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The **UNION MANTA** with the **BALDER** in Rotterdam Caland canal, the **BALDER** will depart soon bound for Stavanger followed by the Gulf Mexico – **Photo : Jan Oosterboer ©**

EVENTS, INCIDENTS & OPERATIONS

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The 2009 built MLT construction support vessel **NORTH OCEAN 102** berthed at Grand Harbour, Malta on Friday 8th February, 2013 for receiving bunkers/stores before heading to Jebel Ali, United Arab Emirates

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

Hellas: Shipping retains its leading position in global shipping

The Hellenic-owned shipping industry has remained in the top spot of the world's maritime trade, said Mr. Theodoros Veniamis, the President of the **Hellenic Shipowners Association**, addressing his peers in this year's Annual General Meeting. According to the data he provided, Hellenic-based ship owners today control 3,428 vessels with a total deadweight tonnage of approximately 245 million tons. Out of those 820 ships with a dwt of 74 million tons are flying the Hellenic flag. The Hellenic-owned shipping fleet controls 15.56% of the global fleet, while shipowners from Hellas are controlling 23.55% of the global tanker fleet and 17.2% of the global dry bulk fleet.

Still, this year's number of 3,428 vessels is quite smaller than the most recent figures of a few years back, when the Hellenic-owned maritime industry was the owner of more than 4,200 vessels. Of course, this fall, is attributed to the general global trend in shipping, under which most ship owners sold their older tonnage for demolition, in an attempt to offset the huge orderbook, which has triggered a severe oversupply of ships, especially in the tanker and dry bulk segments, bringing freight rates down. According to Mr. Veniamis, Hellenic ship owners have continued their investment plan of renewing their fleet, either through newbuilding orders, or through the acquisition of modern

second hand tonnage. He also pointed out the entrance of more and more Hellenic owners in the booming market for LNG vessels and Arctic-going ships, a clear testament of the innovation of the country's maritime industry.

Regarding the small number of ships flying the Hellenic flag, compared to the total number of the fleet, it comes to show the huge room for improvement that exists. In this respect, the recent declaration from the Minister of Shipping, Mr. Kostis Mousouroulis, regarding the undertaking of specific initiatives in order to render the Hellenic Registry more competitive, through the abolition of the massive bureaucratic procedures now in place, is definitely a step in the right direction. Mr. Veniamis noted this, saying it's a step in the right direction, but in order for this to succeed, there has to be a modernization of the necessary supportive mechanisms.

Mr. Veniamis also spoke about the various news reports circulating the European press, regarding the fact that Hellenic ship owners are avoiding paying their taxes, as their companies' profits aren't taxable in Hellas, thus they're not doing anything to help the country exit its financial stalemate. According to Mr. Veniamis, "these are hypocritical remarks, given the fact that in most European and non-European countries, similar tax systems are in place, in order to protect their national shipping industry, but also in order to attract foreign investments from the maritime sector. So, one has to wonder if the goal of these reports is to dethrone the Hellenic shipping industry from its position as a global leader?", Veniamis wondered.

He also noted that Hellenic ship owners have established an open line with the Hellenic government, in an attempt to move forward with plans to voluntarily finance various projects and investments, during the next three years, in an attempt to reboot the country's economy. One of the most recent measures voted by the government, just a month ago, introduced a new tax, imposed on ships flying foreign flags, which are managed from Hellas-based shipping companies. This new measure is expected to contribute about 140 million euros annually to the State's revenues.

In any case, the sector's contribution in the Hellenic economy is still very significant. According to a study from the Foundation for Economic and Industrial Research (IOBE), one of the leading researches in Hellas, shipping's contribution as a percentage to the country's GDP reached 6.1% during 2009. The huge reduction of the GDP during the next three years and until the end of 2012, probably, had as a result, the increase of this percentage. During 2011 the country's income from maritime services reached 14 billion euros, while the sector is responsible, both directly and indirectly (through companies serving ship owners, like shipbrokers, ship suppliers etc.) for the employment of 200,000 people. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



US flag 1975 built tug '**Navajo**' (ex-Gulf Lightning) at Cristobal, delivering **Crowley barge H 455**

Photo : Capt. Joren Meijer ©



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Greek seamen end strike after government order

Greek ships sailed again from the busy ports of Piraeus and Rafina last Wednesday after the government ordered seamen to end a six-day strike that cut off dozens of islands from the mainland and caused food shortages.

Eager to show international lenders it is facing down powerful unions and sticking with hated reforms and wage cuts, this is the second time in two weeks that Prime Minister Antonis Samaras's government has taken such action to break a strike. Shipping Minister Costis Mousouroulis gave the order late on Tuesday and coastguard officials served the strikers with military-style marching orders threatening them with arrest. Riot police were also deployed to the busy port of Piraeus.

"We strongly denounce and condemn the order, which is undemocratic and unconstitutional," the seamen's union, PNO, said in a statement, vowing further strike action once a draft law that weakens their union goes to parliament.

The seamen, who are demanding months of unpaid wages and the repeal of the law, planned to march to the shipping ministry later on Wednesday. The PNO has more influence on passenger shipping than ocean-going tankers and cargo vessels.

Seamen planned a further 48-hour strike before the government threatened them with arrest. Under the law, workers are forcibly mobilised in cases of civil disorder, natural disaster or health risks to the public. The law was invoked last month to end a nine-day walkout by subway workers that paralysed public transport in the capital. **Source: Reuters**



The tug **MAX** arrived with the newbuilding hull **CAUSEWAY** in Rotterdam – **photo : R&F van der Hoek – Lekko ©**



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Alang-bound ships change flags to dodge anti-dumping norms

More than 90 per cent of the 218 ships owned by European companies that were dismantled at Bhavnagar's Alang-Sosiya ship-recycling yard in 2012 flew flags of non-European countries, a list released this week by a Brussels-based agency shows.

Known as "flags of convenience" in maritime circles, this technique helps companies exploit a loophole in the international anti-dumping Basel Convention, which classifies end-of-life vessels as waste material and thus prohibits developed countries from sending them to developing countries for dismantling.

On the other hand, developing countries gain immense economic benefits from ship-recycling, which produces lakhs of tonnes of steel scraps annually, valuable furniture and work for tens of thousands, although safety and environment concerns have continuously been raised.

For example, Alang-Sosiya last year produced 3.8 million tonnes of steel scrap by dismantling 415 vessels. In the same period, however, 13 workers lost their lives, seven of them due to a single blast inside a ship that was being broken apart, reportedly because they used blowtorches in a compartment where they should have used wrenches.

The list of European ships dismantled in South Asian beaches, drawn up by a consortium of rights and labour groups across the world called NGO Shipbreaking Platform, shows 380 European vessels were dismantled at four South Asian ship-recycling yards — Alang, Mumbai, Chittagong (Bangladesh) and Gadani (Pakistan). Of these, 240 were dismantled in India.

Of the 218 ships dismantled at Alang, 199 flew non-European flags such as those of Panama, Comoros, Solomon Islands, Malta, Liberia, Tuvalu, Bahamas, Marshall Islands, Egypt, Cyprus, St Kitts-Nevis, Antigua & Barbuda and St Vincent & Grenadines. All 22 ships dismantled at Mumbai flew non-European flags. **Source : The Indian Express**



The **GRETA C** arriving in IJmuiden – **photo : Capt. Willem Harlaar ©**

Yemen's Defense Ministry Details Dangerous Cargo Aboard Seized Iranian Ship

A ship seized by Yemeni authorities last month carried a wide range of Iranian-made weapons, according to Yemen's Defense Ministry. The cargo reportedly included material for making bombs and suicide belts, explosives, surface-to-air missiles, rocket-propelled grenades and large amounts of ammunition. Also included were night vision binoculars and goggles, remote devices, circuits, wires and rifle silencers. In a statement, the ministry confirmed the contents of the Iranian ship seized in Yemen's territorial waters in mid-January.

Interior Minister Abdel-Qader Kahtan and top military officers inspected the ship, Jihan 1, docked at Aden port in southern Yemen, reports the Washington Post. The U.S. State Department noted that this incident is extremely troubling and commended the Yemenis on their interdiction's success. Yemen's Coast Guard intercepted the ship in an operation coordinated with the U.S. Navy. It was previously reported that the vessel's eight crew members were

Yemenis. Yemen has recently witnessed several cases of illegal arms shipments through its permeable shores along the Red and Arabian seas. **Source : the maritime executive**



Aankomst 'La Muralla IV' in Boca Samí zorgt voor bekijks



Het gloednieuwe boorplatform **'La Muralla IV'** dat gistermiddag rond twee uur bij Boca Samí arriveerde, en nu boven het vissersdorpje uittorent, zorgt voor veel bekijks. De bewoners kunnen de komende vier dagen op het bijzondere aanzicht rekenen, waarbij er vooral in de avonduren sprake zal zijn van een imposant uitzicht op de verlichte boortoren. De omvang van het moderne boorplatform is hier goed te zien. Het is een semi-submersible platform met vier gespecialiseerde columns, die een capaciteit hebben om op 10.000 voet diepte boringen uit te voeren tot een diepte van 35.000 voet. Het platform werd onlangs in Zuid-Korea door de scheepswerf **Daewoo Shipbuilding** afgebouwd en is een tweelingplatform van de **'Bicentenario'** die in 2011 Curaçao aandeed.

Foto : Kees Bustraan ©

De twee platformen zijn eigendom van het Mexicaanse Grupo R Perforación Marina. Vanwege de geode ervaring met de **Bicentenario**, die vertegenwoordigd werd door het lokale scheepvaartagentschap **Curaçao Shiphandling & Services NV (CSS)**, is er besloten om **La Muralla IV** een stop op Curaçao te laten maken om te

bunkeren en voor een bemanningswisseling. "Het komende weekeinde zal er volop bedrijvigheid zijn, want behalve een bemanningswisseling en het inslaan van proviand zullen er ook reserveonderdelen worden afgeleverd. Hiervoor zal

een grote barge worden ingezet om daarvan vervolgens de onderdelen aan boord te hijsen. Dus het wordt even flink druk”, aldus de algemeen-directeur van CSS, Lennox Rhodes. **Bron : Amigoe**



The 1987 built **CITY OF BEIRUT** (ex Hyundai 202) outbound at the Westerscheldt river
Photo : Henk Nagelhout ©



The **FAIRMOUNT GLACIER** arrived in Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

German lender expects to recoup most of loans for Iran ships

"Of four (Iranian) ships that DVB financed, three are now back in Iran. DVB has arrested one ship called Uppercourt in China," Chief Executive Wolfgang Driese told Reuters. An arrest occurs when a ship is detained by a court order to secure a maritime claim. The arrest may ultimately result in a judicial sale of the ship to pay the claim.

"We expect to get back two thirds of our remaining exposure to IRISL through the sale of this ship," Driese said.

DVB's exposure to IRISL currently totals less than 20 million euros. The Uppercourt, built in 2005, is a panamax dry bulk vessel, which is typically used to transport commodities cargoes such as grain and coal. A five-year old panamax vessel is currently valued around \$18.4 million, Baltic Exchange data showed. Recently, a 2001 Japanese-built panamax vessel was sold for around \$12.5 million, with the Uppercourt estimated to be valued around the \$15.5 million level, a ship industry source said. "The fact that the vessel is associated with Iran, for right or wrong, will keep major players away from expressing interest; not that the freight market and its prospects, or the shipping finance availability kindle much interest these days, anyway," said Basil Karatzas, chief executive of consultancy and brokerage **Karatzas Marine Advisors & Co.** In January, **Amina**, another of the four ships, fled Sri Lankan waters after weeks of detention by its navy, acting on a court order obtained by DVB Bank. Sri Lanka's navy had fired warning shots earlier to prevent the vessel from leaving. "The Indian crew of the **Amina** has been treated badly. We are searching for the crew members now and are planning to grant them a small indemnity," Driese said. Foreign companies have cut ties with Iran's shipping sector for fear of losing lucrative U.S. business. A ban on EU ship insurance provision and the exit of certifiers from Iran - vital for access to ports - have added to woes for Iranian ship firms. IRISL has tried to dodge sanctions by changing its flags and setting up front companies, the U.S. Treasury and the EU have said. Last year IRISL Managing Director Mohammad Hussein Dajmar said that if pressure from Western sanctions continued, the group would face increasingly grave financial problems. **Source : Reuters**



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Three foreign sailors kidnapped off Nigeria

Pirates have attacked a British-flagged cargo ship off Nigeria and kidnapped one Romanian and two Russian crew members in the latest such incident to hit the region, a statement said Friday. "**Carisbrooke Shipping Ltd.** regrets to report that their 2008 built, UK flag, ... general cargo ship '**MV Esther C**' was boarded by pirates on the evening of February 7 whilst in international waters south in the Gulf of Guinea," a statement issued by MTI Network on behalf of the operators said.

"Having stolen personal possessions, the pirates departed the vessel taking three crew members as hostage," it added.

MTI later specified that those kidnapped included two Russians and a Romanian, while the nine other crew members were Filipino. The attack occurred off Nigeria's coast in line with the Cameroon border, some 85 miles (135 kilometres) offshore, it said. "The safety and well-being of these seafarers is the company's absolute priority and all possible steps to secure their return are being taken," it said. "The nine crew members remaining on board the vessel are reported to be safe and well." A spokesman for Nigeria's navy said he could not immediately comment on the attack. The Gulf of Guinea off west Africa has seen a spate of pirate attacks in recent years, particularly involving the theft of fuel cargo

for sale on the black market, but also kidnappings and robberies. Such attacks have long been a problem off Nigeria, but have recently spread to other countries in the region.

Militants in Nigeria's oil-producing Niger Delta region carried out scores of such kidnappings before a 2009 amnesty deal led to a sharp decline in unrest, though incidents continue. Hostages are usually released unharmed after the payment of ransoms. Poverty and crime remain widespread even though Nigeria is Africa's largest oil producer.

Five Indian crew members of an oil tanker who were kidnapped in December after heavily armed pirates stormed their vessel off Nigeria's coast were released last month. Medallion Marine, a Mumbai-based shipping firm, said the hostages were freed in good health, but did not disclose whether a ransom had been paid, or whether Nigeria's security forces played any role in securing their release. **Source : Global Post**



The **MORITZ SCHULTE** passing Terneuzen inbound for Antwerp

Photo : Sjaak Klaassen - Klaassen F&V Production ©

Bibby Ship Management wins BP North Sea vessel management contract

Bibby Ship Management has won a prestigious contract with **BP Exploration Operating Company** to fully manage four Regional Support Vessels (RSV) and an additional two new-build Platform Supply Vessels (PSV) for operation in the North Sea, said in a press release.

The award of the contract marks a key milestone for **Bibby Ship Management** in its drive to build on its expertise in the management of offshore vessels. The contract will be managed from Aberdeen and will involve more than 200 crew and support staff.

The contract, which will run for a minimum of five years and has a value of approx £100 million, also includes the management of eight Autonomous Rescue and Recovery Craft sited onboard the four existing RSVs. Bibby will also provide management support for the newbuilding and commissioning of the two new PSVs. Currently being built, these new vessels will also have response and rescue capability, adding to BP's existing fleet capabilities.

Mark Hardie, BP's UK Logistics Infrastructure Manager, said: "This award is a key component of BP's long term marine strategy and we look forward to working with Bibby Ship Management to ensure high levels of service to our offshore operations. The five-year contract involves managing the existing Caledonian vessels as well as the two new high specification supply vessels which will be joining the BP fleet from 2014. The award is good news for the 200 crew and support staff involved in this contract."

Bibby Ship Management, which sits within **Bibby Line Group**, is able to draw on its 205-year history within the shipping sector, to provide effective business solutions to meet the needs of modern ship owners.

Sir Michael Bibby, Managing Director of **Bibby Line Group**, said: "We are absolutely delighted to work with BP in providing full technical management and logistics services for these vessels in the UK North Sea. The award of this contract reflects the benefit of our investment in Bibby Ship Management's systems and people to create a high quality ship management business with great safety awareness, which can deliver real value to our clients."

Bibby Ship Management has a managed vessel portfolio that combines a Bibby-owned fleet with strong Third Party clients like BP. That enables staff who are recognised as experts within their fields to provide forward-thinking plans to

owners that provide cost savings; reliability; added value; problem solving and relationship management, with an understanding of the needs of the owner.

In addition, Bibby Ship Management is able to supply crew and crew management services. The company currently supplies crew to more than 200 vessels and is able to offer a wide range of additional services including training, accountancy and salary services.

Ed Rimmer, CEO of Bibby Ship Management, welcomed the move. He said: "**Bibby Ship Management** is committed to offering the highest levels of service to its clients. Working with a company the size and profile of BP underlines Bibby's reputation in the market place."

NAVY NEWS

French Navy Aquitaine FREMM Frigate successfully fires its first MBDA Aster 15 surface-to-air missile



On Monday, 4th February 2013, first of class **Aquitaine**, the newest class of frigate in the French Navy's fleet, has successfully fired its first MBDA Aster 15 air defence missile in the Mediterranean from the DGA (French Procurement Agency) Missile test centre. The FREMM is the third type of ship of the French Navy equipped with Aster missiles after the **Charles de Gaulle** nuclear powered Aircraft Carrier (CVN) and the **Forbin class** air defense Destroyers (DDG).

See also : http://www.youtube.com/watch?feature=player_embedded&v=FCoATHBIUO4

The firing took place as part of the Military Specifications Verification procedure of the Frigate, a further step towards its admission to Active Service in the French Navy. "This firing has allowed the French Navy to validate concretely all stages of the launch of an Aster 15 missile from a FREMM" says CV Benedict Rouvière, Aquitaine's Commanding Officer. "The firing sequence encompasses the complete process from the loading of the missile until the actual destruction of the target covering the key phases of the target detection by radar and the target engagement by the ship's combat system operators."

This test firing was prepared and conducted in cooperation by the crew of the Aquitaine and teams from the DGA, DCNS, MBDA and OCCAR (Organisation for Joint Armament Cooperation). For all of them this success marks a new step in demonstrating the capabilities of the FREMM. "The validation of this Aster firing provides the Aquitaine with the fundamental capability of its auto-defence system," adds CV Rouvière.

Designed and built by DCNS, FREMM type Frigates are heavily armed: MM40 Blk III Exocet anti-ship missiles, Aster anti-air missiles and MU90 torpedoes. The first nine frigates will predominantly conduct anti-submarine warfare missions, while the last two frigates, specialised in anti-aircraft warfare, are designed to protect a carrier or amphibious battle group against aircraft and missiles. All FREMM can also accommodate the Caiman Marine helicopter (NH90 NFH), as well as Special Forces and their equipment. **Source : navyrecognition / French Navy**

SHIPYARD NEWS



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Damen Shipyards Group acquires Shipdock

As of this week, **Damen Shipyards Group** is the new owner of Dutch ship repair yard **Shipdock**. **Shipdock**, a well-known shipyard group with roots dating back to 1877, operates facilities in Amsterdam and Harlingen. The yard will continue its ship repair and conversion services, with **Shipdock Harlingen** servicing ships up to 120 m and **Shipdock Amsterdam** servicing vessels up to 250 m. Furthermore, its personnel and management will remain in place, guaranteeing a seamless transition of the yard into the **Damen Shipyards Group**, which currently consists of more than 50 shipyards, repair & conversion yards and related companies.



René Berkvens, CEO **Damen Shipyards Group**, says: "The **Shipdock** yards bring added value to Damen, both separately in their own markets and regions and as a whole – together they have ample experience in shipbuilding, ship repair, conversion and steel construction. Damen is an established player in the shiprepair industry and we are determined to become even better. That's why we've recently founded a new division, **Damen Shiprepair & Conversion**, in which all our repair yards will be represented and organised efficiently." "**Shipdock** and its 130 employees are welcomed most heartily within our **repair & conversion division**. The integration into Damen can

only be done with a motivated workforce. I, for my part, am confident that they will live up to their motto: 'Going the extra yard!'

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The **VEGA JUNIZ** moored in Cape Town - Photo : Aad Noorland ©

DP World ports in Dubai hit 100 million box milestone after 10 years

DP WORLD has announced its Dubai ports handled their 100 millionth container in January at terminals in the UAE region, including Mina Rashid and Jebel Ali Port, after beginning operations 10 years ago. The group said in a statement that the UAE region's annual container throughput increased more than 150 per cent since 2003, from five million TEU to 13.3 million TEU in 2012.

In all, the two container ports have handled 135 million TEU since the opening of Jebel Ali Port in 1979, around 75 per cent of all throughput since then. "Our plans to increase capacity by five million TEU to reach 19 million TEU by 2014 at Jebel Ali is in line with our growth strategy to provide quality services," said DP World's UAE managing director Mohammed Al Muallem.

The expansion work currently underway at Jebel Ali includes adding one million TEU in new capacity to Container Terminal 2 (T2) during the first half of this year and the development of a four million TEU capacity mega Container Terminal 3 (T3) by 2014.

When the expansion work is complete, Jebel Ali Port will be able to handle 10 of the next generation 18,000-TEU mega vessels at the same time - the only port in the region able to do so.

Members of the DP World Alumni Network were invited as special guests to the celebrations at Jebel Ali Port attended by chairman Ahmed Bin Sulayem and senior executives, "all of whom have played pivotal leadership roles in the company's emergence as the third largest global marine terminal operator," he said.

"DP World owes its success to the vision and support of His Highness Sheikh Mohammed Bin Rashid Al Maktoum, UAE Vice President and Prime Minister and Ruler of Dubai. Our flagship facility Jebel Ali is counted among the crown jewels of Dubai's economy," said Sultan Bin Sulayem. "We remain committed to supporting Dubai's unparalleled position as the region's commercial hub. The proud moment of seeing our 100 millionth container was possible because of the support of our loyal customers and employees, both former and present," he said. **Source : Asian Shipper**



OHT's EAGLE loaded with the DYNAMIC VISION passing the Malacca Straits

Photo : OHT©

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The **LADY NOLA** enroute Amsterdam-Coen harbour – photo : Marcel Coster ©

Tanker demolition levels rise by double-digit rate during 2012

As tanker owners became less and less optimistic during the course of the past year, as a result of heavy downward pressure of freight rates on most markets, they were compelled to scrap more second hand tonnage. As a result, according to the latest report from London-based shipbroker Gibson, "total tanker demolition sales for the year amounted to 11.8 million dwt, up by 2.3 million dwt over the volume achieved in 2011. The poor trading conditions experienced by some markets during the year, particularly for the crude tankers, coupled with the arrival of the Eco ships, continued to push second-hand prices to exceptionally low levels. However, scrap lightweight prices remained fairly firm particularly through the 1st quarter which resulted in second-hand values of tankers (15 years of age+) falling close to scrap values" said the shipbroker.

It added that "of the 108 tankers (25,000 dwt+) sold for scrap, almost one third were less than 20 years old. (The total included 71 double-hull vessels). Looking back at last year's statistics, 14 VLCCs (average age 20.5 years) were sold for demolition with half the sales concluded in the 1st quarter. The VLCC **ATLANTIC PROSPERITY** (311,689

dwt) was just 16.2 years of age when sold to Indian breakers in January and has the distinction of being the largest tanker sold for disposal in 2012. There were 19 Suezmax sales (11 more than 2011) while Aframax/LR2s numbers a further 36 (average age 21.4 years) accounting for 33% (3.4 million dwt) of all demolition sales. MR sales fell to 32, down from 55 last year, while Panamax sales equalled last year's 7. It is no surprise this reflects the general pattern in the expectations of the tanker industry: concern for the crude market and stronger prospects for product tankers" said Gibson in its report. In terms of scrapyards, it mentioned that "India's short domination as the region of choice for tanker demolition came to an end with Pakistan taking the central role at 6 million dwt. Bangladesh retained second spot with 3.1 million dwt, followed by India (1.9 million dwt). Tougher regulations on the import and disposal of tonnage coupled with competition from dry bulk sales has moved the emphasis away from the traditional Bangladesh/India domination. However, demand for scrap steel remains high, which has supported lightweight prices. A cocktail of factors could yet force more sale activity throughout this year as more regulation, environmental commitments and basic economics will put more tanker tonnage to the torches of the Asian recycling industry: the question is how much?" Gibson concluded.

Meanwhile, in its market outlook for the tanker segment, ship owner Knightsbridge Tankers noted that "the market rate for a VLCC trading on a standard 'TD3' voyage between the Arabian Gulf and Japan in the fourth quarter of 2012 was WS 42.8, representing an increase of approximately WS 7 points from the third quarter of 2012 and a decrease of approximately WS 15 points from the fourth quarter of 2011. Present market indications are approximately \$8,000 per day in the first quarter of 2013. Bunkers at Fujairah averaged \$615/mt in the fourth quarter of 2012 compared to \$650/mt in the third quarter of 2012. Bunker prices varied between a low of \$593/mt on November 5th and a high of \$655/mt on October 1st".

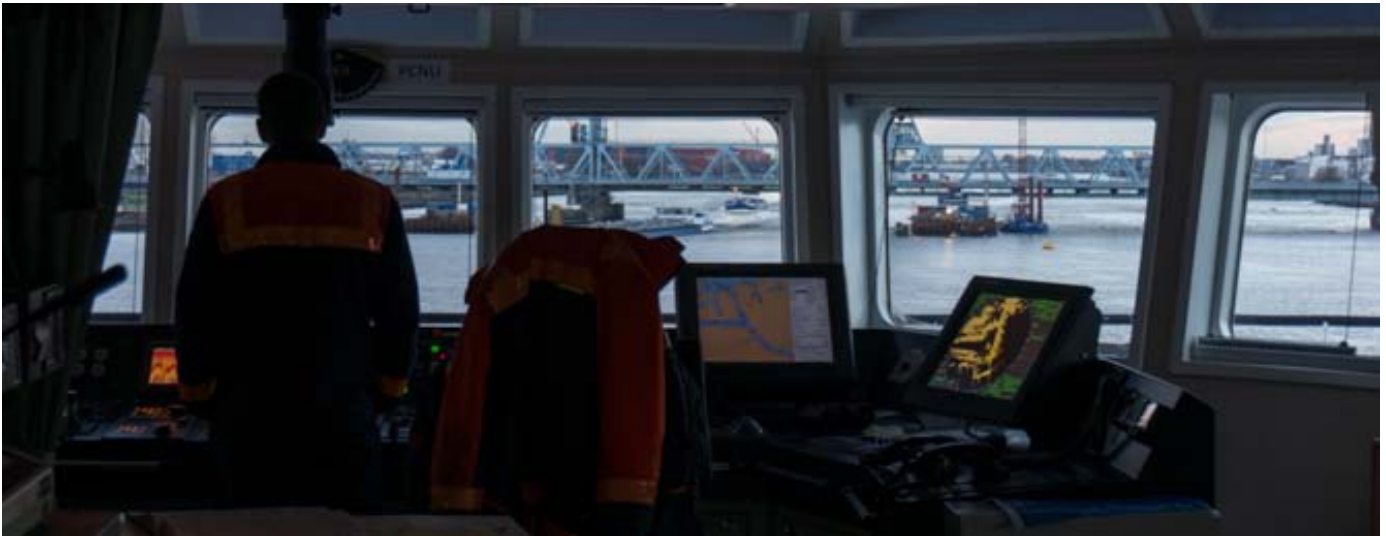
In terms of oil demand, the company said that "the International Energy Agency's ("IEA") January 2013 report stated an OPEC oil production, including Iraq, of 30.9 million barrels per day (mb/d) in the fourth quarter. This was a decrease of 0.45 mb/d compared to the third quarter of 2012, due to lower Saudi Arabian production in November and December. The IEA estimates that world oil demand averaged 91.2 mb/d in the fourth quarter of 2012, which is an increase of 1.2mb/d compared to previous quarter and the IEA estimates that world oil demand averaged approximately 89.8 mb/d in 2012, representing an increase of 1.0 percent or 0.9 mb/d from 2011. 2013 demand is expected to be 90.5 mb/d". Supply-wise, "the VLCC fleet totalled 622 vessels at the end of the fourth quarter of 2012, up from 617 vessels at the end of the previous quarter. 11 VLCCs were delivered during the quarter, six were removed. The order book counted 81 vessels at the end of the fourth quarter, down from 91 orders from the previous quarter. The current order book represents approximately 13 percent of the VLCC fleet. According to Fearnleys, the single hull fleet is 17 vessels, five less than last quarter" it concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **STOLT CAPABILITY** at the Westerscheldt river – Photo : Walter de Groot ©

VOS SHINE DEPARTED FROM STELLENDAM

The diving support vessel **VOS SHINE** departed from **Padmos shipyard** in Stellendam after a maintenance period bound for Greenock,



The **VOS SHINE** under command of **Capt. Bart Hakze** with onboard pilot **Marijn van Hoorn** passing the Spijkenisser and Botlek Bridge (top + left) **photo's top + left : Marijn van Hoorn** © below : **Rob de Graaf** ©



Photo : Willem Holtkamp - <http://fotomaker.jalbum.net/FOTOMAKER/> ©



Snow clouds approaching the **VOS SHINE** whilst navigating the Oude Maas near Puttershoek
Photo : Marijn van Hoorn ©

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Van Aalst Marine & Offshore and CargoMaxx expand agency network into Korea and Turkey

Van Aalst Marine & Offshore BV, the leading Dutch Bulk Handling Systems specialist, has recently expanded its agency network into Korea and Turkey. In order to cope with the worldwide increasing interest in its range of bulk handling solutions for (mobile) offshore drilling units, offshore support vessels and cement carriers, in both areas locally well established companies have been appointed. In Korea, Utopia Korea Ltd, headed by Mr. Sam Sung R. Lee, will mainly focus on the bulk handling and drill cuttings systems on board newbuild drill ships, jack-ups and semi-submersibles, as marketed under the CargoMaxx brand. Multiple application hull integrated tanks, create flexibility and increased cargo capacity on board. In Turkey, **Atlantis Marine Services Ltd**, headed by Mr. A. Caner Ararat, will mainly focus on liquid & dry bulk handling systems on board Platform Supply Vessels (PSV), Anchor Handling Tugs Supply and self-discharging cement carriers.

"With the first CargoMaxx MT6015 design PSV being delivered in Korea later this year, from **Shinan Heavy Industries** and the recent award of the conversion of the cement carrier **MV SIDER VIVARA** at a Turkish yard for repeat client Italcementi/Romeo Shipping of Napoli, the moment at which Sam and Caner, both highly appreciated industry veterans and their esteemed companies, join the Van Aalst network, is well timed", states Wijnand van Aalst, managing director of **Van Aalst Marine & Offshore**. "We wish them lots of success in their marketing efforts and look forward to a fruitful, long lasting cooperation."

Route via Cape of Good Hope may become more attractive than Suez Canal

The **International Chamber of Shipping (ICS)** - the principal international trade association for shipowners, representing all sectors and trades and over 80% of the world merchant fleet – has voiced serious concerns about toll increases announced by the Suez Canal Authority (SCA), to be implemented on 1 May 2013.

For all but the smallest ships, the Suez Canal toll increases range from about 3% to 5% according to tonnage and ship type. These follow across the board increases of 3% which were implemented in March last year despite industry protests.

ICS Secretary General, Peter Hinchliffe, remarked: "Most international ship operators are trading in the worst shipping markets in living memory due to there being too many ships chasing too few cargoes. This is not the time for the SCA to be announcing increases, which for some trades seem very dramatic indeed, and which many shipowners will find impossible to pass on to their customers." He added: "We recognise that, with pressure on Egypt's tourism and its other economic problems, there is increased pressure on the SCA to maintain what is now the country's biggest source of foreign revenue. But the effect of these increases will be to give a spur to those owners who may already be considering the Cape route as a serious alternative." The route via the Cape of Good Hope is already becoming relatively less expensive as many ships resort to slow steaming in an effort to reduce costs and to deliver the reductions in CO2 emissions which are now demanded by their customers. Moreover, the entrance to the Suez Canal, via the Red Sea and the Gulf of Aden, is already unattractive due to the continuing threat of Somali piracy, compounded by instability in the Yemen. Recent events in Egypt, including riots in Ismailia and Port Said, are generating concerns about the security of the Canal itself. "We are also disappointed by the lack of consultation that preceded these increases," said Mr Hinchliffe. "To the SCA's credit, the Canal has so far continued to function smoothly. But ICS will be repeating its request for full and proper consultation between the industry and the SCA, particularly whenever toll adjustments are being contemplated." The ICS Board of Directors will be considering the matter further at its meeting in London tomorrow (5 February), together with the status of ongoing discussions between ICS and the Panama Canal Authority about a new toll structure which is being introduced to coincide with the expansion of the Panama Canal, expected to be completed in 2014/15. **Source : PortNews**



The **CSL STEFANIE** in Cape Town – **Photo : Iain Shiffman ©**

Purchase helps lift South Port profit

South Port's acquisition last year of the former Southland Cool Stores helped lift its half-year after-tax profit to \$2.9 million from \$2.54 million a year ago. The half-year result was boosted by the addition of Southland Cool Stores cold-storage operation, plus increased fish cargo being stored at South Port's Island Harbour cold-storage facility, chief executive Mark O'Connor said in a statement.

The interim dividend was up from 5.5c last year to 6.5c, and it was intended to repeat a full-year dividend of 20c. Cargo activity for the six months was down 9%, from 1.39 million to 1.26 million tonnes.

"The decline in cargo was due primarily to weaker export activity, while overall import movements largely maintained their momentum," he said. There were reduced volumes of petroleum products, aluminium smelter import and export cargo, woodchips and logs, which was partially offset by volume gains in fertiliser, stock food and fish. South Port estimated its full-year earnings would be between \$6 million and \$6.4 million.

South Port is constructing an additional 5900sq m dry warehouse at the west end of the Bluff Island Harbour, for bulk cargoes such as stock feed and fertiliser. South Port pilots did a computer simulation exercise in Brisbane, and successfully assessed that Bluff could safely accommodate vessels up to 260m. **Source : The Otago Daily News**



2012 built "**Eke Möbius**" berthed at the Steubenhöft (Cuxhaven).

Photo : Maik Ebel ©

Change of management in Maersk Line

Chief Commercial Officer **Lucas Vos** has decided to leave the company and will leave his position as head of the commercial part the business and member of the Liner Management Board as of 1 May 2013. "**Lucas Vos** has been part of the top management team in Maersk Line for the past five years. He has been an integral part of turning the company around with the ambitious streamLINE programme and lately contributed to the plan of making **Maersk Line** the most profitable player in the industry", says Maersk Line CEO **Søren Skou** and continues: "I would like to take the opportunity to thank Lucas for his efforts and the good collaboration. We are sad to see him go and wish him best of luck." There is yet no decision of succession, but the process has been initiated. **Lucas Vos** returns to The Netherlands – as it has been the plan all along – where he will take some time off to consider his next step. Source: **Maersk Line**

BOEKBESPREKING

Door : Frank NEYTS

"Maritime Security. A practical guide".

The **Nautical Institute** published a most interesting book entitled "**Maritime Security. A practical guide**". It was written by Steven Jones MSc BSc (Hons) MNI. Masters, company and ship security officers have a pivotal role in making vessels secure. This book is aimed at those responsible for the welfare of vessel crews, cargoes and the ships themselves. It will help in the development of the ship security plan and explain how to make a vessel truly secure. Ship's Masters and crews have to balance the difficult and complex demands made by other people, ships, ports and cargoes. Explanation is given of the principles underpinning maritime security and guidance on putting those principles into practice, including the ISPS Code, advising on management systems that will ensure compliance with legislation. It is a practical guide – examining the ways to ensure there is no complacency in the execution of security plans, the use

of armed guards and other issues of interest to all those involved in keeping ships safe from pirates, terrorists and other criminals. **"Maritime Security. A practical guide."** (ISBN 978-1-906915-45-2) is available from **The Nautical Institute**, price £40. For more information: Tel. +44.20.7928.1351.



The buoy tender **ROTTERDAM** in Scheveningen – Photo : **Simon Mostert** ©

.... PHOTO OF THE DAY



Lighthouse north of Brest

Photo : **FLYING FOCUS** luchtfotografie - www.flyingfocus.nl ©

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