



Number 026 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 26-01-2013

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



The OCEAN SKY, the last unit Ocean class ocean going tugs out of a series of four built for Crowley, was launched. The OCEAN SKY is one of the twin DP II versions of the class. All four tugs will be in service Q2 2013.

Photo : Nick Loeffler ©

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EVENTS, INCIDENTS & OPERATIONS



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Crowley's **OCEAN SKY** after the launch Photo : Nick Loeffler ©

Aframax rates Baltic-UKC surge on ice build-up, more cargoes

Aframax spot freight rates from the Baltic to UK Continent surged 27 Worldscales points late afternoon Wednesday after extended ice build and more cargoes on the market, shipping sources said Thursday. On Wednesday, Baltic-UKC Aframax freight rates were assessed at w100, basis 100,000 mt, up from w72.5 Tuesday, according to Platts data. "There is a lot of new ice in the last couple days...charterers are looking for ice class boats for Tallinn now also," a shipbroker said.

Another shipbroker attributed the sharp rise in Aframax rates to ice built-up but also to more cargoes available out of the Baltic Sea.

"There are 1-5 additional ice class cargoes on the market," the shipbroker said, adding that fuel oil "loads out of Tallinn need ice notation now." A shipowner added that delays in the Baltic Sea "have increased [while] ship availability has reduced." Two Aframaxes carrying 100,000 mt cargoes each were seen fixed out of Primorsk at w100 Wednesday, shipping sources said. **Source: Platts**



The bulker **VALE DONGJIAKOU** moored in the port of Sohar (Oman) – **Photo : Rik van Marle ©**

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Offmain expands her activities towards Asia

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Offmain Consultants BV started in 2007 based in Holland. As a training provider for the maritime industry Offmain conducted trainings without parallel for the Offshore and Maritime Industry. During the years Offmain delivered also response personnel for the salvage industry (specialties like marine fire experts, fire teamleaders and chemists). As from January 2013, Offmain is operating from two bases: Holland and Singapore. This in order to have a faster response for the salvage industry. Well equipped and teams are ready to go ! Our services: well trained professionals and sophisticated equipment for the salvage industry (Thermal Imaging Camera's, BA, gasmeasuring devices, etc. etc.). Over the years we've gained knowledge and experience with the various salvage cases all over the world. Today our core business is 24/7 Response services for the salvage industry. However, still we provide trainings on every level (skill based level, leadership level and strategic level) in the maritime industry on request. Our trainers have hands on experience and the latest knowledge in maritime matters. The Holland based office in Rotterdam is run by **Johan Luijks**. Our Singapore based office is run by **Sander Loef**.
Holland +31 651 128 612 ; Singapore +65 85 144 661 ; j.luijks@offmain.nl ; s.loef@offmain.asia ; www.offmain.asia

European Commission: EU launches clean fuel strategy

The European Commission yesterday announced an ambitious package of measures to ensure the build-up of alternative fuel stations across Europe with common standards for their design and use. Policy initiatives so far have mostly addressed the actual fuels and vehicles, without considering fuels distribution. Efforts to provide incentives have been un-co-ordinated and insufficient.

Clean fuel is being held back by three main barriers: the high cost of vehicles, a low level of consumer acceptance, and the lack of recharging and refuelling stations. It is a vicious circle. Refuelling stations are not being built because there are not enough vehicles. Vehicles are not sold at competitive prices because there is not enough demand. Consumers do not buy the vehicles because they are expensive and the stations are not there. The Commission is therefore proposing a package of binding targets on Member States for a minimum level of infrastructure for clean fuels such as electricity, hydrogen and natural gas, as well as common EU wide standards for equipment needed.

EC Vice President Siim Kallas responsible for Transport said. "Developing innovative and alternative fuels is an obvious way to make Europe's economy more resource efficient, to reduce our overdependence on oil and develop a transport industry which is ready to respond to the demands of the 21st century. Between them, China and the US plan to have more than 6 million electric vehicles on the road by 2020. This is major opportunity for Europe to establish a strong position in a fast growing global market."

The Clean Power for Transport Package consists of a Communication on a European alternative fuels strategy, a Directive focusing on infrastructure and standards and an accompanying document describing an action plan for the development of Liquefied Natural Gas (LNG) in shipping.

The main measures proposed are:

Electricity: the situation for electric charging points varies greatly across the EU. The leading countries are Germany, France, the Netherlands, Spain and the UK. Under this proposal a minimum number of recharging points, using a common plug will be required for each Member State (see table attached). The aim is to put in place a critical mass of charging points so that companies will mass produce the cars at reasonable prices. A common EU wide plug is an essential element for the roll out of this fuel. To end uncertainty in the market, today the Commission has announced the use of the "Type 2" plug as the common standard for the whole of Europe.

Hydrogen: Germany, Italy and Denmark already have a significant number of hydrogen refuelling stations although some of them are not publically accessible. Common standards are still needed for certain components such as fuel hoses. Under this proposal, existing filling stations will be linked up to form a network with common standards ensuring the mobility of Hydrogen vehicles. This applies to the 14 Member States which currently have a Hydrogen network.

iofuels: already have nearly 5% of the market. They work as blended fuels and do not require any specific infrastructure. A key challenge will be to ensure their sustainability.

Natural Gas (Liquefied (LNG) and Compressed (CNG): LNG is used for waterborne transport both at sea and on inland waterways. LNG infrastructure for fuelling vessels is at a very early stage, with only Sweden having a small scale LNG bunkering facility for sea going vessels, with plans in several other Member States. The Commission is proposing that LNG refuelling stations be installed in all 139 maritime and inland ports on the Trans European Core Network by 2020 and respectively 2025. These are not major gas terminals, but either fixed or mobile refuelling stations. This covers all major EU ports. LNG: Liquefied natural gas is also used for trucks, but there are only 38 filling stations in the EU. The Commission is proposing that by 2020, refuelling stations are installed every 400 km along the roads of the Trans European Core Network.

CNG:Compressed natural gas is mainly used for cars. One million vehicles currently use this fuel representing 0.5% of the fleet - the industry aims to increase this figure ten-fold by 2020. The Commission proposal will ensure that publically accessible refuelling points, with common standards, are available Europe-wide with maximum distances of 150 Km by 2020.

LPG:Liquefied petroleum gas. No action is foreseen for LPG, the core infrastructure is already established. Member States will be able to implement these changes without necessarily involving public spending by changing local regulations to encourage private sector investment and behaviour. EU support is already available from TEN-T funds, cohesion and structural funds. **Source: European Commission**

US Navy starts defueling grounded ship



IT will take until next month for the grounded United States (US) Navy minesweeper, which ran aground in Tubbataha Reef, to be removed from its present location.

US Navy's Rear Admiral Thomas Carney, who is the on-scene commander, announced they still need to wait for a larger ship which will tow the grounded **USS Guardian** out of the reef.

See also : http://www.youtube.com/watch?v=f_iHtwoUN2w

The US Navy right now is recovering some 15,000 gallons of fuel from the ship. However, as of this posting, defueling drew to a halt due to the bad weather condition. It was feared that fuel leaks from the ship will cause further damage

to the nearby natural resources of the protected marine sanctuary. Approximately 1,000 square meters of the Tubbataha Reef was damaged when the **USS Guardian** ran aground, said Department of Transportation and Communication Eduardo Oban, Jr. Oban said there were damages to the ship's propeller and rudder. Oban also said there were no oil and hazardous chemical spill from the ship. **Source : Sun Star**



Boskalis owned vessels **GTO-187** and **TSHD Willem van Oranje**, reclaiming land in Mombasa, Kenya, in a spectacular way ! **Photo's ferry hooseman ©**



Cruise industry sets sail for Asia's growth

Insiders say millions more passengers could come from the region but infrastructure and immigration pose challenges to expansion

Keith Wallis

HNA, the mainland airline, hotel and property group, will launch its passenger cruise business tomorrow when its first cruise ship starts its maiden revenue voyage from Sanya to Vietnam. The move comes amid mounting interest by cruise lines in Asia and especially China, although senior industry executives said there was a raft of challenges to overcome.

William Ng Ko-seng, the chief operating officer of Star Cruises which is managing the ship, confirmed the HNA liner, Henna, would set sail on a series of cruises lasting four or five nights. The initial trips will be between Sanya, Ha Long Bay and Da Nang.

Ng said the ship, which can carry up to 1,965 passengers and is the mainland's largest cruise liner, is being managed on behalf of HNA Tourism Cruise. HNA is expected to redeploy the ship by the summer to launch cruises between Tianjin and South Korea. "I am sure they will grow," Ng told delegates to the Seatrade Hong Kong cruise forum, adding that "in a short ... time Hainan will be a very busy [cruise] hub".

Pointing to the growth of the cruise industry in Asia, Liu Zinan, chairman of the Asia Cruise Association, told the forum the "potential is huge".

Pier Luigi Foschi, chairman and chief executive of Carnival Asia, expected seven million cruise passengers would come from Asia by 2020, adding he "could be wrong, it could be 10 million".

Foschi confirmed that Princess Cruises, one of the cruise companies controlled by Carnival, the world's largest cruise outfit, was opening an office in Hong Kong. Industry insiders said this showed Princess was serious about developing its Asian business from Hong Kong, especially as its US\$500 million cruise liner Diamond Princess would make four visits to the Kai Tak cruise terminal between October and April 2014.

Princess Cruises will deploy its 1,990-passenger **Sun Princess** to Asia this year, while Costa Crociere, also part of the Carnival group, will add a second ship, the **Costa Atlantica**, to the Asian market from May. But the ship's home port will be Singapore rather than Hong Kong.

Foschi said Carnival was eyeing the development of cruise-focused resorts in North and Southeast Asia. He said the Asian resorts would need hotels and beaches along with infrastructure to handle the cruise ships.

Foschi outlined a number of challenges in developing the cruise market in Asia. These included persuading people in Asia to take cruises and getting travel agents to understand what cruising was about. Other challenges included infrastructure issues and the difficulty people had travelling outside their own country.

Antonio de Rosa, vice-president of Asia fleet operations at Costa Crociere, echoed the view, describing the immigration approval process for mainland passengers to visit Taiwan as "a complication".

Jeff Bent, general manager passenger services and director of cruise projects at Worldwide Flight Services, said Beijing was in the final stages of clarifying arrangements for mainland cruise passengers to join passenger liners in Hong Kong for voyages to Taiwan and beyond.

Commenting on infrastructure issues, De Rosa thought some spare sea freight capacity at ports, including in southern China, could be converted relatively cheaply for cruise ship use.

Lee Tai Hsin, president of the Taiwan International Port Corp, said US\$300 million was being spent to build two cruise centres at Keelung and Kaohsiung. Lee said the corporation, which was formed recently to take over the operation of Taiwan's leading ports, was "planning to change some of the cargo terminals into cruise terminals".

Other cruise experts at the forum questioned if there were sufficient destinations for Asian cruise passengers.

Liu said that while Hong Kong "is one of the key cruise destinations", the "shortage of destinations [in Asia] was one reason why cruise lines don't put as many ships in [the region]". He thought there was scope to develop cruise itineraries from Hong Kong to locations in the South China Sea, while there were potentially 80 cities in Asia that could be cruise destinations. This needed the "support of central governments of each country to invest in infrastructure".

"Build the infrastructure and cruise ships will come," Liu and others said. **Source South China morning post**

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24-01-2013 - **STENA TRANSIT** en **YASMINE** and in the background seen the dredger **UKD Bluefin** operating at the Humber Sea Terminal - **Olaf van Daalen – Schüller ©**

Reef Contamination Confirmed Surrounding Rena Wreck Site



A high level of contaminants surrounding the infamous MV **RENA** wreck has been confirmed with testing conducted around the ship's sunken stern. However, officials are claiming that this will not put the residents in the Bay of Plenty at any additional risk.

According to TVNZ, divers for from the Rena recovery monitoring team have recently gained greater access to the Astrolabe Reef following more than a year of salvage operations which

have restricted their access. The presence of contaminants around the site had been expected and the samples are now undergoing further testing. Samples of sediment showed heightened amounts of copper and polyaromatic hydrocarbons. Preliminary sampling indicates that the contamination is localized. The exclusion zone around the wreck remains in place; there is no reported significant risk to seafood from the contaminants. Divers discovered that many of the 36 remaining containers in the sunken ship's stern carrying

known contaminants have broken up and their contents have escaped. Further tests will help determine what action is needed to resolve the contamination issue. Source : Maritime Executive

NAVY NEWS

Symbol of Argentina's decaying navy sinks in port



Argentine destroyer [Santísima Trinidad](#) lies on its side at the naval base in Puerto Belgrano, Argentina. The government is seeking an explanation from the partial sinking of the Navy destroyer that fought in the 1982 war against Britain over the Falkland Islands. La Nueva Provincia/Associated Press



Argentina's defense chief expressed shame Wednesday after a Navy destroyer capsized at its moorings, putting on display the declining fortunes of a once-proud fleet. The [ARA Trinidad](#) led Argentina's 1982 sea war against Britain but has long been mothballed and used for spare parts to sustain what's left of Argentina's Navy. A Navy statement said that a pipe burst, flooding the ship below decks. Defense Minister Arturo Puricelli denied that cuts to the fleet's maintenance budget were to blame. He said negligence or "sabotage" were possible and demanded an investigation.

"When the president asks me, I'll be ashamed, frankly, to tell her that a boat sank while tied to the dock," Puricelli told Radio 10. "There has to be a well-founded reason for this."

Opposition congressmen blamed a decade of disinvestment in Argentina's military and said the country is ill-equipped to defend its seas. Congressman Gustavo Ferrari presented a study last year concluding that Argentina's army, air force, coast guard and navy were all badly underfunded.

Argentina's 3,100-mile coastline is being protected by a fleet that has been reduced to three destroyers, two other warships, several patrol boats, two scientific vessels, an icebreaker and the Libertad, the tall ship used to train cadets that was detained for months in Africa last year as collateral for unpaid debts. **Source : Tulsa World**

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Russia launches largest naval drills in post-Soviet history

The largest in post-Soviet history exercises of the Russian Navy started in the Black and Mediterranean seas. They involve warships of the Black Sea, the Baltic and Northern Fleets as well as other types of armed forces - the Army and the Air Force, including long-range aviation. The highest status of the exercises is confirmed by the fact that, for the first time, the overall management responsibility was given to the Chief of General Staff, Colonel-General Valery Gerasimov. The General Staff became a real body of operational control over troops and fleets for the first time. This was confirmed by the recent presidential amendments to the law "On Defense", which is now being prepared for discussion in the State Duma in the second reading.

Maritime policy has such a phenomenon as demonstration of the flag. That is, a country that claims to be a maritime power has to send its ships to different parts of the oceans to remind of itself. It turns out that during the current exercises in a relatively limited area of the ocean three Russian fleets displayed their flags at once. Even the U.S. has not yet gathered, for example, pennants of several of its different fleets or even different operational and tactical organizations in the Mediterranean Sea.

The largest in the last decade Marine combat training involves warships from the Black Sea, the Baltic and Northern Fleets: guided-missile cruiser "**Moskva**", a large anti-submarine ship "**Severomorsk**," escorts "**Smetliviy**", "**Yaroslav the Wise**", large amphibious ships "**Saratov**," "**Azov**", "**Kaliningrad**", and "**Alexander Shabalin**," special ships and support vessels, long-range aviation and the 4th Air Force and Air Defense Command.

The operational headquarters are located in the guided-missile cruiser "**Moskva**" of the Black Sea Fleet, positioned in a designated area of the Mediterranean Sea.

According to the press service of the Defense Ministry, the main task of the exercise is to assess the readiness of the military administration and inter-fleet group of forces to carry out tasks in the far sea zone. During the exercises that will last until January 29, 2013, Russian sailors in the Black and Mediterranean Seas will complete over 60 different military exercises, including missile and artillery fire.

Meanwhile, a number of Russian and foreign media noted that the large-scale naval exercises that the Russian Navy has not conducted for a long time, have a number of features associated with the situation at the borders of Russia and its allies, as well as the situation in the Middle East and North Africa.

Media reported that the ships participating in the exercise would mainly be located off the coast of Syria and allegedly would provide military support to the regime of Bashar al-Assad, including an amphibious landing in the area. This, of course, is hard to believe. Russia would not conduct these large-scale exercises to get involved in a conflict. Although, in Syria Russia has very real strategic, rather than tactical, interests. In Tartus, the second largest city of Syria, houses the only functioning Russian base outside of the former Soviet Union.

Judging by the statements of the Russian Foreign Ministry, the training landing in Tartus for a naval assault, or any other combat-actions associated with this base, are impossible by definition. Moscow intends to participate in the solution of the Syrian issue peacefully.

The military base was established in 1971. It was created to support the actions of the fleet in the Mediterranean Sea - ship repair, food and fuel supplies. The logistics base consists of floating docks, floating storages, warehouses, barracks and various household facilities. The object is kept by several hundred Russian sailors. The base rental brings Syria a great deal of money.

Russian naval exercises bring tangible benefits to some Western European ports as well. For example, newspaper El Faro reported that a visit of the Northern Fleet of Russia with a large anti-submarine ship "[Severomorsk](#)", rescue tug "[Altai](#)" and tanker "[Dubna](#)" into the Spanish port of Ceuta had a positive impact on the economy of the city. The newspaper wrote that Russian sailors spent about 200,000 euros in the city in three days. The main purchase of the squadron of the Russian Navy in Ceuta was 750 tons of fuel from a local company, El Faro reported. In addition, the Russian ships were sold 204 tons of drinking and fresh water. The rest of the money was spent on personal shopping by the sailors.

While the exercises of three Russian fleets in the Black and Mediterranean Seas is a demonstration of flags, so to speak, on a regional scale, the information on the construction of a new nuclear fleet is a demonstration of force at a global scale.

In Severodvinsk at the "Sevmash" factory nuclear submarine "[Vladimir Monomakh](#)" was launched, the third submarine of [project 955 "Borey"](#).

According to a press release issued by the factory, the launch from the floating dock marked the beginning of the cruiser tests. Soon "Sevmash" experts will test seaworthiness and performance of the nuclear submarine. Test runs of "Vladimir Monomakh" at sea are scheduled for the summer.

The first nuclear-powered Project 955 - "[Yury Dolgorukiy](#)" - was put into service by the Russian Navy on January 10, 2013. Simultaneously, the fleet put into service the primary weapon of submarines of this project - intercontinental ballistic sea-based missile P-30 "Bulava". In total, by 2020 the Navy plans to get eight submarines under the "Borey" project. They will replace obsolete submarine of 667BDRM project "Dolphin". The second submarine of project 955 "Borey" - "[Alexander Nevsky](#)" - is to be put into service by the end of 2013. Construction of another submarine of the project - "[Prince Vladimir](#)" - was commenced in Severodvinsk in July of 2012. In early January of 2013 information was released that the fifth "Borey" will be called in honor of Alexander Suvorov, and the sixth - in honor of Mikhail Kutuzov. Such large-scale construction of nuclear submarines in Russia is also observed for the first time in decades. **Source : Pravda**

Bangladesh to buy first submarine

- Bangladesh is to acquire its first submarines to boost its naval power in the Bay of Bengal, Prime Minister Sheikh Hasina announced Monday, only days after she signed the country's largest defence deal. "We have made a decision to add submarines with base facilities to Bangladesh's navy very soon to make it a deterrent force," Hasina said, as she commissioned the country's first domestically produced warship at a base in the southern city of Khulna. "We will build a modern three-dimensional navy for future generations which will be capable of facing any challenge during a war on our maritime boundary." The announcement is the latest sign of Hasina's willingness to spend heavily on defence, coming only nine days after she signed a \$1 billion defence deal in Russia for the purchase of training fighters, helicopters and anti-tank missiles. Analysts have said the deal with Moscow represents the biggest military purchase agreement since impoverished Bangladesh won its independence in 1971. Hasina did not give details of how many submarines the country would be purchasing and from where, but a senior army general told reporters on Monday that Bangladesh was in negotiations with China on the subject. Bangladesh, a third of whose 153 million population lives below the poverty line, has been expanding its defence capabilities in recent years, building a new air base close to neighbouring Myanmar and adding new frigates. A UN tribunal ended a territorial dispute between Bangladesh and Myanmar last March, but the row had brought the two sides close to military conflict in 2008 when Myanmar sent naval ships to support drilling for gas. Bangladesh has also a long-standing dispute with neighbouring India over their maritime boundary in the resources-rich Bay of Bengal. Hasina said the amicable settlement of the sea dispute with Myanmar has ensured the country's sovereignty over 111,631 sq.km (43,100 sq.miles) of maritime area, nearly the size of the country itself. She added the defence purchase was essential to ensure security of the huge area, in which Dhaka last month invited bidding from international oil companies to drill for new gas and oil reserves. According to the state-run BSS news agency, the new warship that Hasina officially commissioned on Thursday was made in Khulna Shipyard under the supervision of the Bangladesh Navy. The "[BNS Padma](#)" is armed with four 37-mm and two 20-mm cannons to resist land and air attacks and capable of laying mines.**source : times online**

Royal Netherlands Navy NH90 NFH Helicopter first operational deployment for Somalia Mission



The newest helicopter of the Dutch Armed Forces, the NH90 is aboard [HNLMS De Ruyter](#) Frigate on its way to Somalia. It is the first overseas mission for the maritime helicopter. The NH90 will provide an important contribution to the EU anti-piracy mission Atalanta.



The board helicopter will be mainly used for intelligence, reconnaissance and patrol and thus will act as the 'eyes and ears' of the frigate. With advanced detection equipment such as EO/IR sensor, radar and gauge collected information can then be forwarded quickly and automatically

via a data link. The helicopter crew consists of a pilot, a coordinator for the tactical execution of the mission and an operator who operates the sensors and analyzes if necessary onboard weapons deployment. For helicopter operations from [HNLMS De Ruyter](#), a total of 13 men are onboard. **Source : navyrecognition**



Former Dutch [Van Straelen class MSI](#) spotted as yacht at the Surinam river

Photo : Hans ten Katen Sr.(c)

SHIPYARD NEWS

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The **MARINECO THUNDERBIRD** arrives at Damen shipyards Gorinchem.

Photo : Migiel Francissen ©

Keppel Corporation Limited posts unaudited results for the full year ended 31 December 2012

The Directors of **Keppel Corporation Limited** advise the following unaudited results of the Group for the full year ended 31 December 2012, according to media release.

Net profit improved 28% to S\$1,914 million, compared to FY 2011's S\$1,491 million. Earnings per share of 106.8 cents, up 27% from FY 2011's 83.8 cents. Return on equity remains healthy at 22.6%. Economic value added increased from S\$1,024 million to S\$1,375 million. Cash outflow of S\$63 million. For the whole of 2012, Keppel Offshore & Marine secured S\$10 billion in contracts from customers across Brazil, the Caspian Sea and Mexico. This brings net orderbook to \$12.8 billion as at end December 2012, with visibility into 2019. In 2013, company will be completing a record of 22 newbuild units.

Former chairman of China Rongsheng Heavy Industries sells shares to present chairman and ceo

On 24 January 2013, Fine Profit agreed to sell to Boom Will an aggregate of 490,000,000 shares of China Rongsheng Heavy Industries, representing approximately 7.0% of the issued share capital, at a total consideration of HK\$820,260,000, representing HK\$1.674 per share, according to media release. Fine Profit agreed to transfer 800,000,000 shares (representing approximately 11.43% of the issued share capital) to Gallop Sun Limited. Prior to the completion transfer, Fine Profit was the controlling shareholder of the company and wholly-owned by Mr. Zhang Zhi Rong.

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Tugboat **FRIGGA** (9175250) towed 24 January 2013 the **SANCO SWIFT** (9630494), a new Seismic Survey Vessel for **Sanco Shipping**, through the Sound, still cold but sunny, on her way to Gursken in Norway.

Photo : Per Körnefeldt ©

Danger still evident in Port Hills

Canterbury Earthquake Recovery Minister Gerry Brownlee says a 40 tonne boulder that crashed through a house in the Port Hills last night is a graphic illustration of the ongoing unpredictability of the damaged land.

"This very vividly vindicates the time and effort spent establishing the risk of rock roll on the Port Hills," Mr Brownlee says. The giant boulder lodged under the Finnarsby Place house after crashing through the deck. "This property is in the red zone and is now Crown-owned," Mr Brownlee says. "We know from the extensive ground-truthing and area-wide modelling that the risk of rock roll in this part of the Port Hills is high, hence the need to zone the land red," Mr Brownlee says. "What last night's incident illustrates is that this is not just guesswork. "The risk is real and there will be an ongoing safety issue with this land for some time."

Mr Brownlee says reports from CERA's geologists indicate such rock roll activity is to be expected, even without an obvious trigger like heavy rain or further earthquakes. "This boulder is the size of a van, so clearly it posed a risk to life and limb had that home been occupied.

"All areas of Port Hills land zoned red due to rock roll are as dangerous and this cannot be forgotten." The decisions around the zoning of some properties in the Port Hills are currently under review, and the results of that will be announced in due course. **Source : Scoop**



The **CMA CGM MOZART** outbound from Melbourne – **Photo : Dale E. Crisp ©**

Singapore's PSA box volume up 5.2pc, tops 60.06 million TEU in 2012

SINGAPORE's PSA International, the world's No 1 container terminal operator, posted a 5.2 per cent year-on-year increase in global throughput to 60.06 million TEU in 2012.

It's main Singapore Terminals posted a 6.4 year-on-year increase to 30.26 million TEU, plus a 3.6 per cent increase during the same period to 28.8 million TEU at its facilities in 17 countries outside the Lion City. "The PSA Group has pulled together with resilience. 2012 was another challenging year for shipping as global trade growth continued to be weak, undermined by the ongoing debt crisis in Europe, the sluggish recovery of the American economy, turmoil in the Middle East and the slowdown in China," said PSA International CEO Chong Meng. "PSA will continue to invest in new port projects and upgrade our current facilities and terminals to better serve their needs globally," he said. **Source : Asian shipper**



The 2003 built ITA flag vehicles carrier **GRANDE NAPOLI** berthed at Malta Freeport Terminal 1 loading vehicles to Salerno, Italy and the 2002 built ITA flag vehicles carrier **GRANDE SPAGNA** berthed at Malta Freeport Terminal 1 West Quay loading vehicles to Tobruk, Libya on Saturday 18th January, 2013.

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

Thoresen Thai to Expand Fleet on Decade's Cheapest Vessels

Thoresen Thai Agencies Pcl (TTA), Thailand's second-largest shipping company, said it will buy vessels to take advantage of the cheapest prices since 2003 even as commodity rates slump. Thoresen Thai aims to raise as much as 6.37 billion baht (\$214 million) from shareholders next week to fund the expansion, Chief Executive Officer Chandchutha Chandratat said in a phone interview yesterday. The company plans to almost double its dry-bulk shipping fleet to as many as 30 from 16 by 2015, he said.

"We think there are good opportunities this year," Chandchutha said. "The majority of our planned investment could happen this year" as prices are cheaper, he said.

The average price of a five-year-old 56,000-ton ship was \$19.5 million this month, the cheapest since November 2003, according to Clarkson Plc, the world's biggest shipbroker. The Baltic Dry Index, a key measure of global commodity-shipping rates, slumped to a 25-year low last year, prompting Korea Line Corp. (005880) and Sanko Steamship Co. of Japan to seek court protection.

Demand to ship dry-bulk commodities will exceed fleet growth in the year's second half as the freight market begins to recover, Pareto Securities AS said in a report earlier this week. Demand will advance 7.7 percent this year as the fleet expands 6.7 percent, according to the Oslo-based investment bank.

Baltic Index

"The purchase of ships at the cheap prices will help cut Thoresen Thai's operating costs and improve earnings when the shipping rates and demand starts to rebound," Siam Tiyanont, an analyst at Phillip Securities Pcl in Bangkok, said by phone. "Demand for commodity transportation will reach its bottom later this year and show steady growth in 2014."

Thoresen Thai jumped 2.3 percent, the most since Jan. 18, to 17.90 baht as of the 12:30 p.m. trading break in Bangkok, extending its gain this year to 7.8 percent. The benchmark SET Index rose 0.6 percent.

China's 8 percent economic expansion will surpass the government's target as the country's share of dry-bulk imports rises to 40 percent from 20 percent in 2003, analysts Jonas Kraft and Erik Haavaldsen at Pareto said in their report.

The Baltic Dry Index averaged 920 last year, the lowest since 1986, according to figures from the Baltic Exchange, the London-based publisher of freight rates. The index fell 1 percent yesterday to 817.

Thoresen Thai seeks to buy new and used vessels that are about five to eight years old, Chandchutha said.

"People who have money are trying to push the price down on the distressed sellers as much as possible," he said. "But in the last two to three weeks, what I've seen is the sellers themselves are pulling deals from the market because they didn't like the price."

Shareholders Meeting

Thoresen Thai shareholders will meet Jan. 30 to vote on a revised fund-raising plan after an earlier proposal to raise 9.9 billion baht through a rights offering was rejected in December. Existing stockholders will get two new ones for every five they own at 14 baht each, besides the warrant, Chandchutha said. The company is also considering adding more rigs to its Singapore-traded offshore service unit, Mermaid Maritime Pcl (MMT), he said. Thoresen Thai plans to order two tender drilling rigs during the current fiscal year to replace ageing ones.

"We are in the early or middle stage of a multi-year cyclical upturn," Chandchutha said. "Most of the growth will be Asia and the Middle East." Almost \$650 billion is expected to be spent on exploration and production this year, he said. Thoresen Thai expects to post a net income in the fiscal year ending in September, helped by contributions from its offshore and infrastructure businesses, Chandchutha said, without providing an estimate. The bulk shipping business is expected to post a loss in the quarter ended December as rates fell more than expected, he said.

Source: Bloomberg



Molat seen at Corporation Quay, Sunderland 24.01.13. She was en-route from Port Norrköping to Alexandria when she had a cargo (wood) shift due to heavy weather and diverted to Sunderland. – Photo : Kevin Blair ©



The **Clipper Odyssey** moored in Da Nang – Photo : Willem Kappert ©

First East Asia action next week

ITF inspectors, along with dockers' and seafarers' union members will begin the first East Asian maritime action week of 2013 on Monday across ports in Japan, Korea, Russia and Taiwan. The action week will run from 28 January to 1 February. Joint inspection teams will check and enforce decent pay and working conditions onboard vessels. Particular attention will also be paid to informing seafarers of their rights under the Maritime Labour Convention 2006, ahead of

its coming into force in August this year. In Korea the ports of Kunsan and Dangjin will be added into those where ships are to be visited and checked. In Japan a rally willalso be held at the premises of the Kotoku Kaiun company, which is accused of preventing union representatives from talking to seafarers working on its ships.



Arion with barge MP 44 and MP 27 arrived in Brest - Photo : Jacques Carney ©

Ship owners wanted:



Luykx ultrasound B.V. produces since 15 years ultrasonic equipment for several applications of treating water. Scientific investigation proves that a combination of ultrasound and several other technologies improves even further the result. A literature study from the University of Utrecht, called "Ultrasound as sterilisation method" concludes this.

Tests and practical use in the agricultural industry have shown that a combination of ultrasound, with for instance active oxygen, reduces the needed amount of active oxygen with 80% or more. Another good and proven method of treating (ballast) water is the combination of ultrasound and ultraviolet light.



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Tel +31 6 108 228 12



The **DOGGERSBANK** waiting for the IJmuiden locks – Photo : Marcel Coster ©

SapuraKencana in good position for SapuraKencana Petroleum and its consortium partner Seadrill

are reportedly close to winning potentially over \$5bn worth of contracts in Brazil. The group was believed to be in close competition with the Technip-NorSkan consortium to secure the next batch of Petrobras contracts to supply six to seven pipe-lay flexible support vessels (PLSVs). Analysts said the SapuraKencana-Seadrill group may get the contracts to supply at least three PLSVs, as Petrobras is believed to want to diversify contracting risks to more players, with the Brazilian national oil company splitting three contracts each between **Seadrill** and **SapuraKencana**. The joint-venture was previously contracted by Petrobras to provide three PLSVs with charters worth \$1.4bn to work in its pre-salt fields in 2014-2015. **Source: Seatrade-Asia**



The **BROVIG BARAT** enroute Rotterdam – Photo : Ruud Zegwaard
<http://merchantshipphoto.blogspot.com/> ©

Salvagers recover 1,007 of 1,368 boxes aboard Rena as NZ cleanup ends

SALVAGE company **Braemar Howells** is to complete its work on the clean-up and of the wreck of the 3,352-TEU **Rena** which ran aground on the Astrolabe reef of the New Zealand coast in October 2011.

Salvagers recovered 1,007 containers from a total of 1,368 containers aboard the MSC-chartered ship before the accident when the ship made a course change en route to the Port of Tauranga, resulting in New Zealand's worst oil spill of 1,300 tonnes bunker fuel. The Greek shipowner, Athens-based Costamare's subsidiary Daina Shipping, was fined NZ\$300,000 (US\$247,000) by a Tauranga District Court after pleading guilty to negligence charges.

The captain and one officer, convicted of endangering life and property and falsifying ship records, have since been released from jail after serving half their sentences, which is customary in New Zealand.

According to London-based Braemar Shipping Services (BSS) it has made GBP18.4 million (US\$29.15 million) to date on the salvage job. Resolve Fire and Salvage, a division of Resolve Marine Group, has been working on the removal of the Rena and Braemar Howells/Unimar on collecting debris from the seabed and beaches. **Source : Schednet**

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Seaway Heavy Lifting



The **Shoreway** and **Coronaut**, as seen in Tampico (Mexico). **Photo: Shoreway crew ©**

.... PHOTO OF THE DAY



The buoytender **TERSCHELLING** with ondeck some navigation buoys normal used in the Blauwe Slenk ,the buoys are changed out with special winter buoys in view of the ice in the water [Photo Hessel Buren - www.tugsalvage.nl](#)
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BOEKBESPREKING

Door : Frank NEYTS

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Traffic at the Dutch Markermeer **photo : FLYING FOCUS luchtfotografie - www.flyingfocus.nl ©**

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