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MARINE CONTRACTORS



little over 18 months after the first steel was cut Heerema's newbuild "DCV Aegir" departed from DSME (Okpo) harbor. First port of call is Xiamen where she will pick up the pipe reel after which she will set sail for the Netherlands. A big achievement for all people involved in the project Well done !!

Photo : Bram van Koert ©

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EVENTS, INCIDENTS & OPERATIONS



15-01-2013 : Tug **Osprey Fighter** arriving on the Tyne towing the barge **AMT Discoverer** for **&AP, Hebburn's** West Quay. **Photo : Kevin Blair ©**

ITF calls on Panama to help Iceberg 1 crew

The **ITF (International Transport Workers' Federation)** is calling on Panama to join the effort to help the recently released crew of the Iceberg 1 to recover from their hostage ordeal. The crew of the Panama-flagged vessel were held for nearly three years by Somali pirates – who subjected them to torture, starvation and even mutilation – before being released last month.

The 22 hostages, from seven nationalities (the chief officer is still missing and another seafarer committed suicide during his captivity), were helped home by the UNPOS and UNODC* Hostage Support Programme, with support from, among others, Interpol, the Maritime Piracy Humanitarian Response Programme (MPHRP), the seafarers' consulates (two countries sent aircraft to pick up their nationals) and the ITF. They are now in urgent need of psychological help

to address the trauma they were deliberately subjected to, and assistance with rebuilding their lives. Many have medical problems and are looking for help.

The MPHRRP is assessing the help that the seafarers need, and will then arrive at an estimate of how much it will cost.

ITF seafarers' section chair Dave Heindel explained: "There is a good understanding across the shipping industry of just how much these seafarers and their families have suffered over the last three years, and it's no surprise that some people in the industry have offered financial support. However, we'd particularly like the flag state, which in this case is Panama, to join them and us in sponsoring this relief effort."

He continued: "It is unfortunate that the flag state has not discharged its duty of care set out by the IMO** to these seafarers during their captivity, even though they were serving on a vessel flying its flag. There is now an opportunity for it to contribute to their support and rehabilitation."

He concluded: "The cruel and barbaric treatment meted out to these mariners must serve as a constant reminder of why pirates have to be fought, pursued and prosecuted."

Twenty-two crew members were freed during gun battles in December: eight Yemenis, one to suicide by his ordeal. The fate of the Indian chief officer, Dhiraj Tiwari, is unknown. He is known to have been tortured and separated from the other crew. Another hostage had his ears mutilated. All the crew were subjected to torture and starvation. The Iceberg 1 had been held since March 2010. The shipowner, Azal Shipping of Dubai, had left the vessel uninsured when it was captured. The company paid no wages throughout either to the seafarers or their families.



The **RED DIAMOND** passing Spijkenisse inbound at the Oude Maas – [photo : Lia Mets ©](#)

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Hellas Taxes Foreign-Flagged Ships for First Time Amid Crisis Hellas will tax merchant ships managed by companies based in the country and sailing under foreign flags for the first time ever as the nation's debt crisis spurs the government to raise revenue.

Amendments to a bill passed by lawmakers at the weekend imposed a so-called tonnage tax on the vessels, the Ministry of Finance in Athens said today by e-mail. The government aims to raise 80 million euros (\$106 million) this year and 60 million euros in 2014 from the levy, the state-run Athens News Agency reported Jan. 9.

Greek shipowners control the largest portion of the world merchant fleet. The state is targeting an estimated 762 owners, who pay no tax on international earnings brought into the country under rules incorporated in the constitution since 1967. Lobbying by owners barred the imposition of any further taxes, Theodore Veniamis, president of the Union of Greek Shipowners, said by e-mail Jan. 14.

"Shipowners and the management companies have been excluded, as I had to convince the government to do so," he said.

The e-mail didn't show when the tax would take effect. The measure "imposes the levy for the first time," the ministry said. The tax applies only to tonnage of foreign-flagged vessels, rather than their earnings, Veniamis said. A tonnage tax is charged by a country where a ship is registered and flagged and is based on the vessel's size and capacity.

3,848 Vessels

Ships controlled by Greek companies and flagged elsewhere came to 3,848 totaling 153.1 million gross tons as of March 2011, according to figures on the Hellenic Chamber of Shipping website. That compared with 2,014 vessels totaling 43.4 million tons sailing under Greece's flag as of the end of the year. The data were the latest available. Greek shipowners remitted more than \$175 billion in untaxed earnings in 10 years until 2011, according to Bank of Greece figures cited in the union's annual report.

Companies from cargo handlers to travel agents that benefit from Greece's position as a leading vessel-owning nation might be vulnerable to sudden changes in taxes on the shipping industry, the Foundation for Economic & Industrial Research, a private non-profit researcher, said in a study last week. Navios Maritime Holdings Inc. (NM), a Piraeus, Greece-based vessel owner, contributed to the study, it showed.

Job Losses?

"An abrupt, and without due care, change of the taxation regime in the shipping sector may lead to reduction of the economic activity in the sector and across the economy, significant job losses and even lower net tax revenues," the foundation said.

Greeks controlled 16.2 percent of the world merchant fleet by early 2011, giving them the largest share of capacity, according to the latest figures from the Geneva-based United Nations Conference on Trade and Development.

Contributions from providing marine-transport services indirectly and directly accounted for 6.1 percent of Greek gross domestic product in 2009, generating 2.7 billion euros to support 192,000 jobs, the foundation said. The industry's contribution may have since "increased substantially" given the country's economic contraction, it said. Greece's economy may have shrunk as much as 6.5 percent in 2012, the fifth year of recession, according to forecasts in the 2013 budget. The country had a 15.9 billion-euro budget deficit last year, excluding spending by state-controlled enterprises. **Source: Bloomberg**

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HSH Nordbank to Offer Container Swaps as Shippers Seek to Hedge

HSH Nordbank AG, the world's largest shipping bank, will begin offering swaps on container freight costs as shipping lines, logistics companies and importers seek to hedge price swings.

The forward freight agreements will allow rates to be fixed up to two years in advance, the Hamburg-based lender said in a statement today. Contracts will be settled against the Shanghai Containerized Freight Index, a global benchmark, according to the statement.

About 90 percent of world trade travels by sea, according to the Round Table of International Shipping Associations. The International Monetary Fund expects trade to advance 4.5 percent this year, from 3.2 percent in 2012. Traders and investors already use swaps to hedge prices and bet on future rates for ships carrying crude oil, refined fuels and dry-bulk commodities such as iron ore and coal.

"Using FFAs makes it possible to limit the freight-rate risk," Dirk Reiche, head of products at [HSH Nordbank](#), said in the statement. "Both importers and liner shipping companies benefit from the advantages of this hedging instrument in equal measure." The index, published weekly, tumbled 18 percent since the start of May to 1,232.35, according to the Shanghai Shipping Exchange. It's still up 26 percent from a year ago, data show. Freight rates are volatile, swinging by more than 9 percent in eight of the last 12 months, according to data from Clarkson Plc, the world's largest shipbroker. The cost of shipping a 40-foot boxload of manufactured goods to the U.S. West Coast from China rose 28 percent in the past year to \$2,341, according to London-based Clarkson, which already offers container swaps.

Source: Bloomberg



Please find attached a picture of the [SEVEN SEAS NAVIGATOR](#). Moored in Arroyo Barril (Dominican Republic)

It was quite unusual to have such a large vessel moored at Arroyo Barril

(Dominican Republic) but that was due to a medivac. As you can see the vessel had not a complete quayside for mooring but just enough to get the passenger from the ship. At least [m.v. LONDON](#) and [m.v. ROTTERDAM](#) had some company for a few hours. **Photo : Capt. Bas van Vegchel master m.v. London and Rotterdam ©**

Kulemesin appeal asks court to rule on navigating stretch of Hong Kong water

By : Keith Wallis

The city's highest court could decide how ships navigate in one of the busiest stretches of Hong Kong's waters following appeals against conviction by two seamen involved in a deadly ship collision four years ago.

Eighteen crew on board the oil rig supply ship [Neftegaz-67](#) died when it capsized and sank after it collided with the larger dry cargo bulk carrier Yao Hai near the Brothers Islands off Lantau on March 22, 2008. Seamen onboard the

Neftegaz-67 thought they were sailing in open water, while the Yao Hai crew believed they were transiting in a narrow channel, which meant different navigation rules applied.

Yuriy Kulemesin, the Ukrainian captain of the [Neftegaz-67](#), and Tang Dock-wah, chief pilot onboard the Yao Hai, are asking the Court of Final Appeal to overturn their convictions on charges related to endangering life at sea.

Both men had their jail terms cut at the Court of Appeal in December 2011. Kulemesin, who was originally jailed for three years, two months, had his sentence reduced to 18 months. Tang Dock-wah was freed after his three-year term was cut to the time he had already spent in jail.

Kulemesin is appealing his conviction on the grounds there was no mens rea, or knowing intent, in breaking safety at sea rules, and he was sailing in open water not a narrow channel.

Nigel Jacobs QC, appearing for Kulemesin at the start of the appeal yesterday, said marine traffic regulations, geographic features and water depth would determine whether a section of water was considered a narrow channel. He noted that while fairways, or shipping channels, were marked on government charts of Hong Kong waters there was no narrow channel marked in the part where the collision occurred.

Jacobs said a series of buoys in the area "denotes a deep water route" not a narrow channel. Non-permanent judge, Lord Clarke of Stone-cum-Ebony, queried whether all navigation features were marked on charts. Jacobs said courts could "step into the breach" with a ruling if there was confusion over a body of water. The hearing is scheduled to last four days. **Source : South China Morning Post**



the 1984 built LBY flag and owned dredger [MISRATA](#) entering Grand Harbour, Malta for repairs by [Cassar Ship Repair](#) Yard on Wednesday 9th January, 2013. She's the former [SIRTE III](#); [ANDREA DORIA](#) and [MONDRAGONE](#).

Photo : Mr. Szabolcs Pocza - www.maltashipphotos.com ©

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The **BOTERDIEP** passing Puttershoek **photo : Cees de Bijl ©**

Piracy falls in 2012, but seas off East and West Africa remain dangerous, says IMB

Piracy on the world's seas has reached a five-year low, with 297 ships attacked in 2012, compared with 439 in 2011, the International Chamber of Commerce (ICC) International Maritime Bureau (IMB) global piracy report revealed today. Worldwide figures were brought down by a huge reduction in Somali piracy, though East and West Africa remain the worst hit areas, with 150 attacks in 2012. Globally, 174 ships were boarded by pirates last year, while 28 were hijacked and 28 were fired upon. IMB's Piracy Reporting Centre also recorded 67 attempted attacks. The number of people taken hostage onboard fell to 585 from 802 in 2011, while a further 26 were kidnapped for ransom in Nigeria. Six crewmembers were killed and 32 were injured or assaulted. "IMB's piracy figures show a welcome reduction in hijackings and attacks to ships. But crews must remain vigilant, particularly in the highly dangerous waters off East and West Africa," said Captain Pottengal Mukundan, Director of IMB, which has monitored piracy worldwide since 1991.

In Somalia and the Gulf of Aden, just 75 ships reported attacks in 2012 compared with 237 in 2011, accounting for 25% of incidents worldwide. The number of Somali hijackings was halved from 28 in 2011 to 14 last year.

IMB says navies are deterring piracy off Africa's east coast, with pre-emptive strikes and robust action against mother ships. So too are private armed security teams and crews' application of "Best Management Practices".

But the threat and capability of heavily armed Somali pirates remains strong.

"The continued presence of the navies is vital to ensuring that Somali piracy remains low," said Captain Mukundan.

"This progress could easily be reversed if naval vessels were withdrawn from the area."

Pirate mother ships and skiffs were reported in the Gulf of Oman, southern Red Sea and the Somali basin, with a number of attacks close to the Straits of Hormuz and the energy routes out of the Arabian Gulf. As of 31 December 2012, Somali pirates still held 104 hostages on eight ships and 23 more were detained on land, pending negotiations for their release.

In Somalia, and elsewhere, vessels most commonly attacked are container ships, bulk carriers and tankers loaded with oil, chemicals and other products. Fishing vessels and other smaller boats are also at risk. As for West Africa, piracy is rising in the Gulf of Guinea, with 58 incidents recorded in 2012, including 10 hijackings and 207 crew members taken

hostage. Pirates in this area are particularly violent, with guns reported in at least 37 of the attacks. Benin is an exception, showing a sharp fall from 20 incidents (including eight hijackings) in 2011 to two (including one hijacking) in 2012.

Nigeria accounted for 27 incidents in 2012, with four vessels hijacked, 13 vessels boarded, eight fired upon and two attempted attacks. Only 10 incidents were reported in 2011, including two hijackings. Togo has also seen an increase from five reports in 2011 to 15 in 2012, including four hijackings.

Off the Ivory Coast, five incidents were reported in 2012, up from one in 2011. In the last quarter of 2012, a panamax product tanker was hijacked by suspected Nigerian pirates off Abidjan, the first such recorded vessel hijacking off the Ivory Coast. This shows the increased range of Nigerian pirates.

Elsewhere, in Southeast Asia four vessels were hijacked, including a Malaysian tanker which was subsequently recaptured in Vietnam in the last quarter of 2012. Across the Indonesian archipelago, there were 81 reports of petty theft, accounting for more than a quarter of global incidents in 2012. Thirty vessels were attacked in the last quarter of 2012. Reports from Indonesia have increased yearly since 2009. Vessels were boarded in 73 incidents and 47 crew members taken hostage. Fourteen incidents were reported at Belawan by ships anchored or berthed. Download File [\[PDF\]](#) Source: [IMB \(International Maritime Bureau\)](#)



10-1-2013-Pilotdesembarking from the [NISSOS RODOS](#) in Haifa Photo : [Peter Szamosi](#) ©

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Drewry: Container Freight Rate Insight, PSS lifts eastbound transpacific rates

The Drewry Hong Kong-Los Angeles container rate benchmark, published in the latest Container Freight Rate Insight report, jumped 14% to US\$2,524 per 40ft container this week, as the January peak season surcharge (PSS) took effect. The \$311 per 40ft increase in the benchmark rate shows that Transpacific Stabilization Agreement (TSA) member carriers' achieved around 50% of their intended \$600 PSS price increase target. "Cargo demand and carrier

load factors have strengthened in the run up to Chinese New Year,” explained Martin Dixon, Drewry’s research manager for freight rate benchmarking. “The wild card remains the threat of strike action at US East Coast and Gulf Coast ports which is also serving to strengthen rates.”



The **APL CHONGINGG** arriving in Rotterdam with onboard pilot **Rik van Marle** photo : **Luuk Silvius** ©

The latest price increase brought Drewry’s Hong Kong-Los Angeles container rate benchmark back to the same level it was at in October, but the index remains 12% off last year’s peak reached in August. The transpacific has proved more resilient than the Asia-Europe trade to the overcapacity plaguing the industry. Drewry’s Transpacific Eastbound Freight Rate Index, a weighted average of freight rates across multiple trades between Far East Asia and North America, climbed 8% in December compared with the previous month, to reach \$3,357 per 40ft container. It now stands just 2% off last year’s high reached in September 2012. However, given the increase in capacity on the trade compared with a year ago the stability in spot rates may not prove sustainable. “The US East Coast and Gulf Coast strike threat notwithstanding, we expect spot rates to soften following Chinese New Year,” added Dixon. “However, we caution that shippers should expect some increase in their 2012-13 contract rates on the eastbound transpacific, given the stronger state of the market compared to last year.” Both the Drewry Hong Kong-Los Angeles container rate benchmark, tracked by Drewry since 2005, and the Transpacific Eastbound Freight Rate Index are published in the Container Freight Rate Insight along with rates covering over 600 trade routes around the world. According to the Federal Maritime Commission, it is the most frequently used benchmark resource in index-linked contracts. **Source:**

Drewry

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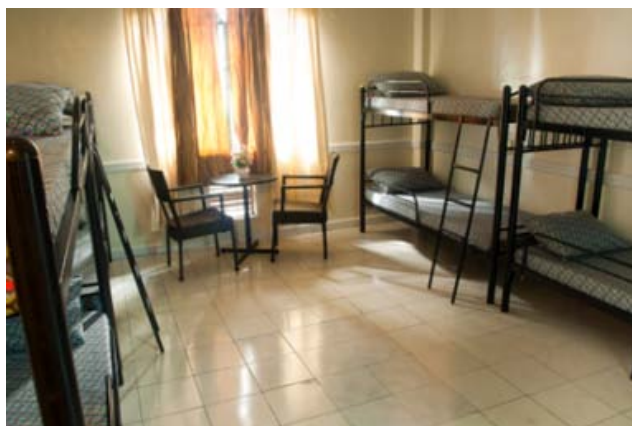
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Located in the centre of Manila, The Philippines, **SOOS Manila** has a large dormitory, currently 124 but ready for expansion up to 142 beds based on 8 to 12 beds per room, to offer for lease to interested shipping companies and/or crewing agencies with a need for accommodation in Manila. All rooms have their own sanitary facilities. Also available are dining spaces (breakfast, lunch and dinner whenever needed) and a multi-purpose function room for use as classroom, convention centre or private meeting room with a seating capacity for 60 to 80 pax.



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NAVY NEWS

EU Naval Force French frigate **Surcouf** rescues ten sailors in Indian Ocean

Earlier this week EU Naval Force (EU NAVFOR) warship **FS Surcouf** came to the rescue of ten mariners at sea 30 miles off the Somali Coast, after their boat, known as a dhow, started to sink into the deep ocean. The master of the Indian flagged dhow had sent out a distress call after the dhow's engine failed and the vessel started letting in water. Upon hearing the distress call, **FS Surcouf**, which was conducting counter piracy patrols 26 nautical miles away, raced to assist the mariners, who by now had 'abandoned ship' in rough seas and climbed into the dhow's life raft. Upon arrival at the scene, a team of sailors from **Surcouf** helped to evacuate the men to the French warship. Once onboard, the men, who were in deep shock and very relieved to be rescued, were offered hot showers, food and dry clothes. Forty five minutes after being rescued, the mariners watched as their stricken dhow disappeared into the sea. after taking time to recover onboard **Surcouf**, the 10 mariners were then transferred to EU NAVFOR warship, Belgium frigate **BNS Louise Marie**, for their onward journey to land. Speaking about his ordeal, the master of the dhow stated "All ten of us know that we are very lucky that warships from the European Union Naval Force were close by and could save us.

We have been so well cared for by sailors from both **Surcouf** and **Louise Marie**. I would also like to thank all the counter piracy warships in the Indian Ocean because, thanks to them, the seas are safer from pirates."



As the first of three corvettes of the **NIELS JUEL-class** towed yesterday, (16 January), **NIELS JUEL (F 354)** the Korsør Naval Base to Odense for scrapping. The other two **OLFERT FISCHER (F 355)** and **PETER TORDENSKIOLD (F 356)** follow on Thursday and Friday respectively. The tugs **STORESUND** and **WESTSUND** assisted.

Photo : Per Körnefeldt ©

SHIPYARD NEWS

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American Equity Underwriters Honors Signet Shipbuilding & Repair



3, Pascagoula, Mississippi: On Thursday, November 1, 2012, American Equity Underwriters (AEU) presented Signet Shipbuilding & Repair (SS&R) with their 2011 Safety & Health Best Shipyard Award. The award recognizes the shipyard that is superior among all other shipyards in terms of claim frequency and severity performance among all

AEU members. Signet received recognition within the small shipyard category and credits the achievement to making safety a priority at every organizational level. The AEU Safety Award is confirmation that Signet continues to be a safety leader in the maritime industry and is dedicated to protecting all employees from injury or death.



The **BUCENTAUR** at **Shipdock** in Amsterdam in snowy conditions. Photo Nico Jan Meijering ©



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Asian shipyards looking to increase newbuilding orders until the end of the month

With this year's holiday period in Asian markets not expected until the start of February (Lunar New Year), shipyards across the region are looking to capitalize on the extra time given, in order to increase their bookings and take advantage of the heightened activity noted during the final weeks of 2012 and the early ones of 2013. Still, the newbuilding market has quietened down during the past week, against the backdrop of the various orders placed during the past few weeks. According to Clarkson Hellas, "unlike last year with its early Lunar New Year, this year's festivities are not set to begin in the Far East until the first week of February. We would expect to see yet further orders placed in the near future as the yards look to take advantage of these extra few weeks and continue the momentum generated towards the end of last year" said the company in its latest weekly report.

It added that "in Japan, the past two weeks have seen some interesting developments which include the conclusion of the long awaited merger between IHI Marine and Universal Shipbuilding, forming the new corporation Japan Marine United. With its potential for improved economies of scale and the interesting mix of expertise between the two yards helping them to pursue a broader product spectrum, it will certainly be interesting to see how the yard takes on the challenges of the current market. This will no doubt be aided by the continued depreciation of the Yen, which is now trading at circa 89 Yen to the US Dollar. The Yen has depreciated by approx. 12-13% in the past three months and potentially looks set for even further movement due to the recently announced ¥10.3tn (USD 116bn) economic stimulus package, designed to boost Japanese GDP by 2%. Assuming this stimulus is successful, then there could be more positive times ahead not only for JMU but all Japanese Shipbuilders as they look to compete in the global market" Clarkson Hellas concluded.

In a separate report, Golden Destiny noted that the "flurry ordering activity of December keeps going for the opening of New Year with significant emerged business for the construction of large sized vessels in the bulk carrier and tanker segments. Overall, the week closed with 45 fresh orders reported worldwide at a total deadweight of 3,368,320 tons, posting a 10 % week-on-week decline from the first week of January due to non reported activity in the gas tanker and container segments. In the bulk carrier segment, there has been a remarkable 800% week-on-week increase from strong capesize orders placed at Chinese yards, while offshore vessels still keep the lion share, 49% of the total newbuilding volume. This week's total newbuilding business is up by 246% from similar week's closing in 2012, when 13 fresh orders had been reported, 2 for bulkers, 5 for tankers, 1 liner, 2 passenger/cruises and 3 special projects. In terms of invested capital, the total amount of money invested is estimated in the region of more than \$1,34bn, 25 newbuilding deals reported at an undisclosed contract price, with a hefty amount invested in the construction of

capsize and very large crude carrier newbuildings" said the shipbroker. It added that "in the bulk carrier segment, Chinese Shipbuilder Nantong Cosco KHI has won a new order for two ultramax bulkers of 61,000 dwt from a compatriot shipowner, Jiangsu Ocean Shipping with delivery during the first half of 2014. The newbuilding price is estimated in the region of \$25mil each. In addition, Oldendorff Carriers of Germany is said to have booked two 61,000dwt bulkers at Nantong Cosco KHI for delivery at the end of 2014, including an option of two more vessels, at a price of about \$24-\$25mil per vessel. In the capsize segment, Frontline of Norway and Thenamaris of Greece have placed firm contracts, while South Korea's biggest shipping companies have organized themselves into consortia to build nine capsize bulkers with a value of 1,8 trillion won (\$1,6 bn). The ships would service coal cargoes to Korea Electric Power Corp and the successful consortium will be obliged to build the ships in compatriot yards.

In the tanker segment, Hyundai Samho HI has won an order for four very large crude carriers of 320,000dwt from South Korean shipping fund, Kukje Maritime Investment Corp, at a price in the region of \$100 mil each for delivery from 2014. The vessels will be chartered to South Korean Hyundai Glovis to service a consecutive voyage contract with Hyundai Oil from 2014. In the suezmax, Venezuelan energy major PDVSA is said to be planning a suemaz newbuilding following the order of BP Shipping in order to exploit the low newbuilding costs" the shipbroker concluded.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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Tug **Amigo** enroute to Calandkanaal with twinbarge **KarelVictor** loaded with seven thrusters for installation on DCV **Balder**. Photo : Fred Hulshof / Sarens ©

OOCL celebrates the christening of OOCL Miami

OOCL announces the christening of its newest 8,888 TEU vessel at a naming ceremony held on the Changxing Island shipyard in Shanghai.

OOCL Miami was christened by Mr. Samuel Tsien, Group Chief Executive Officer of OCBC Bank, and having Mr. Tsien as our Sponsor to perform the honor was OOCL's way of recognizing the valuable relationship that we have with the prominent business community in Singapore.

In the presence of Mr. Huang Yi-Ping, Vice President of Hudong-Zhonghua Shipbuilding (Group) Co., Mr. Andy Tung, Chief Executive Officer of OOCL also expressed his gratitude to the shipyard for hosting the memorable event and for the successful delivery of the vessel.

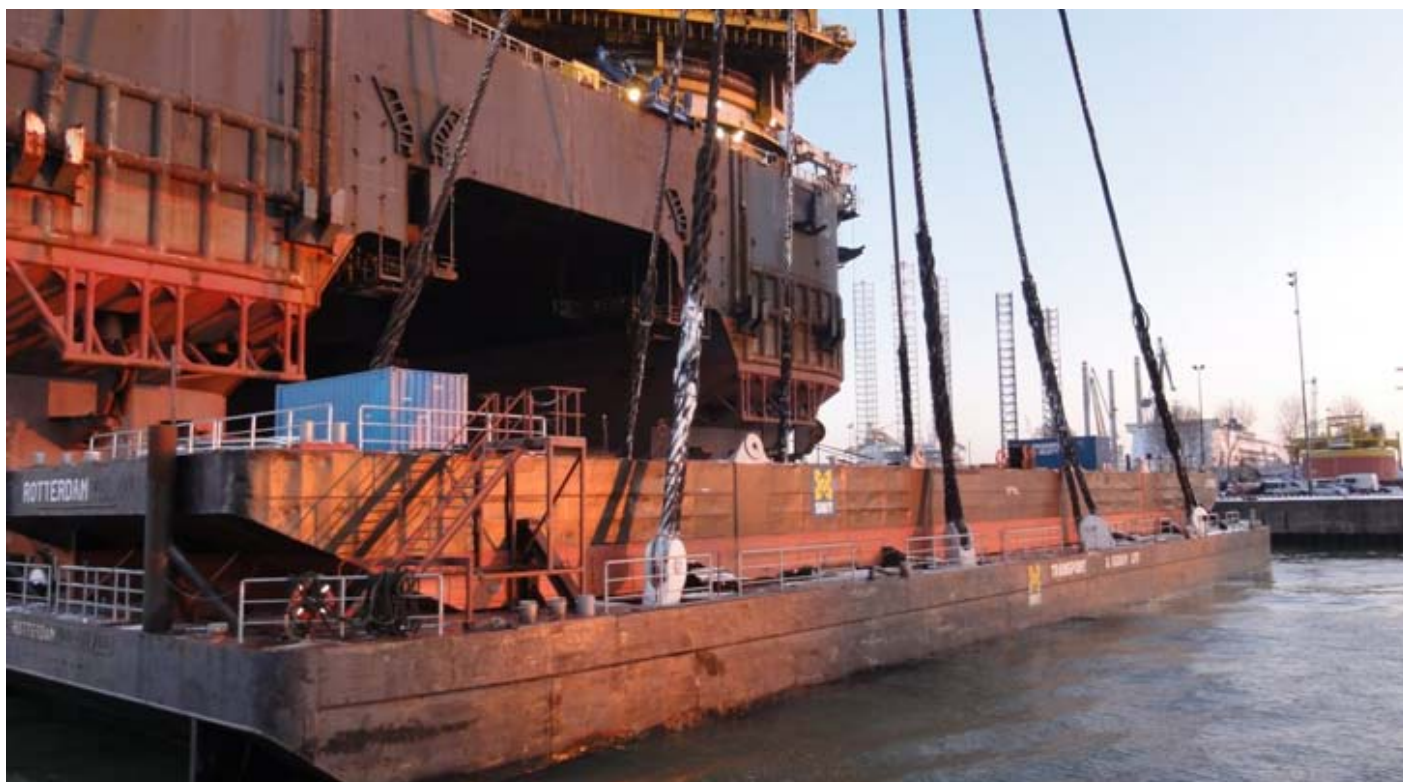
"This magnificent vessel, the OOCL Miami, is another shining example of Hudong-Zhonghua's skills and craftsmanship in building top quality ships," said Mr. Tung at the christening ceremony. "The shipyard has made a name for itself in the international shipbuilding community by taking great leaps in developing home-grown technologies that make Chinese industries proud."

"In today's challenging container shipping environment, many carriers are constantly looking for ways to improve vessel efficiencies and Hudong-Zhonghua has been instrumental in delivering yet another vessel to meet OOCL's objectives."

OOCL Miami is the third of the eight 8,888 TEU vessels that OOCL had commissioned Hudong-Zhonghua to build and the technological improvements have refined the vessel's ability to be more fuel efficient. When sailing at optimal performance, the OOCL Miami can not only help lower power consumption levels but also reduce emissions to improve the air quality in the environment.

OOCL Miami is 335 meters long, 42.8 meters wide with deadweight of approximately 101,566 mt.. She will be deployed on our Trans-Pacific network's Super Shuttle Express (SSX) service. Her 42-day port rotation begins in Yantian, calling Shekou, Hong Kong, Kaohsiung, Long Beach, and then completing the loop sailing back to Asia by calling Kaohsiung, Xiamen, Hong Kong and Yantian.

Orient Overseas Container Line (OOCL) Limited is a wholly-owned subsidiary of Hong Kong Stock Exchange listed Orient Overseas (International) Ltd. Headquartered in Hong Kong, OOCL is one of the world's largest integrated international container transportation and logistics companies, with more than 270 offices in 60 countries. Linking Asia, Europe, North America, the Mediterranean, the Indian sub-continent, the Middle East and Australia/New Zealand, the company offers transportation services to all major east/west trading economies of the world. OOCL is one of the leading international carriers serving China, providing a full range of logistics and transportation services throughout the country. It is also an industry leader in the use of information technology and e-commerce to manage the entire cargo process. **Source : PortNews**



The **SAIPEM 7000**. Conducting load tests in Rotterdam Botlek **photo : Stephan Grol ©**



Naming ceremony for Sovcomflot's tanker Anatoly Kolodkin held in South Korea

A grand naming ceremony took place on January 16, 2013 in South Korea for a new tanker **Anatoly Kolodkin** of Sovcomflot Group. The vessel was named in honor of an outstanding Russian maritime lawyer, the company's press center reports.

It is the third vessel built under agreement between Sovcomflot and **Zvezda-DSME** - a joint venture of the United Shipbuilding Corporation (Russian Federation) and the Korean shipyard "Daewoo Shipbuilding & Marine Engineering" (Republic of Korea). The two other tankers – Nikolay Zuyev and Georgy Maslov have already started their operations as part of the SCF fleet.

The ceremony was attended by Konstantin Vnukov, the Ambassador of the RF to the Republic of Korea, Sovcomflot General Director Sergei Frank, relatives of Anatoly Kolodkin as well as representatives of the shipbuilding enterprises.

The tanker's draught is 14.9 m. Its width increased to 46 meters ensures maximum cargo capacity when passing in the Baltic straits and optimal compliance with the requirements of maritime transportation of hydrocarbons from oil terminals in Primorsk and Ust-Luga. This Aframax tanker is 249.9 meters long and has a deadweight of 120,600 tons. A provision is made for a long time use of low-sulphur (0.1%) fuel.



The tanker's cargo system enables it to carry and to pump three types of cargo in 12 cargo tanks including crude oil and dark oil product.

To increase propulsion efficiency and maneuvering capabilities the vessel is fitted with a rudder of a special design. The bottom part of the vessel is painted specially to prevent sea-crust. The vessel also has equipment for permanent monitoring of optimal speed parameters, draught and trim depending on vessel's load and navigating conditions.

The project is supervised by Novoship OJSC. Ship owner **Sovcomflot** is engaged in maintenance management.

Sovcomflot Group is Russia's largest shipping company and one of the world's leading shipping companies specializing in the maritime hydrocarbons transportation and supporting continental shelf exploration and oil & gas production. The SCF fleet includes 156 vessels with a combined deadweight of around 12 million tonnes. One third of them have a high ice class. The Group specialises in hydrocarbon transportation from regions with challenging ice conditions.

Sovcomflot supports large-scale offshore energy projects in Russia and the rest of the world, including: Sakhalin-I, Sakhalin-II, Varandey, Prirazlomnoye, Tangguh, Escobar, and Peregrino. The company is registered in Saint-Petersburg and has representative offices in Moscow, Novorossiysk, Murmansk, Vladivostok, London, Limassol, Madrid, Singapore and Dubai. **Source : PortNews**



The **CITY OF ST.PETERSBURG** " loading cars at Harwich – **photo : Andrew Moors ©**

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Hapag-Lloyd adds second loop to Gdynia from Hamburg and Bremerhaven

GERMAN carrier **Hapag-Lloyd** is to launch a new feeder service to and from Gdynia, Poland to Hamburg and Bremerhaven, the Poland Express (PEX) due to increasing demand. The PEX will add to its existing REX service, Russia Express, which calls at Gdynia, St Petersburg and Helsinki, reported Alphaliner. The inaugural sailing from Bremerhaven deploys 1,008-TEU **AKACIA** with weekly fixed day sailing and a port rotation of Bremerhaven, Hamburg, Gdynia and back to Bremerhaven.**source : Asian Shipper**



The **MSC MARTA** in Rio Grande – photo : **Marcelo Vieira** ©

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.... PHOTO OF THE DAY



Dockwise HLV "**TREASURE**" in the process of loading dredging equipment at Charleston SC USA.
Photo : Kees Kuyper ©