-dipped with growth remaining in negative territory since November 2010.

### Time for a Dark Room...

It's no wonder the shipping business looks back in anger; the global economy (and its own past profligacy) have bequeathed a scarred landscape for it to look upon. It is not a pretty picture and no amount of photo-shopping is going to change that. Perhaps only a lie down in a dark room and a refocus can provide the cure. Have a nice rest.

Source: Clarkson's

## Five arrested after fuel seizure

Five men – four Egyptians and a Maltese – were arrested after the army found an “excessive amount of fuel” on board a fishing boat. The Armed Forces of Malta stopped the Maltese-registered fishing vessel **Dimitra** on Thursday evening.



Photo : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)

During a search, army personnel noticed the vessel was carrying an excessive amount of fuel “stored in precarious and hazardous conditions”, the AFM said. The army escorted the vessel to Malta and it was berthed close to the shipyards in Marsa. The crew members were handed over to the police. Source : Times of Malta

## Falling shipping capacity growth takes a break, remains positive for 2013

In a highly commoditized industry like the shipping industry, capacity is an important metric that directly impacts companies' top line, or revenue performance. When capacity grows faster than demand, competition will rise among individual shipping firms as they try to utilize idle ships and cover fixed costs. This will lower day rates, which will negatively affect bottom line earnings, free cash flows and share prices for companies, such as DryShips Inc. (DRYS), Diana Shipping Inc. (DSX), Navios Maritime Partners LP (NMM) and Safe Bulkers Inc. (SB).

Falling growth takes a break

For the week ending May 3rd, dry bulk ship capacity grew 7.03% year-over-year to 595.98 million dwt. The higher increase, compared to last week's record low of 6.95%, was driven by a larger amount of new deliveries. The dry bulk industry has shown substantial progress since the beginning of 2011 when capacity growth was running above 16%, primarily driven by over purchases of new ship builds as managers became too optimistic with future trade growth before the financial crisis.

Trade growth has weakened since China's golden age of investment driven economy came to pass and a weaker global economy took pace. Growth in China's iron ore imports, which makes up more than ~20% of global dry bulk trade, fell from 17.8% to 5.7% per year.

Outlook for 2013

In 2013, Jefferies estimates signal expected dry bulk trade growth of at least 6%. As dry bulk capacity was growing at a rate of 9.46% year-over-year at the beginning of the year, and given the low orderbook level, the probability that demand growth will outpace supply growth later this year looks increasingly more promising. While dry bulk firms, such as DRYS, DSX, NMM and SB, will continue to face headwinds in the short to medium-term since China's recent economic data points to a weak global manufacturing activity and capacity growth remains elevated, policymakers will likely support demand over the medium to long-term. For investors looking to diversify investments across several

companies, they can look towards the Guggenheim Shipping ETF (SEA), which invests in the largest shipping companies world-wide. **Source: Market Realist**

## Reddingboot Brandaris naar Thuishaven

De reddingboot "Brandaris" uit 1923 is op de werf van **Jelle Talsma** in Franeker uitwendig gerestaureerd. Ze was in haar tweede leven getransformeerd tot een niet zo fraai ogend motorjacht. Ze komt in haar oude thuishaven West Terschelling te liggen als monumentaal erfgoed. Nadat het interieur gereed is zal de oud gediende in samenwerking met het museum 't Behouden Huys open zijn voor bezichtiging voor het publiek. Er zullen aan boord verhalen over reddingen en bergingen worden verteld.



Op de foto: De aankomst van de reddingboot "Suzanna" met de "Brandaris" op sleep in het Schuitemgat bij Terschelling met de vuurtoren "Brandaris" op de achtergrond en begeleid door de oudste motorreddingboot ter wereld, de "Jhr.J.W.H. Rutgers van Rozenburg" uit 1907, van de gelijknamige stichting op Terschelling. Deze stichting heeft de "Brandaris" voor sloop behoed en met een sponsoractie de restauratie weten te realiseren. **Foto Jan Heuff.**

## CASUALTY REPORTING

**MULTRASHIP**  
TOWAGE & SALVAGE



[www.multraship.com](http://www.multraship.com) [info@multraship.com](mailto:info@multraship.com)





Last weekend the old tug **GOLDEN CROSS** started to take in water at her mooring in Loch Goil on the Clyde and had to be beached to stop her sinking. She was built originally in 1955 at Clyde shipyard and it was the intention to renovate her here on the Clyde. Sadly it looks like the Clyde maybe become her final resting place.

Photo : Tommy Bryceland,  
SCOTLAND ©

## NAVY NEWS

### Crew of first Vietnamese submarine to make five 10-days sea voyages

The sea part of the training of the crew of the first Project 636 submarine built for the Vietnamese Navy has begun in the village of Svetly near Kaliningrad, a source in the Russian shipbuilding industry told Interfax-AVN.

"The theoretical, coastal part was followed by the sea part of the training, which includes five 10-days sea voyages," the source said.

"Since the beginning of the factory trials, which included tests by the customer's representatives, the first export series submarine has successfully conducted 23 dives," he said.

In 2013, the shipbuilding enterprise Admiralteiskiye Verfi will provide to the Vietnamese Navy the first two diesel electric **Project 6363 Varshanyanka** submarines of the six submarines envisioned by the contract, a source in the Russian defense industry told Interfax earlier.

The contract for the supply of six diesel electric **Project 6363 submarines** was signed in 2009 during a visit to Moscow by Vietnamese Prime Minister Nguyen Tan Dung.

Besides, submarine construction, the contract envisions the training of Vietnamese crews and the supply of the needed equipment and technical property.

Project 6363 diesel electric submarines are third-generation submarines. These submarines have a good modernization potential that makes it possible to integrate new weapons, including the anti-ship missile system Club, which considerably expands the target area.

A training center is created to train the crews of the Vietnamese submarines in Kamran with assistance from the ST. Petersburg OAO Concern NPO Avrora.

The enterprise developed and created five systems for these submarines, specifically, the computerized information system Lama and the submarine management system Palladiy. **Source : Russia beyond headlines**

### Indigenous aircraft carrier to be launched in August: A K Antony

Indian Navy's indigenously-built aircraft carrier would be launched on August 12 this year, while **INS Vikramaditya** (purchased from Russia) will arrive before the end of 2013, Union Defence Minister A K Antony said.



"**INS Vikramaditya** is going to be a reality, as promised the ship would be delivered before the end of this year," Antony told reporters after the commissioning of fighter aircraft MiG29K into Navy at **INS Hansa** here. While on one side **Vikramaditya** is coming this year, on August 12 we are going to launch indigenous aircraft carrier at Cochin," he said, without elaborating further.

Asserting that the country was giving a thrust to modernisation of defence forces, Antony said, "Navy modernisation is one area where we are going fast-paced now.

"Almost all the navies of important countries want close cooperation with the Indian Navy," he said, adding that "Indian Navy is well-prepared, most modern and (one of) the most capable navies of the world.

"(Over) Last many years, there has been well-planned induction wherein we are replacing old platforms and adding new ones," he said. **Source : Indiatimes**



Royal Navy ship **HMS ILLUSTRIOUS (R06)** seen moored at Greenwich, London on 12/05/2013

She is due to be decommissioned next year after a refit of **HMS Ocean** is completed.

**Photo : David Berg** <http://ukshippinglog.blogspot.com/> ©

## **Navy ships to continue patrolling Sabah's east shoreline**

The Royal Malaysian Navy (RMN) will continue to patrol the waters off Sabah's east coast although the Eastern Sabah Security Command, which is overseeing the overall security in the area, has started its operations. Region Two Navy Commander Rear Admiral Datuk Pahlawan Mohammad Rosland Omar said the RMN was working closely with the



Malaysian Maritime Enforcement Agency (MMEA), the Marine Operations Force and the Royal Malaysian Air Force in patrolling the coastline.

"As the Philippines will be holding its election today, we must continue to be vigilant for any eventuality. "We must not let our guard down although the situation in Sabah's east coast has returned to normal," he said after opening the Sarawak Royal Malaysian Navy Ex-Servicemen's Association's fifth annual general meeting here yesterday.

Rosland said Sabah's waters were guarded by 500 naval personnel, a three-fold increase from the previous strength, while the number of vessels had been increased from three to 10 ships and interceptor boats. At the event, Rosland presented the 'Pingat Jasa Malaysia' to 11 veteran naval personnel. **Source :Bernama / The Star**

## SHIPYARD NEWS





### Leerling Proces Operators

TOS zoekt voor de BP Amsterdam Terminal (BAT) Leerling Proces Operators. Ben je woonachtig in de regio Amsterdam en beschik je over een technische en/of nautische opleiding op MBO-niveau? Mail dan onze divisie Select: [select@tos.nl](mailto:select@tos.nl)  
Ervaring op een tanker of in de procesindustrie is een pre.

# TOS

  
[www.tos.nl](http://www.tos.nl)



The Panama flagged LPG tanker **Maea** undergoing survey work in the Lyttelton dry-dock.

**Photo : Alan Calvert ©**

## Babcock wins 'HMS Scott' support contract



Through-life engineering support contract for the Royal Navy's ocean survey vessel '**HMS Scott**' awarded to Babcock, initially for 5 years, said in the company's press release.

Under the contract, which includes an option to extend in 2018 for a further five years, Babcock will provide all aspects of through-life support for the vessel, working collaboratively in long term relationships with the MoD and some of its selected specialist contractors.

The contract scope includes all aspects of Fleet Time Engineering Support for **HMS Scott**, including rectification of operational defects, planning and delivery of Fleet Time Support Periods, equipment spares management, design services, management of all maintenance requirements using the Unit Maintenance Management System database, provision of an electronic shared working environment for the exchange of technical information and spares supply and logistics information, and undertaking all work required to keep the vessel operational. Planning and execution of a deep refit maintenance package will also be undertaken in 2013 under the contract.

A dedicated Devonport-based 'Scott Support Team' will work with the MoD's Defence Equipment & Support and the Royal Navy to manage the delivery of the through life support contract. The team has access to considerable reach-back within Babcock including synergies with the ongoing Surface Ship Support Alliance, which is successfully supporting the majority of RN complex warships.

Babcock will work with existing MoD Market Facing Category (MFC) contractors (selected companies supplying and certifying specific products or services) for certain products or services such as classification society certification and furnishings. Babcock has already started establishing the necessary relationships with all the MFC companies and they say they look forward to working closely with them over the coming years in the support of **HMS Scott**.



*Pot of gold at the end of the rainbow ??? , newbuilding **Amels** yacht seen at the builders –*

**Photo: Ron Damman- [www.newdeep.nl](http://www.newdeep.nl) ©**

## Aker Solutions awarded offshore services contract from Husky

**Aker Solutions** has received a contract award notification for offshore engineering services to support Husky Energy's activities at the offshore White Rose field in Canada, the Company said in a media release. The scope of work includes studies, modifications (EPCI) and campaign maintenance services. The duration is five years with an option to extend the contract for as many as 10 one-year periods.

The estimated contract value is NOK 900 million for the five-year period. "We are delighted that Husky has chosen us as their preferred partner for offshore engineering services at the White Rose field," says Tore Sjørnsen, head of maintenance, modifications and operations at Aker Solutions. "Our presence in North America is increasing and the award will be a good foundation for further growth in Canada." The project will employ about 70 management and

engineering employees onshore, as well as 20 people on rotation offshore. The White Rose field is located 350 kilometres southeast of St. John's, Canada, and consists of a floating production storage and offloading (FPSO) vessel. Oslo, Norway based Aker Solutions ASA is a global provider of products and services in engineering, construction, maintenance, modification and operation of new and existing oil and gas fields.

## ROUTE, PORTS & SERVICES



**ANY SHIP OR DESTINATION...  
WE DELIVER**

[www.redwise.com](http://www.redwise.com)

**Ship delivery  
Crew management  
Maritime recruitment**

Check our website!

Follow us!

  
**Redwise**  
GLOBAL SHIP DELIVERY & CREWING



The **PACIFIC GALAXY** anchored off Singapore, the 245 mtr long 111.410 DWT Crude Oil Tanker is built in 2009 at Mitsui Eng. & SB. Co. Ltd., Chiba Works - Ichihara Yard under hull No.: 1712 and is at present owned by **Nan Fung Development Ltd** and managed by **Wallem Commercial services** – Photo : **Piet Sinke (c)**

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

## European transatlantic gasoline tanker bookings surge in May

Gasoline tanker bookings from Europe to the United States have surged in May as traders have bet U.S. demand will grow in the summer driving season, despite high inventory levels. A rare flow of gasoline and diesel from Europe to Argentina in recent weeks has further propped up transatlantic clean shipping rates, which hit a three-month high this week.

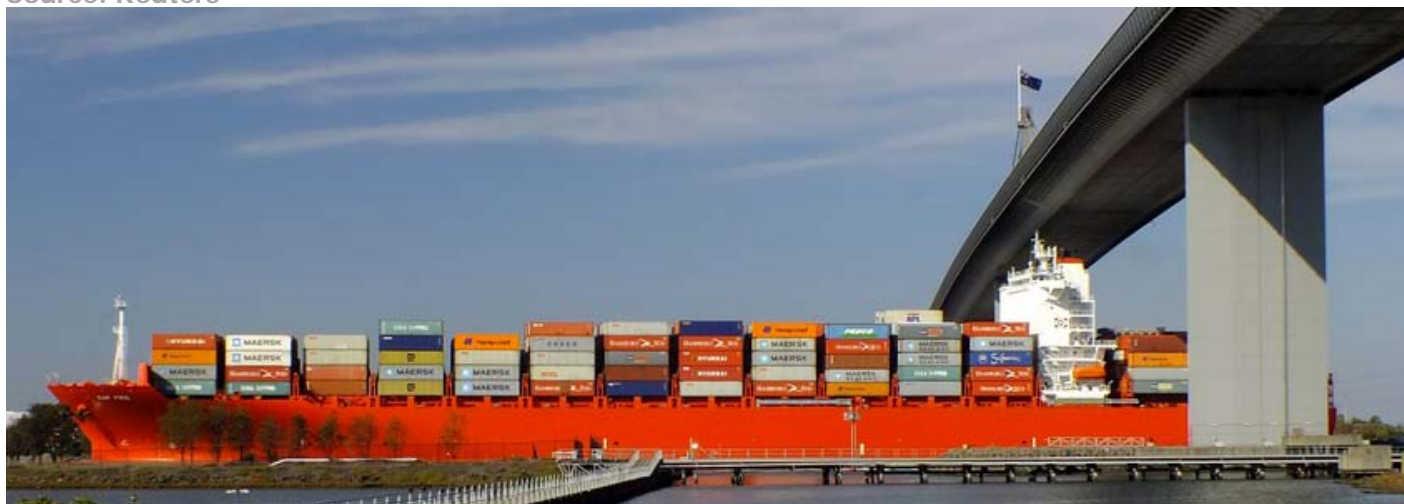
Around 28 tankers each carrying 37,000 tonnes gasoline plus at least three more with naphtha, used for blending, have been booked from Europe mainly to the U.S. East Coast since the start of May, according to shipping fixtures and traders. Another two vessels with gasoline were booked for Mexico for a total of at least 33 across the Atlantic. This compares with a monthly average of 20 to 30 vessels, carrying the equivalent of 310,000 barrels, from Europe across the Atlantic in recent years. The exports, or arbitrage, come before any increase in U.S. demand, while gasoline stock levels are high. But Europe is saddled with oversupply, with gasoline inventories near a five-year high. European

refiners are offering gasoline at low rates as they seek outlets for the excess stocks. The U.S. is really the only option, where else can all these cargoes go?" a trader said. The U.S. benchmark gasoline futures contract, known as RBOB, officially switched from winter to summer grade on May 1.

"The arbitrage was open in response to demand for summer-grade specification kicking in last week," another trader said.

The United States also turned to imports after a power outage at the Motiva Enterprises 600,000 bpd Port Arthur, Texas refinery on April 14, which affected two other refineries in the region and created a shortage of refined products. "Demand in the U.S. Gulf Coast was very strong, allowing cargo movement into Florida, and Europe is simply too long," a trader said. Shipping rates on the TC2 route between Europe and the East Coast rose on Thursday to \$19,817 a day, their highest since Feb. 12, Baltic Exchange data showed. Gasoline stocks on the East Coast dipped over 180,000 barrels during the week to May 3 but remained 7.8 million barrels over levels seen this time last year, according to U.S. Energy Information Administration (EIA) data. Gasoline imports into the region, known as PADD 1, have averaged 551,000 barrels per day in 2013, 7.4 percent lower than the average weekly rate throughout 2012.

Source: Reuters



11-05-2013 : **CAP FRIO** ,2012/52462gt, clears Westgate Bridge inbound to Swanson Dock, , the 256 mtr long vessel was delivered in 2012 by **Hyundai Samho Heavy Industries Co Ltd - Samho** under yard number hull No.: S589 To **Hamburg Sud Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com)** ©

## Baltic Dry Index down to 884 points

On May 10, 2013, the Baltic Dry Index fell to 884 points, down 5 points (0.56%) against the level of May 9.

BDI is a number issued daily by the London-based Baltic Exchange. Not restricted to Baltic Sea countries, the index provides "an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a timecharter basis, the index covers Handysize, Supramax, Panamax, and Capesize dry bulk carriers carrying a range of commodities including coal, iron ore and grain. Because dry bulk primarily consists of materials that function as raw material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production. On 20 May 2008, the index reached its record high level since its introduction in 1985, reaching 11,793 points. On 3 February 2012, the index had dropped 647 points, the lowest since 1986. Source : PortNews

**PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER**  
**If this happens to you please send me a mail at [newsclippings@gmail.com](mailto:newsclippings@gmail.com) to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.**



## Ebba Maersk's makes maiden call in Busan

On 30 April, **EBBA MAERSK** made her first port call in Busan, South Korea. The world's largest vessel, with a capacity of 15,001 TEU, is now including Busan on the AE10 service to North Europe, said in the company's press release.



In order to continue to serve Korean exporters with the best possible transportation solution, the decision was made to invest in a Busan call for the AE10 service sailing between Asia and North Europe.

A direct product between Busan and North Europe has been a long-standing wish for customers in Korea. The European market still carries a lot of potential and is where most Korean exporters send their product to. The major commodities exported to North Europe from Korea are motor vehicles, semi-conductors, and mobile and chemical products. Adding a superior direct service gives Maersk Line a strong competitive advantage in the Korean market.

**Photo : Robert-Jan van Scherpenzeel ©**

GM Korea, Maersk Line's largest key client in Korea, says: "With the largest capacity and best service reliability, we can easily handle our size of business.

The reliable Daily Maersk product can control our inventory cost effectively with fixed amount of containers without any contingency plan every single week!" LG Electronics overseas logistics' Europe team says: "As one of our best partners for ocean transportation, Maersk provides one of the most reliable services with excellent port options such as Gdansk where we can save a lot of inland haulage cost to Poland hinterland. With the AE10 extension to Busan, we are looking for more business opportunities with Maersk in the coming years." On the bridge of **EBBA MAERSK**, Lim Ki Tack, Busan port authority president, presented his welcome speech and a plaque with flowers. He said: "It is a great honour to be on board of **EBBA MAERSK**, the largest container ship in the world, and I would like to convey my deepest appreciation for Maersk, the number one carrier in the world to deploy this giant container vessel to Busan Port."

Lim Ki Tack was followed by Jeong Ki Cheol from Busan New Port terminal who presented a commemoration gift-glass piece and the flowers to the Captain, Christian E. Rørbeck. "It was great to be able to celebrate this historic moment together with the Busan Port authority, PNC and our VIP customers in a well-planned ceremony," says Thomas Lindy Sorensen, Maersk Line Korea Cluster Top. "Furthermore, we had a good opportunity to discuss the implications of future demands on container industry business and handling of larger vessel with the port authority and terminal top management in a constructive and positive dialogue." **Source : PortNews**

**DISA INTERNATIONAL**  
worldwide underwater solutions  
Telephone : +32 14 62 04 11 (BE)  
+31 10 3400 522 (NL)  
Mail: info@disa-international.com  
Website: www.disa-international.com







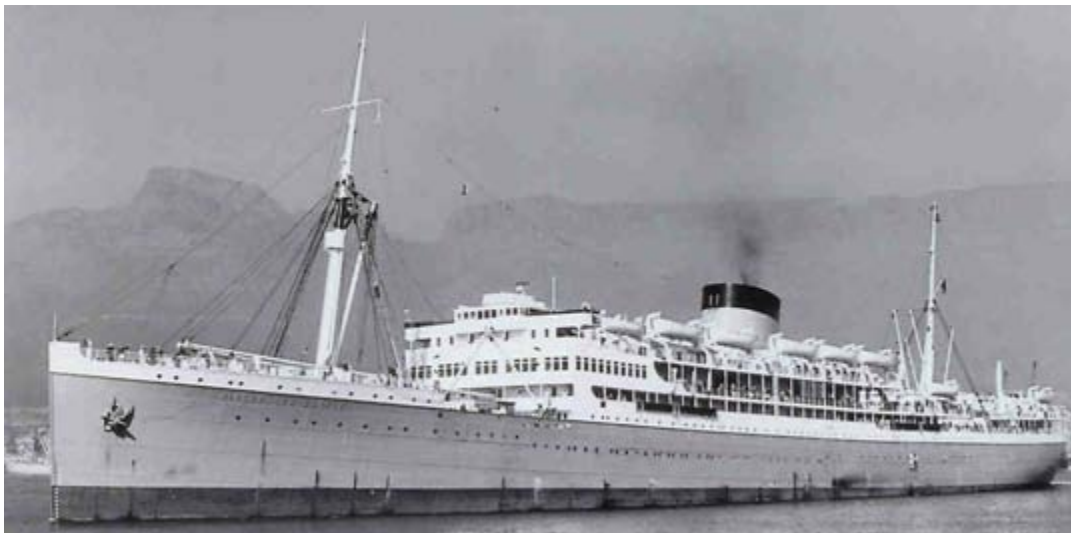
The **MISSING LINK** enroute **Scheepssloperij Nederland** in 's Gravendeel  
Photo : Gerrit Jan Postma -[www.aerolin.nl](http://www.aerolin.nl) – AerolinPhoto BV ©

## Industry might not recover until 2015, Cosco Shipping warns

**Cosco Shipping** estimates that the recovery for the whole industry will not be earlier than 2015, to some companies in a bad situation, the picking up time might even extend to 2016 or 2017, an official from **Cosco Shipping** said after the annual shareholders meeting.

"It is not possible to increase the freight rates, and it is not easy to maintain it," Tan Li, director of strategic development of **Cosco Shipping** said. "Currently, the container and bulk business are under pressure, however, around 65% fleet capacity of the company are multipurpose vessels, we will head up before 2015," Tan continued. Meanwhile, he also revealed that the company will adjust the business from traditional transportation to equipment, offshore engineering and wind power in the next five years. Source : Sino Ship News

## OLDIE – FROM THE SHOEBOX



The 20,109 gross ton **WINCHESTER CASTLE** was completed for the **Union-Castle Steam Ship Company** in 1930 at Harland & Wolff for the mail service to South Africa. Originally built with two funnels, the ship was re-engined in 1938 for a speeded up service requiring 19 knots and given only one funnel. After an active war service, an extensive refit, she returned to the SA mail run in 1949. Scrapped in 1960. Photo: Robert Pabst ©



## RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE

JASCON 57	-	AHTS	CV STEALTH	-	Tanker
C-WHALE	-	Tanker	EVA – N	-	Bulker
FORTUNER ELEPHANT	-	Tanker	FULL RICH	-	General Cargo
HANJIN HELSINKI	-	Container vessel	IVER BLESSING	-	Tanker
IVER EXPORTER	-	Tanker	OSPREY	-	Semi Subm Heavy Load
TRUSTEE	-	Semi Subm. Heavy Load	XIA ZHI YUAN 6	-	Semi Subm Heavy Load
SASA	-	Tanker			

Click at the photo album via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

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



KOTUG's **SD SPARTA** assisting the **MAERSK NORWICH** in the port of Rotterdam – Photo : Jan Simons ©

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

## UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>