



Number 028 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 28-01-2013**

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AZAMARA CRUISE CLUB's AZAMARA JOURNEY moored at the Singapore Cruise centre in Keppel Bay last Saturday
Photo : Piet Sinke ©

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The **MOTION SCAN** anchored off Singapore last Saturday – photo : Piet Sinke ©

CMHI and CMA CGM have entered into a strategic partnership

China Merchants Holdings (International) Company Limited ("CMHI") and CMA CGM are pleased to announce that on 25th January 2013, they have signed the Share Purchase Agreement regarding the sale of 49% equity interest in

Terminal Link for ? 400 million. Following some pre-closing reorganization, the transaction is expected to complete within the first half of 2013, subject to receipt of certain relevant external regulatory approvals.

This significant transaction is the initial cornerstone of a mutually, highly beneficial strategic partnership between CMHI and CMA CGM in operating and developing container terminals on a global basis and extending their relationships as business partners while capitalizing on favorable global macro trends.

Terminal Link, 100% subsidiary of the CMA CGM Group based in Marseilles, France, operates, develops and invests in a global network of 15 terminals located on the world's key international shipping routes. Supported by state-of-the-art infrastructure and equipment and expert management teams, it provides best-in-class quality services in stevedoring, storage and other container-handling activities to the world's largest shipping lines calling at its terminals. Terminal Link ranks #12 worldwide based on throughput handled with a volume of 8.1m TEUs handled in 2011.

CMA CGM, the world's third largest container shipping company, has been pioneering container shipping industry growth on the Asia - Europe and Mediterranean Basin trading routes. In the continuity of the successful partnerships created with world-class terminal operators through shared control of terminal assets, this important operation constitutes a unique opportunity to accelerate its development into and strengthen exposure to emerging markets-driven trade flows, and in particular inbound and outbound China container traffic.

CMHI, the largest public port operator in China, invests in and operates port business from a portfolio located primarily in 8 major cities along China Mainland's 5 most economically-active regions (viz Shenzhen, Hong Kong, Shanghai, Ningbo, Qingdao, Tianjin, Xiamen and Zhanjiang). Added to its port portfolio, in recent years, are assets in Colombo of Sri Lanka and in Africa. Total container volume handled by its port portfolio exceeds 60 million TEUs in 2012. In this respect, investing in Terminal Link does not only represent a significant step for CMHI towards further internationalizing its ports business, but also help to deepen the already mutually beneficially working relationship with a leading global container shipping group. CMA CGM Chairman and Chief Executive Officer, Mr. Jacques R. Saadé commented, "CMA CGM is very confident about this partnership with CMHI, which represents a unique opportunity to accelerate the Group development into terminals investments internationally. Since the beginning of CMA CGM presence in China, 21 years ago, the Group has always appreciated to work with Chinese Groups and this strong alliance confirms CMA CGM willingness to pursue.

The complementarity of CMA CGM and CMHI offers could allow both of us to develop international businesses."

CMHI Chairman, Dr. Fu Yuning, emphasized, "The transaction is consistent with CMHI's strategy and marks a significant step towards expanding our international footprint. Terminal Link's strategic relationship with CMA CGM will help to ensure the long-term sustainability of its operations. Besides, Terminal Link's exposure to terminals in emerging markets and its potential pipeline of new projects present another driver for its volume growth and financial returns in the future. On the other hand, CMHI's existing network of terminal operations in China and globally, and the cargo flow business thereby captured, will potentially complement and supplement the services offered by Terminal Link, thereby creating synergized benefits mutual to not only both parties but also the respective shipping customers of CMHI and of Terminal Link." He added, "In addition, the transaction reflects the closer working relationship we are forging with CMA CGM." **Source: China Merchants Holdings**



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Seaway Heavy lifting's OLEG STRASHNOV moored at Rhénus in Rotterdam-Europoort –
photo : Ivo Terpstra ©

EU needs a new strategy to combat maritime piracy

In a bid to move the EU away from its current piecemeal action against piracy, the European Economic and Social Committee (EESC) has put forward a comprehensive strategy to combat this scourge. The strategy was discussed by decision-makers and stakeholders at a hearing organised yesterday by the Committee. "Piracy is not only a maritime problem. It is also a humanitarian, trade and global one, affecting consumers and taxpayers around the world," said Dr Anna Bredima (Greece, Vice-President of the EESC's Employers Group), rapporteur for the opinion.

Piracy worldwide costs the staggering sum of USD 7-12 billion every year, with 18 000 vessels sailing annually through piracy-infested waters. 3 million barrels of oil and half the world's container trade transit daily from areas of the Indian Ocean that are threatened by pirates.

The EU, which controls 40% of world shipping, cannot afford any escalation of piracy, said the EESC. "If the wave of piracy goes unchecked, the whole supply chain of goods and energy risks being disrupted," said Stéphane Buffetaut, president of the EESC Section for Transport, Energy, Infrastructure and Information Society. This is why the EESC called on the EU institutions and Member States to muster the political will needed to come forward with a multi-faceted anti-piracy strategy. "The EU needs to come up with an appropriate mix of the tools it has at its disposal: trade and development aid, military presence, reconstruction and capacity-building," said Dr Bredima. In her key-note speech, Commissioner Damanaki indicated that the European Commission was currently drafting a new "EU security strategy for the global maritime domain". Its first step would be to generate "real-time situational awareness of all activities at sea". By interlinking civilian and military communities, it would result in better cross-border information sharing, which in turn would facilitate decision-making and improve maritime governance.

Short-term fix not an option "We are not under any illusion that short-term measures can wipe piracy out," said Dr Bredima, insisting on long-term strategies combining capacity building in failed states and direct economic incentives offering credible livelihood alternatives to piracy. Her view was echoed by Peter Van Dalen, MEP, who insisted on the need to strengthen the prosecution capacity of the countries off whose coast pirates operate. "Effective persecution of pirates in the region where they are active is paramount," he said.

Commissioner Damanaki added: "Prosecution should reach the true instigators and financiers, not just the small pawns, the 'foot soldiers'. This requires strong political will from countries." Patrolling the EU with 20 police cars While backing the UN decision to extend the mandate of the European Union Naval Force Somalia (EU-NAVFOR-ATLANTA) until 2014, the EESC said its geographical scope must be broadened to include West Africa as well.

"The current naval presence in the Indian Ocean can be likened to patrolling an area the size of Europe with 20 police cars," said Dr Bredima. Georgios Koumoutsakos, MEP said that a side effect of concentrating anti-piracy efforts on Somalia was that it just re-emerged in other parts of the world, including the Gulf of Guinea and western Africa.

Disrupting money flows

The EESC believes that military measures should go hand in hand with decisive action aimed at disrupting the pirates' financial networks. The first step should be better tracking of financial flows and the setting up of an EU blacklist of institutions involved in laundering money from piracy. Some of the ransom money that may have been deposited in EU banks must be traced and confiscated, said the EESC.

"The naming and shaming of complicit financial institutions is a necessary step in the battle against piracy," said Peter van Dalen, MEP. The EESC also said that Member States could make use of qualified private armed guards on board vulnerable ships, with the proviso that the use of private forces be subjected to stringent EU and international conditions. Commissioner Damanaki concurred, saying: "This practice must be implemented cautiously, with good control." The EESC was adamant that legislation in EU countries must be amended to re-criminalise piracy and create a consistent legal framework for prosecuting pirates. **Source: European Economic and Social Committee (EESC)**



The 2012 built GBR flag and owned tugboat **STATESMAN** berthed at Manoel Island Marina, Malta on Thursday 24th January, 2013. She's the former **ULUPINAR XIV** built by **Sanmar Shipyard, Turkey**.

Photo : Szabolcs Pocza - www.maltashipphotos.com ©

Product-Tanker Fleet Seen Poised to Expand Amid Demand Concern

The supply of tankers that carry refined oil products is set to expand at the same time that the outlook for demand is sparking concern, said Henry Curra, head of research for **shipbroker ACM Shipping Group Plc. (ACMG)**. As many as 96 of the vessels were ordered last year and 12 so far this year in response to stronger ton-mile demand, gauged by multiplying cargo size and distance traveled, according to Curra. Following are comments he made today at Marine Money's 4th Annual London Ship Finance Forum. Refined products such as gasoline are referred to in the industry as clean, while dirty denotes crude oil. "In 2010, we were very bullish on clean product carriers; 2011, we were quite bullish clean product carriers. Since 2012, we are starting to get worried. "The demand picture for Medium Range and Long Range tankers is actually not that encouraging. In terms of import volumes, they're actually dipping. It's only ton-mile demand that's saved those product carriers. "There's increasing ton miles out of the U.S. Gulf with exports to Europe and to Latin America, and Europe's pulling in more jet and gas oil from India and the Middle East. So we still have a positive story ton miles." **Source: Bloomberg**



After spending a week at anchor the Greenpeace vessel **RAINBOW WARRIOR** entered the Lyttelton dry-dock. The ship will have her hull below the waterline cleaned before she sails for the sub-antarctic islands south of New Zealand where she will conduct research. **Photo : Alan Calvert ©**



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Afgelopen maanden was de **De Ruyter lunch** wederom een groot succes met vele deelnemers, waaronder wederom vele nieuwe gezichten van personen welke de weg naar de **De Ruyter lunch** hebben gevonden, De **De Ruyter lunch** is de plek in Singapore waar maritieme Nederlands (of Vlaams) spreken elkaar maandelijks ontmoeten.

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Cost of repairs to Napoléon Bonaparte



French Mediterranean ferry operator **SNCM** is preparing to pay out €30-50M (up to \$66.57M) to repair to its ro-pax **NAPOLÉON BONAPARTE**. The ship sank in Marseilles in late October 2012. The 1996-built vessel, with capacity for 2,400 passengers and 660 vehicles, sank after breaking its moorings in high winds and colliding with a quay. It was refloated little more than a week ago and remains drydocked at the port for damage assessment. SNCM's CEO Marc Dufour told the Marseilles newspaper La Provence that the company intends to repair the ship, with an expected bill of €30-50M. It was insured for €175M, with a market value of at least €60-70M, said Dufour, who added: "Once the work has been carried out, we will be able to operate it for another 2-3 years." The vessel suffered a gash of 2m by 3m, flooding two watertight compartments, its main engine and generators. FRENCH Mediterranean ferry operator SNCM is preparing to pay out €30-50M (up to \$66.57M) to repair to its ro-pax **NAPOLÉON BONAPARTE**. Source: Fairplay / ferries of Southern Europe



Second hand vessel purchasing activity rather active

According to the latest shipbroker reports, activity in the second hand ship purchasing sector has been rather brisk during the past couple of weeks. According to Clarkson Hellas, "a Kamsarmax resale the **M/V GRANDA M** (82,000 dwt 2012 blt Jiangsu Eastern) originally ordered by Swiss owners, is reported sold by the builders to Singapore based buyers for US\$ 20.7m. In the Panamax sector the **M/V GOLDEN GLORY** (70,296 dwt 1996 blt Sanoyas) after her failed sale back in July at region US\$ 9.5m, has now reported sold for US\$ 6.5m most probably to Chinese buyers".

An increased activity in Supramax/Handymax sector was also noted this week. "The **M/V KT VENTURE** (55,868 dwt 2007 blt Kawasaki) has reportedly been sold by clients of Nagashiki Kisen to unnamed Greek Buyers for a price of US\$ 18.5m while the Turkish-owned **M/V BAYTUR** (52,261 dwt 2001 blt Daedong) reported sold at US\$ 13.6m to Indonesian buyers.

The CH. F. Ahrenkiel controlled **M/V NORMANNIA** (42,648 dwt 1997 blt I.H.I.) understood to have been sold at a relatively firm US\$ 8.9m, to Greek interests. Understand that the obtained price is reflecting the good class position of the ship as she had passed her ss in July 2012.

Finally, in the handysize sector, 2 x resale "Trader" class handysize bulkers have been sold by clients of **Tsuji Heavy Industries** to undisclosed Greek buyers. The vessels, which are 30,000 dwt and which will deliver from the yard during 1st quarter 2013, are understood to have achieved a price of US\$ 17.5m each which includes the installation of log stanchions.

In the wet S+P front, the Salamon's VLCC "**MERIDIAN LION**" (273,769 dwt 1997 blt Hyundai) reported sold for a price in excess of US\$ 26m to Russian oil company Rosneft.

Elsewhere in the market the zinc coated methanol carrier **M/T SHOKO MARU** (30,952 dwt 1998 blt Minami Nippon) has been sold to Middle East based Buyers at region US\$ 8.8m. The capability to carry Methanol has proved an advantage in recent months with Buyers offering a significant premium on the price over standard product tankers in order to secure the tonnage. In the LPGs the Japanese owned "**MORNING AIR**" (5,020 cbm 2010 blt Nakatani) has gone to Chinese buyers for US\$ 19m while Middle Eastern buyers have paid US\$ 13m to purchase the "**GASCHEM BERGEN**" (8,239 cbm 1991 blt Brand Werft)" the report concluded.

In a separate report, Intermodal noted that "there was some increase in activity this week, however it seems that most of the reported deals were in the works a couple of weeks back. On the dry bulker side, we had the sale of the "**KT VENTURE**" (55,866dwt-bltn 07 Japan), which reportedly went for a price of \$18.5m to Greek buyers". In yet another report, shipbroker Golden Destiny had noted that the focus has been small vessel sizes of vintage tonnage. "In the bulk carrier segment, there was an activity in the handymax segment for vessels of more than 15yrs old. The most modern S&P transaction took place in the handysize segment for a vessel of 32,400dwt built 2003 Japan for about \$10.5mil with special survey passed. In the tanker segment, two S&P transactions reported in the very large crude carrier segment for vessels built 1993 and 1997 sold for about \$21mil and \$26.5mil respectively.

Overall, 14 vessels were reported to have changed hands at a total invested capital in the region of US\$ 146 mil , 5 S&P deals in the bulk carrier, 3 in the tanker, 2 in the gas tanker, 2 in the liner and 2 in the container segment. In terms of the reported number of transactions, the S&P activity is down by 53% from last week's activity, due to a 58% weekly decrease in the purchase of bulk carriers and 81% decrease in tanker purchases. Comparable with previous year's weekly S&P activity is almost at similar levels, when 15 vessels induced buyers' interest at a total invested capital of about \$219,02mil with tankers holding 53% of the total volume of S&P activity. In terms of invested capital, the tanker segment appears as the most overweight segment by attracting about 39% of the total amount of money invested with the purchase of 2 VLCCs and one handysize vessel" the shipbroker's report concluded.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



"Stena RoRo's **MONT VENTOUX** RoRo vessel arriving at the port of Rades, Tunisia. Currently on charter to CMA CGM sailing between Rades and Marseille". Photo : Capt. Alex Castle – Master - MV 'Strait Of Messina' ©

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Heerema's **BALDER** moored in Rotterdam-Calandcanal
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Fuel removed from grounded US navy ship

A SALVAGE team has removed all diesel fuel from the tanks of the **USS Guardian** which ran aground last week on the Tubbataha reef in Sulu Sea, the American Navy said. The US 7th Fleet said approximately 15,000 gallons of fuel was safely transferred to the contracted tug **VOS APOLLO** during controlled defueling operations over the past two days.

No fuel has leaked since the grounding of the 68-meter **USS Guardian**, which is an avenger-class mine counter-measure vessel. "One of our priorities was to get the fuel out of the ship in order to minimize environmental damage," Rear Admiral Tom Carney, on-scene commander of the salvage operation, said in a statement. The US Navy is working closely with the Philippine Navy and Coast Guard, which earlier formed the Task Force Tubbataha for the salvage operation of the stranded American ship. "They [US Navy, Philippine Navy and salvage company from Singapore] continued to secure top side of the ship, removed all small items and secured other items that were left behind," Rear Admiral Rodolfo Isorena, Philippine Coast Guard (PCG) commandant, said in his report.

The Department of Transportation and Communication (DOTC) said the Task Force Tubbataha is finalizing the salvage plan of the **USS Guardian**. Part of the said plan is to use a crane with high lifting capacity for the vertical removal of the stranded ship instead of just dragging it to avoid incurring more damage to the reef.

Two heavy lift ship-borne cranes were contracted to support the salvage operations and are due to arrive at the scene around February 1. Carney admitted the difficulty in the salvage operation due to the nature of the ship and of the changing environment. Earlier, Isorena of the PCG said there was a short delay in the salvage operation due to erratic weather conditions, adding that the **USS Guardian** is too badly damaged.

The ship's wooden hull, which is covered in fiberglass similar to surfboards, was punctured while several of its areas were flooded, according to the US 7th Fleet.

However, Carney stated that his top priorities are to ensure the safety of those involved in the salvage operations while carefully protecting the Tubbataha reef.



Members of a U.S. Navy salvage assessment team work aboard the mine countermeasures ship **USS GUARDIAN (MCM 5)**, which ran aground on Tubbataha Reef, Jan. 17. The U.S. Navy and Republic of the Philippines Coast Guard are working to safely recover the ship while minimizing environmental effects to the reef. **Photo : US Navy**

Earlier, the Inspection Team assessed that approximately 1,000 square meters of corals were severely damaged due to the incident, according to the PCG. According to the US Navy, the vessel ran aground on Tubbataha Reef at 2:25 a.m. in January 17. The **USS GUARDIAN**, which departed Olongapo City en route to Indonesia, was transiting the

Sulu Sea when the grounding occurred. The US Navy earlier said they were provided by the US National Geospatial-Intelligence Agency with the preliminary findings of a review on Digital Nautical Charts that contain "inaccurate navigation data," which may have been a factor in the grounding of the Guardian **source : Sun-Star**

Russia arms Indian 'Sea giant' sub with multi-role cruise missiles

Russia's leading shipyard finished deep modernization of the Indian submarine **INS Sindhurakshak** (Sea giant). Armed with latest multi-role missile system, radar and electronics, the sub promises to become the game-changing backbone of the Indian Navy.



The ceremony of signing the transfer and acceptance act of the diesel-electric submarine **INS Sindhurakshak (Sea giant) SSK Kilo Class** has been conducted on January 26 in Severodvinsk, when the sub was solemnly passed to the Indian Navy. The submarine has been undergoing complete overhaul and upgrade in Russia's leading Zvezdochka (Starlet) shipyard in the town of Severodvinsk in Russia's north since August 2010. According to open sources the works' cost of US\$80 million included overhaul of submarine's hull structures, installation of upgraded electronic warfare and weapons control systems, mounting of Indian-made sonar USHUS and radio communication systems. **Source RT**



The Indian Navy's **Sindhurakshak** submarine is docked in Visakhapatnam

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Het event van 1 februari staat in het teken van het Loodswezen. De presentatie op deze middag wordt verzorgd door Eric van Dijk (voorzitter Nederlandse loodsencorporatie) en Fred Kuipers (voorzitter regionale loodsencorporatie Scheldemonden). Zij zullen ingaan op actuele ontwikkelingen m.b.t. het loodswezen, het vak en de opleiding tot loods.

Het event is voorafgaand aan de grote open dag van de Zeevaartschool. Vertegenwoordigers van rederijen uit het gehele land zullen aanwezig zijn deze middag.

Na de korte presentatie is er ruime gelegenheid tot netwerken.

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26-01-1013 The **GRANDE BRASILE** arriving at **Palumbo Malta shipyard** photo **Mario Schembri** ©

China shipbuilding industry continues to drop this Year

According to a report released by the **China Association of the National Shipbuilding Industry (CANSI)** on January 25, due to fewer orders held, the lower price of completed ships, and higher production costs, China's shipbuilding industry is expected to continue to perform poorly this year. Approximately 55 million dead weight tons (DWT) of ships are expected to be constructed, and the number of new orders is likely to increase slightly, but the number of orders held may drop to below 100 million DWT. Statistics from the CANSI show that over the first eleven months of 2012, shipbuilding enterprises above designated size generated total profit of 28.8 billion yuan, down 29.1 percent year-on-year (YoY). Specifically, the profit from ship construction was 22.5 billion yuan, down 35.3 percent YoY, the profit from ship supporting was 4.43 billion yuan, up 1.8 percent YoY, and the profit from ship repair was negative 90 million yuan, down 134 percent YoY. **Source: Morning Whistle**

STX Dalian wins four bulk carriers order

STX Dalian Shipbuilding, the Chinese unit of South Korean **STX Group**, won a KRW200bn (\$187m) deal to build four 181,000 dwt dry bulk carriers for Frontline. The Dalian yard in China will deliver the ships in the first half of 2015.

The contract comes with an option to construct four similar type vessels. An official from **STX Dalian Shipbuilding** said the yard is expected to win more orders this year due to its strong competitive edge despite the sluggish global shipbuilding market. **Source: Seatrade-Asia**



The **HS PARIS** anchored off Singapore – Photo : Piet Sinke ©

China Rongsheng Heavy Industries: Norwegian Maritime Community Strengthens Ties with Rongsheng

A distinguished delegation led by Norwegian Maritime Directorate Shipping and Navigation Director General of Mr. Olav Akselsen and Det Norske Veritas ("DNV") Vice President Mr. Trond Hodne visited **China Rongsheng Heavy Industries** on 22 January 2013. As the only selected Chinese shipbuilding corporation existed in the delegations' schedule, China Rongsheng's top management team warmly welcomed the honorable guests and many remarkable names from the Norwegian maritime industry including Grieg Group, **Havila**, T. **Klaveness Shipping**, **Knutsen OAS** and other representatives from banking and insurance community. In his address China Rongsheng Heavy Industries Chairman of Board and CEO Mr. Chen Qiang expressed his wish to extend the cooperation with Norwegian maritime community and which would help the Group shortening the learning curve in offshore engineering and further strengthening its capability in this growing high-end market. Other senior management including Jiangsu Rongsheng Heavy Industries President Mr. Chen Guo Rong also shared their thoughts in innovative designs, green technology and offshore engineering. China Rongsheng is striving for further achievements in business strategic upgrade in 2013. Besides green shipbuilding, the Group is boosting its offshore engineering business after the official opening of **Rongsheng Offshore & Marine** in Singapore. Having received the first order 2,000m Tender Assisted Drilling Barge, the new subsidiary is contributing to the Group's strategy with a more reliable and consistent offshore engineering marketing platform in overseas. Mr. Akselsen recognized the achievement by **China Rongsheng** in the past few years and insists his confidence in the future of the Group. As a Chinese shipbuilding and offshore engineering entity approved by National Development and Reform Commission, China Rongsheng delivered its first vessel to a Norwegian ship owner 2008. Mr. Hodne remarked, China Rongsheng also delivered the world's first DPV featuring 3,000-meter deepwater pipe-laying, 4,000 tonnes of lifting capacity and DP-3 dynamic positioning capability, which reiterated his confidence in technological prowess and management capability of the Group. **Norwegian Shipowners' Association**, organizer of the distinguished delegation, is an employer organization serving more than 160 companies in the field of Norwegian shipping and offshore contractor activities. Their members are the core and driving force within the Norwegian maritime environment, employing more than 55,000 seafarers and offshore workers from more

than 50 different nations. DNV is one of the major classification societies in the world. As it announced last year, DNV has signed an agreement to merge with GL. The new entity will be called **DNV GL Group** and will be headquartered and registered in Norway. It will be one of the world's leading ship classification societies and risk experts in the oil and gas, renewable energy and power sectors, and among the global top three within management system certification. With more than 17.000 employees and an extensive global network of offices, its combined turnover may reach some EUR 2.5 billion. **Source: China Rongsheng Heavy Industries**



The **HIGHLAND GUIDE** anchored off Singapore last Saturday – **Photo : Piet Sinke ©**

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The last APS-lift with weight of 120Mt by **LORELAY** from the **MERMAID LEVEQUE** At the Gorgon Jansz field located NE of Barrow island NW-Australia, the APS will be installed at the seabed at a depth of 1300 mtr **Photo : Capt Ruud Matthes -Master "Lorelay" ©**

Diana Shipping Inc. Announces Delivery of the Newly Built Kamsarmax Dry Bulk Carrier M/V Myrto

Diana Shipping Inc., a global shipping company specializing in the ownership and operation of dry bulk vessels, Friday announced that the Company, through a separate wholly-owned subsidiary, took delivery of the m/v "**Myrto**", a 82,131 dwt newly built Kamsarmax dry bulk carrier that the Company entered into an agreement to purchase in December 2012. As previously announced, the m/v "**Myrto**" is time chartered to Cargill International S.A., Geneva, at a gross charter rate of US\$9,000 per day, minus a 5% commission paid to third parties, for a period of minimum eighteen (18) months to maximum twenty-four (24) months. The charter is expected to commence later today. This employment is anticipated to generate approximately US\$4.86 million of gross revenue for the minimum scheduled period of the charter. Including the newly-delivered m/v "**Myrto**", **Diana Shipping Inc.**'s fleet currently consists of 31 dry bulk carriers (17 Panamax, 1 Kamsarmax, 3 Post-Panamax, 8 Capesize and 2 Newcastlemax), as well as 2 new-building Ice Class Panamax vessels expected to be delivered to the Company during the fourth quarter of 2013. As of today, the combined carrying capacity of the Company's current fleet, excluding the two vessels not yet delivered, is 3.5 million dwt with a weighted average age of 5.9 years. **Diana Shipping Inc.** is a leading global provider of shipping transportation services through the ownership and operation of dry bulk vessels. The Company's vessels are employed primarily on medium to long-term time charters and transport a range of dry bulk cargoes, including such commodities as iron ore, coal, grain and other materials along worldwide shipping routes. **Source: Diana Shipping Inc.**



25-02-2013 Stern trawler **ATLANTIC PRINCESS** pictured leaving the Tyne after a crew change at Northumbrian Quay, North Shields [photo : Kevin Blair ©](#)

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According newspaper Blitz am Sonntag) the scrapping of MS **GEORG BUCHNER** has been stopped for the time being. It has been confirmed that she still has a value as a monument. Based on documents available a move to a foreign country and perhaps scrapping there cannot be allowed. To maintain the monument it is said has priority for the authorities. [Photo : Frans de Lijster ©](#)

BOEKBESPREKING

Auteur : Frank NEYTS

“Sleep en duwboten 2013”.

Ook dit jaar pakt **Uitgeverij De Alk** uit met een nieuwe editie van het standaardwerk “**Sleep en duwboten 2013**”. Het boek werd samengesteld door **W. Van Heck** en **A.M. Van Zanten**. In 336 pagina's brengt de publicatie een diepgaand overzicht van alles wat reilt en zeilt in de sleep- en duwvaart van de lage landen. Rederijen, scheepswerven, sleepbootrederijen, overheidsdiensten, noem maar op, alles wat er op het vlak van sleep- en duwvaart in het werkgebied te bespreken valt komt aan bod. De laatste technische evoluties, de meest recente verschuivingen binnen maritieme groepen, de nieuwbouw binnen de sector, het is moeilijk iets aan te duiden dat niet in het buitengewoon interessante en volledige boek aan bod komt. Een dikke aanrader dus voor iedereen die het vakgebied actief is of voor wie van schepen houdt. Bovendien is het werk geïllustreerd met tientallen prachtige (meestal nooit eerder geziene) kleurenfoto's.

“Sleep en duwboten 2013” (ISBN (978-90- 6013-382-8) telt 336 pagina's werd als softback uitgegeven en kost 25 euro. Aankopen kan via de boekhandel. In België wordt het verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

.... PHOTO OF THE DAY



the Canadian Coast Guard R Class Ice Breaker **HENRY LARSEN** operating in heavy ice off Gross Cacouna, Quebec in the St. Lawrence River. By the way the temperature was -26C with strong winds giving a wind chill of -32C or more.

Photo : John Attersley ©

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