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Seen stuck in the mangroves next to Tooradin Airport, on the northern shores of Western Port Bay (Australia) is the ex Hopper Barge AMSTERDAM V built in Holland in 1936, according to [Johan Korevaar](#) who migrated from Netherlands, and was her skipper in the 50's when she arrived, with other barges, to assist in the construction of Melbourne's Webb Dock.

Any more info welcome, she has been there for over 30 years after being sold off privately. Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©

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## EVENTS, INCIDENTS & OPERATIONS

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The **DIAMOND PRINCESS** moored in Hobart – Tasmania – Photo : Sinclair McWilliam ©

# Seize French Oil Tanker off Ivory Coast, 17 Kidnapped

After a French oil tanker fell off the radar this weekend off the Ivory Coast, the International Maritime Bureau (IMB) suspected that this was an act of piracy. Now, Abidjan port officials have confirmed that the vessel was hijacked in international waters.

The tanker has 17 crewmembers aboard it, who are believed to have been kidnapped along with the ship. According to the Washington Times, the tanker went missing Sunday after it was flagged in Luxembourg.

An IMB spokesperson noted that this is the third pirate attack in a matter of days. A mariner was shot on Monday during an attempted pirate hijacking off the coast of Lagos, Nigeria. Last week, pirates tried to take over another oil tanker traveling Nigeria's coast. They seek the vessels' oil cargo, worth millions. **Source : The maritime executive**



The **OMEGAGAS** at Vlissingen pilot station

Photo : Cornelis H. Murre ©

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The **ANGLIAN MONARCH** in Liverpool last year.

Photo : Ray Preston - J P Knight Ltd ©

## Derelict Russian ship adrift in international waters

Transport Canada says it will not pursue the drifting **Lyubov Orlova** since the cruise ship has officially entered international waters. A spokesperson said the Russian vessel is no longer a threat to the safety of offshore oil platforms, its personnel, or the marine environment.

It is unlikely that it will re-enter Canadian waters, given the current patterns and predominant winds.

According to Transport Canada, the vessel was spotted approximately 250 nautical miles east of St. John's, approximately 50 nautical miles outside Canada's territorial waters.

The fate of the **Lyubov Orlova** remains unclear.

Transport Canada said in a release Saturday night that they have decided not to pursue the vessel because it would be a safety risk to the Canadian sailors. The department said the owners of the vessel have been made aware of the current status of the ship and they are responsible for it. The **Lyubov Orlova** had been tied up in the St. John's harbour for more than two years before it was towed away last week. The derelict vessel started drifting toward open water after it snapped its tow line as a tugboat was pulling it to the Dominican Republic for scrap. The **Atlantic Hawk**, a supply vessel in the offshore oil industry, managed to take the Orlova under tow again last Wednesday.

**Orlova** owner hopes to retrieve drifting vessel. The owner of the derelict and drifting cruise ship **Lyubov Orlova** said he knew it was a bad idea to attempt to move the ship from St. John's harbour almost two weeks ago.

Reza Shoeybi said he feared the courts might seize the **Orlova** before he had a chance to move it. "We had to take a chance and get it out of here, because a lot of people didn't like to have it here," said Shoeybi. "And basically, it was either take it out of here or lose the ship." Shoeybi is staying in St. John's aboard the tug boat **Charlene Hunt**, which failed to tow the **Orlova** to a scrap dealer in the Dominican Republic.

The Hunt managed to haul the **Orlova** out of the harbour on Jan. 23. A day later, the line between the tug and the **Orlova** snapped southeast of St. John's.

Shoeybi said Transport Canada has told him that he can't use the **Charlene Hunt** to retrieve the **Orlova**, so he hopes to find another vessel to catch up with it and bring it to the Dominican. Meanwhile, after another failed attempt to tow the vessel, Transport Canada has decided to leave the ship adrift in international waters.

The federal agency hired a vessel to tow the **Orlova**, but the line between the ships snapped on Friday, 20 minutes after the tow line was connected.

There were seven-metre-high waves and 140 kilometre-an-hour winds at the time. Officials decided it was too dangerous to try to re-attach the line to the former Russian cruise ship in those high seas. After the **Orlova** broke free of the Hunt on Jan. 24, it was picked up by the **Atlantic Hawk**, an oil industry supply vessel, on Jan. 30.

The **Orlova** was then transferred to the supply vessel hired by Transport Canada on Feb. 1.

The agency said there is a tracking device aboard the **Orlova**, and the ship was last reported to be drifting in a north-easterly direction. Meanwhile, Transportation Safety Board officials have arrived in Newfoundland to investigate how the **Orlova** originally ended up adrift. **Source : CBC**



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05-02-2013 The **BW LUCK** westbound in the Singapore Straits – **photo: Piet Sinke (c)**

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**BEN MY CHREE** seen steaming in the Irish Sea – Photo : Bert de Ruiter (c)

## Government drafts anti-piracy bill allowing private armed guards to defend ships

The Japanese government will submit to the Diet an anti-piracy bill allowing foreign security contractors aboard vessels carrying the flag of Japan to have firearms with them, said sources. As it currently stands, Japanese-registered vessels are not permitted to carry private armed guards on board, under the Sword and Firearm Control Law. In the bill drafted by the Land, Infrastructure, Transport and Tourism Ministry, warning shots will also be allowed; and while firing at people is still prohibited, doing so in self-defense will not be considered against the law. To ensure that the right will not be abused, ship owners will be required to submit details regarding the equipment carried on board, their security plans, and the capabilities of the security personnel deployed in their ship before the government gives its approval. Each journey will require a new application so that the government is properly informed. The bill is restrictive, in that, it only applies to vessels sailing in waters that are known to be populated with sea pirates, including those near Somalia and in the Arabian Sea.

Government data shows that in 2011, there were 237 cases of piracy that were reported in the waters near Somalia, five times more than in 2007. These pirates are believed to be mostly Somalians; in many cases, they are heavily armed with sophisticated artilleries like rocket launchers and automatic guns. While governments of different countries, Japan included, have deployed navy fleets for the protection of private vessels from piracy, shipping companies say that these are still not enough. At the end of the day, it is still the ship that has to hold its own in the high seas.

Source: Japan Daily Press

## Petronas set to delist MISC

Now that it is shorn of its container activities MISC, the Malaysian flag carrier, is to be fully taken over by parent Petronas, Malaysia's energy giant. Petronas announced Thursday it has made a conditional takeover for the remaining shares in the line, at RM5.30 a piece, a premium of 81 sen above the closing price of RM4.49 on Wednesday.

Petronas already owns 62.67% stake or 2.797 billion shares of MISC. Once the buyout is completed Petronas will delist the shipping company, taking it private. "MISC, as a 62.67% owned subsidiary of Petronas, is an important part of Petronas' integrated business and the prevailing industry backdrop and uncertain global economy have made efforts to sustain and transform the business of MISC challenging.

"The offer represents a significant step by Petronas to take MISC private and obtain full control of the company that will provide Petronas with greater flexibility in deciding MISC's strategic direction," it said. Petronas also stressed it had "no intention of making a separate take-over offer" for MISC's listed subsidiary, the shipyard Malaysia Marine and Heavy Energy Holdings. Founded in 1968, MISC became a Petronas subsidiary 15 years ago. It exited the liner trades last year, something not in line with Petronas' core business. It now has a fleet of more than 160 owned and in-chartered vessels and a combined tonnage of approximately 15m dwt.



AET's **BUNGA KELANA 4** inbound for Melbourne – Photo : Dale E. Crisp (c)

As well as its large LNG fleet, its tanker arm, AET, which it bought from Neptune Orient Lines seven years ago gives it a very wide range of ships. MISC has also a tank terminal business via the acquisition of a 50% interest in VTTI B.V. This joint venture with Vitol has made MISC sixth largest independent tank terminal operator globally. MISC is also an increasingly serious offshore player, offering floating solutions mainly FPSOs/FSOs. Source: Sea Ship News



Seen in the Beerkanaal from the **CMA CGM CORTE REAL** (365m) bound for Amazonehaven: the **KWK LEGACY** 289m to EMO, the 261 mtr **APL SHANGHAI** from Amazonehaven, the **MSC ATLANTIS** 237m to Europahaven. Thanks to skillfull pilots and good communication between the pilots situations like this are handled safely en quickly in the busiest port of Europe. Photo : Rik van Marle (c)

## Sri Lankan - Dutch cooperation in securing international trade vessels against piracy

Last week the first team of Dutch marines (Royal Netherlands Navy) departed from Bandaranaike Colombo International Airport to return to the Netherlands after disembarking from a Dutch vessel in the Colombo harbour the day before. These marines were part of a Vessel Protection Detachment (VPD) team, deployed on the vessel originating from Suez in Egypt. The Dutch VPD team offered protection on board against piracy attacks in the Indian Ocean. Most of these attacks occur in the Arabian Sea, off the coast of Somalia.

In good cooperation with the Government of Sri Lanka - more specifically with the Ministry of Defense and Urban Development - arrangements have been made to use certain Sri Lankan harbours to on-, and off-load Dutch VPD teams. Strict regulations and procedures are followed to act in accordance with the Sri Lankan law in respect to weapons and ammunition. The protection of vessels by the Royal Netherlands Navy is costly and time consuming. Therefore, it is essential to deploy these protection teams in the most efficient way. The cooperation with the Sri Lankan authorities is of importance, since Sri Lanka is geographically positioned at the boundary of the greatest risk area to ships. The cooperation with Sri Lanka to protect one of the world's main international trading routes over sea (approximately 300 international vessels a day), therefore is of major significance. **Source: Defence.lk**

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The **HAMMONIA GALICIA** outbound from Le Havre – **photo : Fabien Montreuil (c)**

**Shipping firms brace for survival battle**  
**This year will all be about survival for many shipping companies, a leading shipowner has warned.**

**By: Keith Wallis**

Tim Huxley, chief executive of Wah Kwong Maritime Transport, said poorly performing shipping markets could result in further bank foreclosures on ship finance loans and charterers returning vessels to owners.

Several operators had already disappeared since the downturn in the shipping sector started in 2008 and others would follow.

"Sadly, we are still to lose some of the companies who have soldiered on, often being the victims of charterers who have returned the ships their owners thought were on secure charters but who have now simply got to the stage of running out of cash."

His views were supported by other shipping experts. Ravi Korivi, group managing director of Bernhard Schulte Shipmanagement, said: "If one looks at the container vessel market, there is large overcapacity. This is going to make it difficult for small operators."

Captain Firoze Mirza, managing director of Bernhard Schulte Shipmanagement in Hong Kong, added that present average daily charter rates for massive supertankers were around US\$5,000, while actual operating costs were almost three times that amount.

The dry-bulk sector also suffers from an influx of new tonnage, which depresses charter rates and operating revenues.

Peter Sand, chief shipping analyst at shipping lobby group Bimco, said: "It will be some time before the fundamental [vessel] supply and [cargo] demand ratio are balanced. The fleet expansion during 2012 has not improved the situation, as the dry-bulk fleet grew by 70 million dwt [deadweight tonnes] and the containership fleet by 1.1 million teu [20-foot equivalent units]."

The dry-bulk fleet topped 679.2 million dwt on January 1 this year, according to British shipbroking house Clarkson, which forecast a further 20.1 per cent increase until around 2016.

Commenting about 2012, Huxley said the dry-cargo market "endured its worst year for a quarter of a century", adding that this year was unlikely to be much better.

"For many, this year will be about survival," he told about 80 maritime industry representatives at an Institute of Chartered Shipbrokers Hong Kong meeting late last week.

Huxley said keeping charterers and bankers was important but not easy. He said that "almost without exception", charterers were paying owners "more than they are earning or what they could charter in a similar ship for".

Turning to banks, Huxley said servicing existing loans was possibly more of a problem for shipowners.

"With charter rates barely covering operating costs, there is little or no money left to pay the mortgage. Restructuring existing loans has taken over from trying to place new business for many bankers, in some cases a period of interest-only payments until the market recovers is the only option," he said.

Huxley added: "Most banks have got loans on their books that are technically in default on loan-to-value covenants [which require the value of the ship is 100 to 120 per cent of the existing debt], but the banks are very reluctant to call on owners to stump up cash they don't have."

The banking crisis in Europe had led to some of the major ship finance lenders to signal their intention to get out of shipping. As a result, "the outlook is bleak, based on the traditional ship finance model", he said.

But he added: "The fact that we have a banking crisis on a grander scale than the shipping market downturn may in a weird way help shipping recover."

"The lack of finance available means that even with new building prices at half what they were just a few years ago, it is very difficult for an owner who may be tempted to order a ship to do so."

This lack of orders, while affecting shipyards in China, South Korea and Japan, would help balance the supply and demand.

Shipping commentators have mixed views about when the industry will start to recover, with opinions varying between the end of this year to 2014 or later.

Bimco's Sand said that with gross domestic product and world trade forecast to grow 3.6 per cent and 4.5 per cent respectively this year, this might bring some relief to the industry.

Huxley avoided giving forecasts, but said that with the industry in recession, it meant it provided an opportunity.

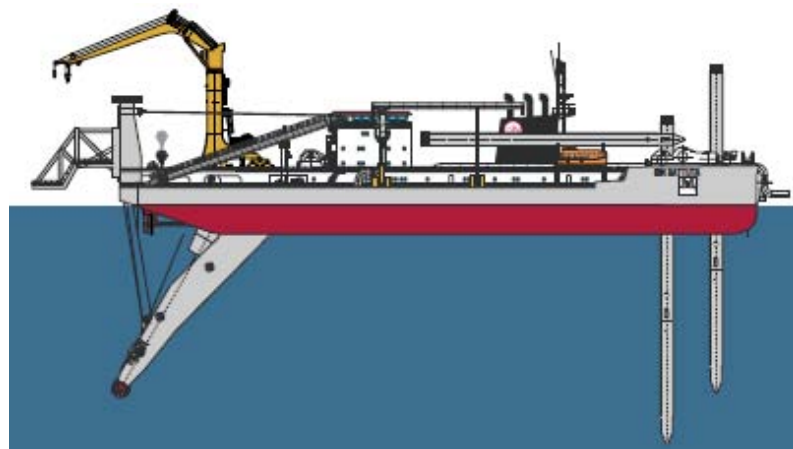
"An opportunity not just for shipowners who have got access to cash to buy cheap assets, but for the next generation to make an impression," he said. **Source : South China Morning Post**

## LARGE ROCK-CUTTER SUCTION DREDGERS of JAN DE NUL GROUP



06-02-2013 : Jan de Nul's Self propelled rock cutter Dredgers **ZHENG HE** (top) and **IBN BATUTTA** (below) anchored off Batam Island (Indonesia)

The self propelled rock cutter suction dredger **ZHENG HE** and **IBN BATUTTA** are built in Croatia in a series of 4 units between 2010 and 2011, the 2 remaining sisters are named **FERNAO DE MAGELHAES** and **NICCOLO MACHIVELLI**, the dredgers are having a length of 141 mtr and beam of 27.8 mtr , and are equipped with a suction pipe with a diameter of 900 mm and are able to operate in water depths upto 35 mtr the installed submerged pump is having a power of 4250 kW and inboard 2 pumps of 5000 KW are installed , the dredgers are equipped for the propulsion with 2 x 3500 kW which is giving the dredgers a max speed of 13 knots , onboard is accommodation for **46 persons**





The **FERNÃO DE MAGALHÃES** anchored off Busan (Korea)  
All photo's : Piet Sinke ©



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## ETF and IDC announce joint Euro ports policy overview

The ETF (European Transport Workers' Federation, the European arm of the ITF global union) and the IDC-E (International Dockworkers' Council – European zone) have met in Brussels to discuss the latest developments in European Union ports policy, as well as the critical situations of Spain, Greece and Portugal. Following their meetings, the two organisations released the following joint overview of the situation, jointly authored by Terje Samuelsen, ETF dockers' section chair, and Anthony Tetard, IDC coordinator for the European zone:

The ETF and IDC welcomed the fact that the European Commission announced its intention not to intervene on cargo-handling and port labour. However, they remain concerned about ongoing demands by shipowners to liberalise port labour and the disproportionate influence that this group has over the views of the Commission.

In addition, they are deeply concerned over attempts at the national level to weaken organised dockers in Spain, Portugal and Greece. The European Commission is promoting social dialogue at European level and should also encourage national governments to tackle through social dialogue the critical situations that are being experienced in some member states, notably in Portugal and Greece. For the benefit of the whole sector, the European Commission should ensure that transparency is guaranteed, that social criteria are taken into account, and that workers' rights are respected in the event of concessions to private operators and investors.

They urge the concerned European and Greek authorities to put an end to the way Cosco's operations are being carried out in Piraeus, with no respect for fundamental workers' right and freedom of association. These practices should not be tolerated and it should be ensured that European standards are guaranteed whoever the investor is in all European ports.

The two organisations are determined to defend European ports, which are the most productive in the world, for their members, the community and future generations. They remain united and vigilant, and are ready to both engage with other stakeholders and take action if necessary. They now look forward to initiating the social dialogue process, to which both organisations are committed, where they will work together for the benefit of European dockers.

The two organisations and their members are convinced that through real dialogue with social partners future industrial action can be avoided. They therefore agreed to meet again this spring to check if any progresses on social dialogue have been made in Portugal, Greece and Spain. In the lack of any tangible progress they will decide if any there is any need to take industrial action to offer international solidarity towards the dockers involved in the above-mentioned conflicts.

They also call upon the EC to undertake an investigation to the potential anti-competitive behavior of shipping lines which are growing in power to the detriment of other port stakeholders.



The **THOMSON MAJESTY** on one of her regular calls at Las Palmas. Built by **STX** at Turku she was previously named **LOUIS MAJESTY**, **NORWEGIAN MAJESTY** and **ROYAL MAJESTY**.

Photo : Simon Smith ©

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## Death of cruise ship worker not suspicious

The death of a 24-year-old singer on a cruise ship in Darwin is no longer considered suspicious by police.

The American woman, believed to be the lead singer and dancer on board the Regent cruise ship **Seven Seas Voyager**, was found on Sunday morning in the ship, which was docked in Darwin.



The **Seven Seas Voyager** – Photo : Bill Barber ©

Police initially treated the death as suspicious and an autopsy was carried out. "The crime division are no longer treating the death as suspicious. However, a full brief will be provided to the coroner in due course," Detective superintendent James O'Brien said in a statement. "Further toxicology results will be analysed in due course to determine the exact cause of death," Supt O'Brien said. Police said the US consulate had been told of the incident and the woman's next of kin had been notified.

Prior to the ship's departure on Monday some passengers said they were shocked the woman, believed to have been from a dance group that boarded in Sydney, had died. "It is a shame and you have to feel for the crew because they

are the unfortunate ones," said John Harrold, a passenger from Los Angeles. "They aren't letting any of them off the cruise ship. They are the ones being held captive," he said.

Fellow passenger Sue Depp, from New York, said it was rumoured that the dead woman had been scheduled to have a workout in the ship's gymnasium on Sunday, but did not turn up. "They sent someone to her cabin to see why, and they found her," Ms Depp said. Source : [news.ninemsn.com](http://news.ninemsn.com)


## CASUALTY REPORTING

# Iranian Oil Platform Sunk To Bottom of Persian Gulf During Installation



Iranian oil workers had to jump for their lives when part of a multi-million dollar oil platform began to sink into the Persian Gulf. Source : [Drilling formulas .com](http://Drillingformulas.com)

See also : [http://www.youtube.com/watch?feature=player\\_embedded&v=Ucak4dKpfbg](http://www.youtube.com/watch?feature=player_embedded&v=Ucak4dKpfbg)



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## NAVY NEWS



The French **L 9013 MISTRAL** arriving in Cape Town for bunkers – Photo : Glen Kasner (c)

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**SANTA CLARA** takes her turn in Dok 8 at **Damen Shiprepair** Schiedam. She was assisted by the tugs **Fairplay 27**, **Union 8** and **Texelbank**. Photo : Jan Simons ©

## China: Marine economy boosts shipbuilding industry

According to statistics published by the Ministry of Industry and Information Technology recently, completion volume of China's shipbuilding amounted to 60.21 million DWT in 2012, down 21.4 percent year on year, and new shipbuilding order quantity was 20.41 million DWT, down 43.6 percent year on year. The sharp shrinking, about 20 percent reduction of order completion and more than 40 percent decrease of new orders, reflects the difficulty of the shipbuilding industry in 2012.

As a matter of fact, the shipbuilding industry was the first to feel the chillness in as early as 2008. At that time, with the sluggish global ship market and the impact of the European Debt Crisis, most Chinese shipbuilding companies suffered significant order reduction and price cut. According to the latest statistics published by the Ministry of Industry and Information Technology, as of the end of December 2012, quantity of orders in process was 106.95 million DWT, 28.7 percent lower than that at the end of 2011; of the order, 36 million compensated gross tonnages were seagoing vessels, and export vessels accounted for 82.7 percent of total.

The shipbuilding industry is an important part of the real economy, directly linked to the development of such key industries as iron and steel, petrochemical, equipment manufacturing, and electronic information. In 2012, judging from the development of the 20 major industries of China's real economy, production of raw materials industries, including iron and steel, nonferrous metals, construction materials, and chemicals, remained anemic, overcapacity stood out, and some industries were on the edge of loss. With the impact, as well as the continuous depression of the international shipping market, transaction volume of new ships in the international shipbuilding market has continued to shrink up till now. Besides, a great deal of the orders of China's shipbuilding companies come from Greece and other countries and regions that are heavily stricken by the European Debt Crisis, and the quantity of many company's international orders has dropped sharply.

In 2013, as there are less orders in hand, shipbuilding enterprises will compete more violently for new orders, which would force ship price to go further downward. Although the global economy can be expected to hit the bottom in 2013, excessive shipping capacity may stand in the way of new order recovery. Leading enterprises in China have also felt the huge pressure. In their views, the shipbuilding industry is almost hitting the bottom now; there will be a reshuffle across the industry, and half of the world's shipyards may go bankrupt, shut down, or be merged.

There is still a long way to go before the shipbuilding industrial chain can restore its vitality. Until then, policy support and guidance will be the main driving factors. The central economy work meeting held recently proposed to make full use of the reversed pressure mechanism formed during the international financial crisis to solve the problems of excessive production capacity. It is told that numerous government ministries and commissions are studying and formulating the Action Plan of the Shipbuilding Industry in the Last Three Years (2013-2015) of the 12th Five-year Plan. The government will provide support to key enterprises in such aspects as finance, banking, and tax.

Meanwhile, construction of marine economy demonstration areas across the country will also bring more opportunities to the shipbuilding industry. The publishing of the Development Plan of Shandong Peninsular Blue Economic Zone, Planning of Zhejiang Marine Economy Development Demonstration Area, and Development Plan of Guangdong Marine Economy Comprehensive Experiment Area will vigorously boost the development of China's marine economy and create new opportunities for the development of the shipbuilding industry. Also, the establishment of China Development Bank's Shipping Finance Center is also regarded as a major beneficial factor. It is CDB's first head office business department that provides support to a specific key industry. CDB will make use of this shipping finance center platform, adopt mid- to long-term financing and investment approaches, and give play to the unique advantages of development financing to boost the development of China's shipping and shipbuilding endeavors.

Industrial insiders suggest that the government has made it clear to increase support to the development of key industries during the 12th Five-year Plan, and the prosperity of the marine economy will present new market opportunities for the diversified operation of the shipbuilding industry. Demand mix of China's shipping market is changing, and there will be demands of certain sizes for LNG vessels and marine engineering equipments, eco-friendly vessels and special-purposed vessels, ocean fishing vessels, and large coastal and inland waterway vessels. Shipbuilding enterprises should grasp the opportunity of the bottom adjustment of the industry, improve independent innovation, develop new products that meet market demands, promote industrial reshuffle, and get ready to set sail once again. **Source: CE.cn**



06-02-2013 - The 12.000 BHP- 150 ton BP **POSH PERSISTENCE** fitting out in Batam - Photo : Piet Sinke ©

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The first **AMELS LE 199 model** yacht was shifted in Vlissingen  
Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com) (c)

## Nine Vessels Selected as the Best Ships of 2012

Nine Vessels built by DSME were selected as the best ships of 2012. As a result of this year's achievement, DSME has now had more than nine ships selected for the fifth consecutive year. The world's four biggest magazines exclusively dedicated to shipbuilding and shipping select the best vessels annually.

Four ships were chosen as significant ships of 2012 by the UK magazine 'Naval Architect' and two ships were selected by 'Fairplay Solution'. The 'Marine Log' and the 'Maritime Reporter', both from USA, each chose three ships as their distinctive ships of 2012. The highest ranking ships were four crude oil carriers and three containerships. One product carrier and one passenger ship was also selected.

'CMA CGM Marco Polo' was selected by all three magazines. She is 397m long, 53.6m wide, and able to be loaded with 16,020 TEU containers. It is currently the world's biggest container ship so last year BBC and other members of the press focused on her first entry to Southampton's port.

'Tanit', a roll-on/roll-off passenger ferry was selected by two magazines. It possesses a shopping center, restaurant, swimming pool, play equipment, and cafe. It is possible for this ship to transport up to 3,500 passengers including crew and 1,060 cars.

The diverse selection of the best global ships has provided further evidence that vessels built by DSME are world-class. Since the first ship, the 'Bow Pioneer', was selected as the best ship in 1982, DSME has produced 131 of the world's best ships over the past 30 years.

**Tanit** (Roll-on/Roll-off Passenger Ferry, COTUNAV)

**CMA CGM Marco Polo** (16,000 TEU containership, CMA CGM)

**Almi Sky** (157,000 DWT Crude Oil Carrier, Almi Tankers S.A)

**Sonangol Porto Amboim** (157,000 DWT Crude Oil Carrier, Sonangol)

**APL Southampton** (10,700 TEU containership, NOL)

**Bneider** (110,000 DWT Product Carrier, KOTC)

**Maersk Lndrina** (8,700 TEU Containership, A.P. Moller-Maersk)

**Nikolay Zuyev** (120,000 DWT Crude Oil Carrier, Sovcomflot)

**Aragona** (320,000 DWT VLCC, Aragona Transport Corp.)

Source: Daewoo Shipbuilding



HAL's **OOSTERDAM** passing the Opera house and just about to pass under the Sydney Harbour Bridge, with an air draught of 50.5 metres she only had a few metres spare yesterday morning

Photo : Ian Edwards - [www.shipphoto.com.au](http://www.shipphoto.com.au) (c)



## The tanker Stena Sunrise named in South Korea

January 31st the Suezmax tanker **Stena Sunrise** was named at the **Samsung Heavy Industries (SHI)** shipyard in Geoje, South Korea, according to press release. The vessel is the last in a series of seven units and is owned by Stena Bulk. The Stena Sunrise is a third generation, fuel-efficient Suezmax and, like the other tankers in the series, will be employed on the spot market via Stena Sonangol Suezmax Pool. She was delivered on 30 January and will sail with a cargo of gas oil from Asia to Europe.

The **Stena Sunrise** is the last vessel in a series built at SHI and ordered at the beginning of 2010. "The seven sisters", each representing an investment of just under SEK 500 million, were projected by Stena Bulk.

Together with SHI, Stena Teknik has been responsible for the development of the new ship model, where the focus has been on energy efficiency. The vessel's technical equipment and design mean that fuel consumption can be reduced by up to 10-15 percent compared with standard tonnage. As a result, fuel consumption can be reduced by 4-6 thousand litres per day thus saving USD 3-4,000/day.

"Like Stena Teknik, we are very satisfied with the collaboration with the Samsung shipyard, which has characterised both the development and production of this tanker series. Besides the generally good quality delivered by the shipyard, we have together achieved our fuel efficiency target, which was the single most important objective", says Erik Hånell, President and CEO of Stena Bulk, in a comment.

The Stena Sonangol Suezmax Pool is controlled by Stena Bulk and the Angolan state-owned oil company Sonangol. The pool currently consists of around thirty fuel-efficient Suezmax tankers and the average age of the fleet is about three years. Stena Bulk's offices in Houston, Gothenburg, Rio de Janeiro and Singapore are responsible for the operation and chartering of the vessels in the pool.

Technical data for the **Stena Sunrise**:

Length 274.0 metres; Beam 48.0 metres; Deadweight 158, 700 tons

With offices in six countries, Stena Bulk is one of the world's leading tanker shipping companies. The company controls a combined fleet of around 100 tankers. Stena Bulk is part of the **Stena Sphere**, which has more than 20,000 employees and sales of SEK 60 billion. **Source : PortNews**

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## APMT buys cranes to equip Algeciras terminal for Triple-E class vessels

**APM TERMINALS** is to invest US\$57 million over an 18-month period at the Spanish port of Algeciras on eight cranes able to handle Triple-E class vessels of 18,000-TEU capacity. The investment at the port of Algeciras, located in southern Spain at the Gibraltar Strait, will supply ZPMC of Shanghai's four purpose-built quayside gantry cranes capable of handling ships up to 25 containers across, 10 high-cube containers on deck and 19 containers under cellar.

The remaining four cranes will be modified existing cranes up to height of five metres with an aim for all eight to work simultaneously on one vessel. The terminal operator is yet to decide on whether its additional hub at Tanger Med will gain new cranes to meet its increased capacity needs, said Anders Kjeldsen, head of AMPT western Mediterranean.

"This is a natural part of our strategic evaluations in the strait, a potential opportunity, but so far no plans are in place," said Mr Kjeldsen, cited a report from London's Containerisation International. Algeciras terminal manager Javier Lancha said it is getting ready for what's coming as the first Mediterranean port to accommodate Maersk Line's new post-panamax vessels at fast turnaround. "Right now we have the advantage," he added. **Source : Asian Shipper**



The **MSC LAURENCE** outbound from Antwerp at the Westerscheldt river with in front the Dutch navy dive support vessel – A 854 **HYDRA** photo : **Henk Nagelhout (c)**

## APM Terminals opens new Mombasa dry port

**APM Terminals** has opened a new 7.3 hectare (18 acre) inland container freight station (CFS) 4 km (two and a half miles) from Kenya's primary port of Mombasa, according to press release. The new facility is one of East Africa's largest and most technologically advanced CFS operations, with direct rail links to both the port and inland commercial and population centers of Nairobi and Kampala. Offices of the Kenya Revenue Authority (KRA) and the Kenya Bureau of Standards (KEBS) as well as a banking facility for clearing terminal and custom's charges are all located on-site.

"This new, modern dry port facility will substantially reduce turnaround time for imported and transit cargoes and reduce demurrage costs for importers in Kenya and Uganda" stated APM Terminals Inland Services Regional Manager Jesper Boll. Mombasa, the busiest container terminal in East Africa with 771,000 TEU throughput in 2011, saw container volume increase by 25% in the first half of 2012, and handled an estimated 840,000 TEUs last year. Road

congestion remains a significant obstacle to traffic flows into and out of Mombasa, which is a major trade gateway for interior landlocked African countries such as Uganda and South Sudan. The facility has two 600 meter railway lines which can accommodate four trains simultaneously. Each train movement will take the place of approximately 40 truck movements, alleviating overburdened Mombasa road networks and offering a more ecofriendly solution. "Huge traffic jams are experienced every day at the Makupa causeway, the Changamwe roundabout and all the way to Nairobi" said Mr. Boll, noting "Our key location on the Nairobi - Mombasa highway helps the local community by easing traffic congestion and reducing time spent by importers picking up cargo in the port".

APM Terminals is one of the largest terminal operators in Africa with a network of port operations which includes large transshipment operations at Tanger-Med in Morocco, and the Suez Canal Container Terminal at Port Said East, Egypt, and nine port operations in eight countries in West Africa, including West Africa's busiest container port at APM Terminals Apapa, Nigeria. APM Terminals also has an extensive Inland Services network in Africa with 26 operations in 15 countries. The new Mombasa dry port will strengthen the East African Inland Services which currently include operations in Kenya, Tanzania, Uganda, Sudan and Mozambique. "This project illustrates APM Terminal's successful African strategy to collaborate with governments and local partners, to continuously invest in upgrading port and transport infrastructure in Eastern Africa, and increase the competitiveness of local transportation services" said APM Terminals Regional Head of Investment, Thomas Hougaard. The new facility is a joint venture with a local Kenyan company, Great Lakes Ports Ltd. APM Terminals' Global Terminal Network of ports and inland services provide the infrastructure for the growth of international trade, 90% of which travels by sea. International commerce is an economic growth engine, creating jobs, lifting economies and improving people's lives around the world. With world headquarters in The Hague, Netherlands, the company's core expertise is the design, construction, management and operation of ports, terminals and inland services with a Global Terminal Network including interests in 70 port facilities in 40 countries and Inland Services operations in 160 locations in 48 countries.



Jan de Nul's **DN 38** in Cristobal – [photo : Capt Joren Meijer](#) ©

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**F** +31 (0) 186-603619  
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## Doop Adelante bulk carrier bij PTA



Photo : Ruud Coster ©



Een primeur aan de kade van PTA afgelopen weekend. Zondag 3 februari legde voor het eerst in de geschiedenis van PTA een vrachtschip aan. Het vrachtschip 'Adelante' gemanaged door rederij **Anglo Swiss Maritime** werd gedoopt met een feestelijke ceremonie. Het schip is 229 meter lang en 32 meter breed (het gross tonnage is 44.544). De **Adelante** vaart onder de vlag van de Bahamas. **Bron** : Passenger Terminal Amsterdam

## OLDIE – FROM THE SHOEBOX



Port of Dar-es-Salaam in 1971 as seen from the KILIMANJARO Hotel: At the end Dutch Shell Tanker **KELLETIA**, right in front at anchor a Dutch STRAAT-ship from Royal InterOcean Lines (KJCPL) – **Photo : Marthan Klein ©**

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



The container feeder **ALANA** arriving in Moerdijk **photo : Marijn van Hoorn ©**

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