

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 020



Number 020 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 20-01-2012**

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18-1-2013 the IOS ELAINE anchored off Malacca (Malaysia) built in 1983 at the Friesland shipyard (Netherlands) as the TENDER TRACER, the 10.560 hp vessel was renamed during 1986, in FAR TRACER and in 1989 in LADY ELAINE her present name IOS ELAINE got the vessel in December 2004 when the vessel was sold to Perdana Petroleum in Malaysia Photo : Piet Sinke ©

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Storm halts crude oil loadings at Russia's Novorossiisk

The Black Sea port of Novorossiisk, Russia's biggest outlet for energy resources and commodities such as grain, has halted crude oil loadings but continues to load all other cargoes, a port spokeswoman said on Friday. "Novorossiisk Commercial Sea port continues all types of docking, loading and discharge operations for all types of cargo, except for operations in the Sheskhari oil area, as weather conditions allow them to be carried out safely in the harbour of Novorossiisk port," the spokeswoman said. "At Sheskhari, loading has been stopped, vessels have been taken out on roads, and port equipment has been secured." Transshipment from the Transneft export pipeline system takes place at Sheskhari. Transneft said loadings were halted on Jan. 15. "There will be no loading before Monday, it could be even not before Wednesday," Transneft official Igor Dyomin said. "Transneft continues pumping oil to Novorossiisk, we have enough spare reservoirs." The Russian Federal Hydrometeorological Centre said high winds of between 14 and 17 metres per second will not subside before Tuesday. Earlier on Friday, Novorossiisk said total cargo turnover edged up last year as growth in general cargo shipments, mostly steel, offset declines in crude oil and grain. Russia plans to increase shipments of its Urals crude oil from Novorossiisk to 3.135 million tonnes in January from 2.91 million in December. **Source: Reuters**



In the Dominican republic the tug **LONDON** (ex **SMIT LONDON**) is renamed by the new owner **GMS** in **GLOBAL CHANGE** and the **ROTTERDAM** will be named **GLOBAL DESTINY**, the **GLOBAL CHANGE** is to depart with a tow from Santo Domingo to West Africa and from there with a tow to India. **photo : Marc Biemans en Bas van Vegchel ©**

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The wreck of the **GOSLAR** in the Surinam river near Paramaribo, the vessel was scuttled by the Germans in 1940 during a salvage attempt the vessel broke her back as can be seen at the photo : **Photo : Hans ten Katen Sr. ©**

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Shipping giant may lay anchor in Qianhai zone

By : Keith Wallis

Wallem, the Hong Kong-headquartered ship management and shipping services firm, is weighing plans to set up operations in Qianhai, a special development zone in Shenzhen. **Jim Nelson, Wallem Shipmanagement** managing director, said: "The people who are operating this development zone are looking for a high-profile ship manager to open a small ship management office in this area ... We are talking about an office size to operate about 10 ships max."

While contacts are still at the exploratory stage, **Wallem** is hoping the Qianhai operation, if it starts, will be a springboard to develop domestic ship management business without the need for mainland partners. "It is very early days. We are at least six months away before anything comes to fruition, that's if it happens at all. What we have ... is a shed full of promises but no concrete actions ... it may never happen," Nelson said.

But he said the promises included being given licences to manage ships involved in China's cabotage, or local coastal, trade as well as seafarer training. If that happened, Nelson said: "We would basically be a Chinese ship management company with no need to take on a joint venture partner."

Wallem is one of the world's top five ship managers, responsible for the day-to-day management of more than 400 vessels. Ship managers like **Wallem** provide crew, organise ship repairs and supply the vessel with food and supplies in return for a fee from the shipowner. Many ship management companies also have extensive training operations in countries such as China, India and the Philippines to ensure they have enough seafarers to go on ships they manage. The Qianhai operation would be Wallem's latest China-related venture.

Wallem linked with mainland tanker owner **Nanjing Tanker** in July to form **NW Shipmanagement**, a venture with 16 tankers in Singapore. Wallem also set up **Cosco Wallem Shipmanagement** in Qingdao in 2005 and opened a maritime training centre in 2006. Senior **Wallem** management have long complained about the high office rents in Hong Kong and the pollution levels. But despite these issues they have always remained committed to staying in the city. Source : South China Morning post



SAN AURELIO arriving at Lyttelton to exchange containers. Photo : Alan Calvert ©

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Iranian ship held in Sri Lanka flees country's waters

An Iranian-flagged cargo ship has fled from waters around Sri Lanka after weeks of detention by the island nation's navy acting on a court order obtained by Germany's **DVB Bank** SE, officials and a lawyer acting for the bank said on Thursday, Reuters reports. The Sri Lankan navy last week fired warning shots to prevent the **MV Amina** from leaving, but said that late on Wednesday the vessel made its way in rough sea out of the country's waters. "If the ship is beyond 12 nautical miles from our shores, then we can't do anything according to U.N. laws unless the ship has

committed any crimes in our country," Sri Lankan Navy spokesman Kosala Warnakulasuriya said. "We tried to communicate and asked her to stop, but without responding to anything, she had gone."

The vessel is managed by Tehran-based **Rahbaran Omid Darya Ship Management**, public shipping registers and ship tracking data showed. The European Union and United States have said the firm is a front for the Islamic Republic of Iran Shipping Lines (IRISL), which has faced Western sanctions for some years. The West has accused IRISL, Iran's biggest cargo carrier, of transporting weapons, a charge it denies.

IRISL officials told Reuters the ship was owned by a private company and could not discuss the matter. **Rahbaran Omid Darya Ship Management** could not be immediately reached for comment. The **MV Amina** was seized in December after **DVB Bank** obtained an order on Dec. 12 from the Colombo High Court to hold the vessel after the owners defaulted on a payment. Court documents showed that **DVB Bank** sought to recover millions of dollars.

A DVB Bank spokesman did not immediately comment on the issue. "It has broken arrest and now it's a rogue ship and it has gone to Indian waters," said a lawyer for Neelakandan & Neelakandan, a Colombo-based legal firm acting for **DVB Bank**, declining to be named. It was not possible to immediately confirm the exact location of the ship. Tracking data last shows it sailing away from Sri Lanka into the Laccadive Sea, a waterway bordering India. "We have alerted the nearest coast guard vessel. Effort to track is on," Jacob Thomas, director of ports in the state of Kerala, told Reuters when asked if the **MV Amina** was in waters off the Kerala coast. An arrest occurs when a ship is detained by a court order to secure a maritime claim. The arrest may ultimately result in a judicial sale of the ship to pay the claim. IRISL has tried to dodge sanctions by changing its flags and setting up front companies, the U.S. Treasury and the European Union have said. Last year IRISL Managing Director Mohammad Hussein Dajmar said if pressure from Western sanctions continued the group would face increasingly grave problems. Sri Lankan officials said there were 24 crew members on the ship, including eight Indians who were returned to their home country after the arrest. Iranian crew members were left aboard and a shipping agent provided them with food and other supplies.



16-01-2013 : the 1995 built NIS flag research vessel **OCEANIC CHAMPION** entering Grand Harbour, Malta arriving from Constantza,, Romania

Photo : Szabolcs Pocza - www.maltashipphotos.com ©

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The **SMIT TAPEBA** moored in Paranagua (Brazil) photo : **Henk Doornhein** ©

Shanghai to set up China's first shipping insurance association

According to the **Shanghai Insurance Regulatory Commission (SIRC)**, the preparation work of a shipping insurance association is underway, SinoShipNews reports. The association will be led by three major shipping insurance companies in Shanghai, People's Insurance Company of China (PICC), China Pacific Insurance (CPIC) and Ping An Insurance, which have occupied more than 50% of Shanghai's shipping insurance market.

In January, another two companies Sunshine Insurance and Yong An Insurance have got approvals to set up shipping insurance businesses in Shanghai. Currently almost all the shipping insurance business from top nation-owned shipping companies are monopolized by PICC, CPIC and Ping An which occupy around 60%, 30% and 10% respectively.

"The establishment of the association will help shipping insurance companies in Shanghai gain more policy support and more interaction with large shipping companies," said a professional of the industry.

According to statistics from SIRC, for the first 11 months of 2012, total revenue of Shanghai's shipping insurance reached RMB2.21bn, up 8.88% year-on-year, and it accounts for 41.39% of China's shipping insurance market.

Source : **PortNews**

US Navy ship accident raises concern for Philippine coral reef

A US Navy ship was stuck for the second day Friday on a coral reef in the western Philippines, amid growing concern about damage to the World Heritage Site, officials said.



The minesweeper **USS Guardian** run aground at the Tubbataha National Marine Park, a World Heritage Site off Palawan province, 600 kilometres south of Manila, before dawn on Thursday.

A support vessel has arrived at the area to help the ship's crew, while the Philippine Coast Guard is closely monitoring situation, said

Major Oliver Banaria, a military-civil relations commander in the Philippine armed forces.

"A civilian support vessel is now with the US Navy ship," he said. "We are also on standby if they need additional assistance."

Banaria said the extent of the damage on the reef could only be determined after the Guardian has been removed, but environmentalists are worried the damage could be extensive.

"It is severely disheartening to hear that a US ship ran aground on the reef and has reportedly caused considerable damage to the corals in the area," said Senator Loren Legarda, a staunch environmental advocate.

"We will be monitoring these developments closely to make sure that those who must be held accountable will comply, with possible penalties. Guards patrolling the area should also be sources of vital information," she added. The Philippines imposes a fine of 300 dollars per square metre of corals that are damaged in such accidents.

In the 2005, environment group **Greenpeace** was fined almost 7,000 dollars when its ship ran aground at the Tubbataha Reef. The group said an inaccurate maritime chart led to the incident. **Source : Stars and Stripes**

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Republic of Korea Navy commissions First of Class "Incheon" FFX I Frigate

Republic of Korea Navy commissioned on 17 January 2013 the first of its next next generation FFX I class Frigate. The ship was built by **Hyundai Heavy Industry** and is expected to replace the aging fleet of Pohang class corvettes and Ulsan class frigates, and take over multi-role operations such as coast patrol or anti-submarine warfare.



The class will be built in several batches. Six vessels will be built as Batch I (similar to head of class Incheon), eight Frigates will be built as Batch II by [Daewoo Shipbuilding & Marine Engineering](#), and Batch III is also planned for the future.

Batch I vessels are reported to displace 2,500 tons with a length of 114 meters and a beam of 14 meters. The main gun is 127mm similar type to those used by the US Navy. For defense, the [Incheon](#) is fitted with a RIM-116 RAM launcher as well as a Phalanx CIWS. The class is also fitted with eight SSM-700K Hae Sung I anti-ship missiles, with an option for eight more land attack variant Haesung missiles in the future.

It is expected that Batch II vessels will receive VLS cells for long range SAMs and the locally built Hyunmoo-3 land attack cruise missile. No design specifics have been released yet however, regarding Batch II vessels. **Source : Navy Recognition**

New tankers could allow Chinese navy to circle the globe

The Chinese People's Liberation Army Navy now has an aircraft carrier, new jet fighters to fly off the flattop and even new submarines and guided-missile destroyers able to protect the refurbished Soviet carrier. And with the successful first sea trials of two new, 180-metre-long fleet oilers -- tanker ships designed to keep other vessels fuelled, or "replenished," while sailing long distance -- the PLAN could soon be able to deploy all this new hardware beyond coastal waters.

"Replenishment vessel construction rate will be a particularly revealing barometer of the PLAN's future expeditionary intentions," wrote Andrew Erickson, an analyst at the US Naval War College. The more new oilers, the farther China will be able to send its new capital ships. Without underway replenishment, most naval vessels can travel only a few thousand kilometres; with fuel top-offs, they can circle the globe.

The latest, upgraded Qiandaohu-class oilers, also known as Type 903s, were launched at a shipyards in Guangzhou and Shanghai last spring. After additional work, the tankers began sea trials in the China Seas, testing out the vessels' mechanical systems plus the storage tanks, valves, hoses and other gear for refuelling other ships at sea. This week the first of the new Qiandaohus reportedly completed her trials, clearing her for frontline use.



When it comes to prepping new naval vessels for service, nine months is not a long time. Many US vessels take years to go from launch through trials to commissioning. One US-based Chinese military analyst, who blogs under the pseudonym "Coatepeque," calls the oilers' speedy trials "impressive."

"The China navy must be needing those new milk cows bad," Coatepeque wrote.

He's not wrong. Prior to the introduction of the new Type 903s, the PLA Navy possessed just a handful of

smaller oilers, including refurbished Soviet vessels and two of an earlier version of the Qiandaohuclass: just five tankers in total to support a combat fleet numbering no fewer than 75 major warships, including frigates, destroyers, amphibious assault ships and the lone carrier. The US, by contrast, possesses more than 30 underway replenishment ships -- all of them larger than China's oilers -- to support around 130 large surface warships.

Outwardly similar to commercial tanker ships, the military oilers are deceptively simple vessels. Their basic equipment hasn't changed much in a century, but the techniques for using oilers are some of the most difficult to master in any navy.

To fuel up another ship, the oiler and the receiving vessel must match speeds and close within a few score metres of each other. Crews use special guns to launch lines between the vessels, then use the lines to haul across fuel hoses -- all while the ships continue sailing. "It takes a crew adhering to strict safety practices to make an underway replenishment happen without incident," according to Military Sealift Command, which operates US oilers.

The shortage of oilers (referred to as "AORs" in military shorthand) and likewise the PLAN's inexperience operating such ships, has imposed serious limitations on China's ability to deploy naval forces beyond the China Seas. Regular counter-piracy patrols in the Indian Ocean plus the occasional exercise near Japan has stretched the oiler fleet beyond its capacity. "With only five AOR in its orbit, it can barely keep up," Coatepeque wrote of the Chinese navy.

With the existing AOR fleet tapped out, the new carrier Liaoning would have forced Beijing to make a hard choice: keep the flattop in home waters or cut either the counter-piracy patrols or the long-range training cruises.

By the same token, the two new Type 903s will give the Chinese Communist Party options. Provided the carrier, her planes, escorts and other supporting forces function as advertised -- and those are big ifs -- China now has a large, potentially powerful warship that, with oiler support, can sail thousands of kilometres away to fly the flag, or fight a war. Source: Wired.com

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Norfolk-based San Jacinto won't deploy next month

Some 300 Norfolk sailors assigned to the guided missile cruiser **San Jacinto** won't deploy next month as originally planned, a Navy spokesman confirmed Wednesday. Instead, the ship will remain in Florida, where it has been undergoing repairs since colliding with a submarine during a training exercise in October.



The Ticonderoga-class guided-missile cruiser **USS San Jacinto** will remain in Florida, where it has been undergoing repairs since running into a submarine during a training operation in October. - **photo : U.S. Navy**

The **San Jacinto** had been slated to deploy in February as part of the aircraft carrier **Harry S. Truman strike group**. The Florida-based cruiser Gettysburg will take its place, said Lt. Cmdr. Brian Badura, a spokesman for the Navy's Fleet Forces Command. The **San Jacinto** will remain in dry dock at Mayport Naval Station for at least another month as sailors and contractors work to replace the ship's sonar dome, a large, bulging structure at the foot of the ship's bow that was damaged in the October collision.

The **San Jacinto's** commanding officer was not made available to discuss the repairs and deployment changes.

Crew members with family in Norfolk have been allowed to return home monthly or receive separation pay. Still, some spouses have complained in Facebook posts and message boards about the unexpected time away through the holidays.

The **San Jacinto** and its crew are expected to return to Norfolk in March, Badura said. If repairs go as planned, it will deploy with another carrier strike group this summer. The **San Jacinto** collided with the fast-attack submarine **Montpelier** on Oct. 13 in the Atlantic Ocean, off the coast of Florida. An investigation into the incident directed blame at the Montpelier's skipper, Cmdr. Thomas Winter. He was relieved of command earlier this month.

The investigation also revealed unspecified "contributing factors" related to training and oversight within Fleet Forces Command.

The incident will lead to a review of training structures and preparation for exercises involving submarines and surface ships, officials said. The **Montpelier** returned to Norfolk after the wreck and has been undergoing damage assessments. It's slated to enter the shipyard in Newport News for repairs next month. **Source The Virginian-Pilot**



CANBERRA under construction at Williamstown Dock Yard at Williamstown Melbourne.
All works above deck level has been constructed in Australia **Photo : Bill Barber ©**

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On Monday, January 14, 2013, Amjad Bseisu, CEO of the British company EnQuest Plc., Naser Al- Fulaij of KUFPEC, a partner company of EnQuest Plc., and **Jan Kees Pilaar**, COO of **Blohm + Voss Repair GmbH** presented the charity organization „Der Hafen hilft e. V.“ with a cheque for EUR 10,000. With this donation, both companies support the social and charitable activities of the association in and around Hamburg.

Since January 16, 2012, the F.P.S.O.* unit „**EnQuest Producer**“ has been berthed at the yard for a comprehensive lifetime extension. As both the customer and the yard assign top priority to safety, **Blohm + Voss Repair** and **EnQuest** Plc. agreed on a bonus system. After having reached the first milestone – 500,000 accident-free working hours – the first bonus payment has become due. Both companies decided to donate the amount to a charity organization and „Der Hafen hilft e. V.“ was chosen. The „**EnQuest Producer**“ is expected to stay at the yard until summer 2013.

Brightoil tanker catches fire at Haidong Shipyard



A 7,000dwt oil tanker from Brightoil caught fire at a dock of **Zhejiang Haidong Shipyard** last week. The fire was put out quickly and there were no casualties. According to a worker on site, they were working on the painting of the vessel, when the fire started and they put it out using the water hose onboard.

“There was heavy smoke and flames coming out of the cabin, we did not dare go down to see what’s going on there,” said the worker. Currently, the cause of the fire is under investigation.

Source : SinoShip News



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The **MULTRATUG 4** in snowy conditions in dry-dock no. 4 of **Antwerp Ship Repair**
photo : **Hans Bisschop Antwerp Ship Repair N.V** ©

ROUTE, PORTS & SERVICES



The **IRENES RAINBOW** in Le Havre – Photo : Fabien Montreuil ©

Two Singapore-based Trafigura oil traders resign

Two Singapore-based fuel oil traders have resigned from Dutch commodity traders **Trafigura Beheer BV**, sources have told Bloomberg. According to the report, four people with knowledge of the matter, who were not named, said Kent Yeo left the firm in December. Li Shuang left the firm earlier this week. An external spokeswoman for **Trafigura** in Singapore declined to comment when contacted by Bloomberg, and neither Li nor Yeo were said to be available when called at Trafigura's office in the city. Earlier this week as many as nine fuel oil traders were dismissed from Chemoil Energy Limited's Singapore fuel oil team. Source : **PORtNews**



Smit Lamnalco tug operating at **Balhaf YLNG** terminal.
Photo : . / Capt Fontaliran Guintrand ©



The **HOEGH COPENHAGEN** arriving for the first time in Rotterdam – Photo : Kees Torn ©

Banks call on third parties to run vessels as shipowners are pulled down by the weight of lower rates and higher costs

By : Keith Wallis

Banks are set to take tougher action against distressed shipowners this year, leading to a rise in loan foreclosures and lenders taking possession of vessels, shipping experts say. The move will mean more business for third-party ship managers, firms that take on the day-to-day management of vessels, including crewing, repairs and provisions, in return for a fee.

Deepak Honawar, **Wallem Shipmanagement** director, said: "There has been a lot of interest from banks. We've got banks taking over ships and we take over the management. Banks are waiting for asset values to increase when they will probably offload the ships.

"We currently have 21 bank-related vessels in management plus another 15 bank-related workouts that could come into management in the near future."

Wallem is among the ship managers tipped to take over the running of eight tankers that are being repossessed by HSH Nordbank from US-listed Greek owner Omega Navigation.

Hong Kong-headquartered **Wallem**, and firms such as **Anglo-Eastern Ship Management**, **V.Ships**, **Bernhard Schulte Shipmanagement**, **Univan** and **Fleet Management**, are among the largest ship management firms globally.

Shipowners have been badly hit by a shipping industry downturn that began in 2008 as a raft of new vessels hit the waters, creating double-digit tonnage growth that massively outpaced single-digit growth in cargo volumes. As a

result, charter rates for tankers and large dry cargo ships carrying iron ore and coal are now failing to cover vessels operating on some routes.

Owners' cash reserves are evaporating, operating revenues have fallen and operating costs, including fuel and crew wages, are rising. This has put owners at great risk of defaulting on loans or breaching loan covenants. **Brightoil Petroleum**, which has loans outstanding for five massive supertankers it ordered from a South Korean shipyard, said on Wednesday that the covenant on one loan had been breached, allowing lenders on that and other loans to immediately demand the outstanding principal amount and interest.

Bjorn Hojgaard, **Univan Ship Management** chief executive, said: "With the markets being what they have been for the last couple of years there is no doubt that many owners are [in] or will default and that banks will have to repossess assets. This already happened to quite a large extent last year and to some extent in 2011, and it will continue in 2013.

"We have a few ships for banks and would not mind growing this segment. As I see it banks are not bad owners at all." Hojgaard said that when a bank took ownership of a vessel they needed a third-party manager to take over the running of the ship because they did not have their own organisation.

"Even though they can be as cost conscious as any other owner, there is normally sufficient financial strength so that our worry about funding is less," he added.

One banking insider said lenders pursuing bad loans now preferred to repossess vessels rather have ships arrested by Admiralty courts and subsequently sold at auction, and this was for two reasons. "First, the banks only receive a fraction of the outstanding loan amount at auction. Second, the sale price not only sets a new, usually lower, benchmark value for whatever type of ship is involved, but in the process lowers the book value of the ships in the bank's shipping loan portfolio," the banking source said. He added that if a bank repossessed a ship it could give it to a ship manager to run before selling it in two or three years when market conditions were expected to improve.

Albert Stein, head of the shipping team at corporate restructuring specialist AlixPartners, said ship management firms with global reach would be of interest to banks planning to repossess vessels. Banks would also look at managers that could offer a range of other services, including ship sale and purchase and chartering.

AlixPartners, which will expand its presence in Asia, is involved with the Omega takeover but Stein would not comment on Wallem's possible involvement. Stein said that in the Omega case ship managers would have to have the resources to supply crews to eight ships as soon as the banks took over management. This could involve the immediate provision of about 200 seamen, from captains and chief engineers to junior ranks.

Julian Wilkinson, a partner in accountancy and shipping consultancy firm **Moore Stephens**, said: "In 2013, the banks will exert more control over the shipping industry as debt-to-equity ratios deteriorate." **Source : South China morning post**



The **FAR SAMSON** anchored in Baia de Guanabara **photo : Capt Jan Plug ©**



Van Oord is currently conducting trials with its new Shallow Water Pipe Lay Barge **STINGRAY** in the Yangtze River near Nantong, China [photo : Hans Ceton](#) ©



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the latest newbuilding for Boskalis "**CAUSEWAY**". seen leaving [Partner Shipyard](#) in Stettin bound for the city centre where the tug german tug **Max** will tow the dredger to Rotterdam. [Photo Willy Hofman](#) ©

Braemar Seascopes: No shipping recovery until mid-2014

Peter Malpas, director of chartering and ship-brokering company **Braemar Seascopes**, predicts that the shipping industry will not recover until demand catches up with the supply of available tonnage, which won't happen for at least 18 months, Australia's WA Business News reports.

"There are some differences among the specific types of ships but we're really not talking about any recovery until the middle of 2014 onwards," he said.

While exports of commodities like iron ore, coal, and agricultural products have been increasing, excess capacity and high fuel prices are a continuing problem for the shipping industry.

Braemar Seascopes figures show the market's dry-bulk capacity up 10 percent over the course of 2012 to 658 million dry-weight tonnes.

"It's very difficult to cancel a ship once it has commenced construction," Malpas said. "Once it was evident how many ships had been ordered in 2007, it could really only go one way."

Malpas said the current market has been good news for exporters, which can take advantage of low freight rates and more flexible options on voyages, including stops at multiple ports.

"Instead of just going to one port they can probably go to one or two or even three ports if they wanted to because the hire-cost of the ship is so much lower than the time incurred to do deviations," he said.

Malpas also said that fuel-saving "eco-ship" technologies are now popular, and he noted the concept can involve a variety of changes, from efficient hull forms to planned maintenance programs.

Some observers have said that buying new ships to improve efficiency can actually cause more market problems by exacerbating the oversupply of vessels.[source : portnews](#)



the **IOS ELAINE** anchored off Malacca (Malaysia) as seen last Friday - [Photo : Piet Sinke](#) ©

BMT Wins Fast Crew Boat Design Contract



BMT Nigel Gee, a subsidiary of **BMT Group**, is pleased to announce that it has won a design contract with **Penguin Shipyard International**, a wholly owned subsidiary of Singapore-based crewboat builder and operator, **Penguin International Limited**, for the design of two 25-metre monohull Fast Crew Boats. **Penguin** is building the two BV classed, 70-passenger Fast Crew Boats for **ARCO Marine and Oilfield Services** for deployment in Nigeria's offshore oil and gas industry. Delivery of the vessels is expected in the fourth quarter of 2013.

ARCO Marine had presented a challenging requirement for a fast crew transfer vessel that offers high fuel efficiency, along with maximum reliability and availability. An additional challenge was posed by the design of the hull, which had to be specifically configured to match the existing infrastructure of the oil field.

BMT worked closely with **Penguin** throughout the tender process to develop a cost-effective design that fully matched ARCO Marine's exacting requirements. The result is a highly flexible and economical design that will enable ARCO Marine to further expand their range of services, in support of Nigeria's burgeoning offshore sector.

The 25m Fast Crew Boat has a four-engine (MAN D2842LE405), four-waterjet (Rolls Royce A40A3) configuration, in order to provide the maximum operational flexibility and optimum fuel efficiency at a range of speeds. The four-engine configuration also provides an element of redundancy, enabling the vessel to safely complete its role with any one propulsion train down for maintenance or repair.

Each vessel has accommodation for four crew members with an endurance of four days, a range of over 600 nautical miles and a maximum speed in excess of 30 knots. Above the deck, the design incorporates a wheelhouse that has good all-round visibility for maximum safety in the oilfield and a fire monitor on the upper deck superstructure. Each vessel can also carry up to four tonnes of deck cargo.

Ed Dudson, Technical Director at **BMT Nigel Gee**, comments: "We've worked with **Penguin Shipyard International** previously on a project to design and build three high-speed passenger catamarans for the Shipping Corporation of India but this is the first for the oil and gas sector, an area where Penguin is particularly strong."



19-01-1013 outbound from Pointe Noire, the **MV SAFMARINE LINYATI**
Photo : Marc veenstra ©

Talks to Avoid Eastern Port Strike Show 'Progress'

After three days of negotiations between shipping companies and dockworkers, Federal Mediation and Conciliation Service Director George H. Cohen said "progress was made" and both parties have agreed that "the negotiations will continue under our auspices." Cohen said details are not being released on the discussions because of the sensitive nature of the negotiations between the United States Maritime Alliance and the International Longshoremen's Association.

They are trying to come to an agreement before a Feb. 7 strike of 14,500 longshoremen in 14 major East Coast ports, including hubs in New York and New Jersey. Strike fears were rekindled after Dec. 18, when talks between the dockworkers and the shipping companies broke down. While the issues of wages remains unresolved, the key point of contention is container royalties, which are payments to union workers based on cargo weight.

The ports in question are major transportation centers that span from Maine to Houston. The price tag of such a strike, according to the National Association of Manufacturers, is a \$1 billion per day. The impact of a potential strike has already been seen in economic data, according to shipping experts. The latest January 2013 import volumes showed a projected 2.3 percent increase over the same period in 2012. Experts say the increase is a sign retailers are concerned about the outcome of the negotiations, so they're increasing inventory to prepare for a shutdown of nearly half of the country's major ports.

Retailers that rely heavily on the shipping industry to transport their products are anxiously awaiting a resolution.

"We are glad to hear that the ILA and USMX have made progress during this week's negotiating session," said Jon Gold, vice president of supply chain and customs policy for the National Retail Federation. "It is critical that the parties remain at the table and continue to work with the federal mediator to reach a new long-term contract before the Feb. 6 contract extension expires. The continuing uncertainty surrounding these negotiations has already had an impact global supply chains as companies must continue to plan for the potential for supply chain disruptions."

The National Retail Federation recently sent letters to both the ILA and USMX urging both sides to come to a definitive agreement not only for the industry's sake but for the sake of the overall U.S. economy. The New York-New Jersey port is the largest on the East Coast. According to shipping experts, it handles approximately 10 percent of China imports, 69 percent of Israeli imports and 37 percent of Italian imports. The products from these countries include furniture, plastics, apparel, beverages and chemicals.

In 2011, the New York-New Jersey port handled \$208 billion in cargo — the most on the East Coast. Approximately 3,200,000 TEU — a shipping measurement that stands for twenty-foot equivalent units — of containers and 700,000 cars are handled per year. The port generates more than \$5 billion in annual tax revenues to state and local governments. **Source: CNBC**



The **MSC REGINA** making her call at Port Chalmes. Photo : Ross Walker ©

Mombasa - Getting there first!

The main port of East Africa is a busy place, but Maersk Line's arrangements ensure that cargo goes in and out on time. Efficient collaboration between shipping line and port can result in added benefits for the customer. Maersk Line's exclusive arrangement with the Port of Mombasa is doing just that – giving stability to customers' supply chains. "First of all, we have lower berthing waiting times, which is a great help especially at times of congestion. Most shipping lines may have to wait several days for a berth, but Maersk Line and Safmarine have the advantage of getting our customers' cargo into the port faster," says Steve Felder, Managing Director of Maersk Line in East Africa. "Since 2007, we have had a dedicated berthing arrangement where we continually occupy two berths in the general cargo terminal, using our ships' gear for vessel operations. When there is availability in the container terminal, we sometimes mutually decide with the port planning team to berth there instead, using ship-to-shore cranes, which increases productivity." Dedicated space and equipment

The fact that Maersk Line and Safmarine have dedicated yard space and equipment (reach stackers and spreaders) adjacent to the berths speeds up loading and unloading at the port, which ensures that cargo can be made available for pickup faster than otherwise possible.

"Our three weekly services calling the port give customers more options for shipping, and they have given us a thumbs up on numerous occasions because of the advantage we can offer at this important gateway port," continues Steve. Regular sessions with the port

Maersk Line has had a good relationship with the Kenya Ports Authority who have acknowledged the benefits of the mutually beneficial arrangement, because of the expertise and operational experience of the carrier.

"We have regular working sessions with the port management in order to share knowledge in the mutual pursuit of improved productivity," says Steve. "We have seen a positive productivity trend over the last 2 years."

The exclusive arrangement also ensures that yard congestion is alleviated in the port, and customers' cargo is delivered with reduced CO2 emissions due to minimised bunker usage.

The Port of Mombasa is government owned and operated, and is controlled by Kenya Ports Authority. It consists of 17 berths (an 18th berth is currently in the final stages of construction), and 7 ship-to-shore cranes. The port is currently undertaking an expansion program, and Maersk Line is working with Kenya Ports Authority to ensure that it continues to provide the same levels of reliability to customers in the future.

Situated on the east coast of Kenya in Coast Province, Mombasa borders the Indian Ocean and is a historical trading centre. The Port of Mombasa is the largest port in East Africa in terms of throughput, and one of the largest in Africa. Mombasa is the only entry port for the Kenyan market, as well as the discharge and load port for cargo to/from Uganda and South Sudan. Source: Maersk Line

.... PHOTO OF THE DAY



16-01-2013 : The Damen ASD3212 new builds **BULGU** and **BALADAH** doing bow to bow exercises at Hay Point
Photo : Capt. Carl Roger-Jones ©

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