



Number 045 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 14-02-2013**

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The **DOCKWISE VANGUARD** with her first cargo off Okpo (South Korea)

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HAL's **NIEUW AMSTERDAM** moored in Willemstad (Curacao) photo : Rutger ©

Dry-Bulk Shipping Recovery Seen by Citigroup Beginning in 2014

Earnings for ships that carry dry-bulk commodities are set to start recovering in 2014 as fleet growth slows to keep pace with demand for the first time in four years, said Citigroup Global Markets Inc. Expansion will weaken to 5 percent amid fewer deliveries of new vessels, compared with an 18 percent average pace in the 2011-13 period, analysts led by New York-based Christian Wetherbee said in a report e-mailed today. Demand for cargoes of minerals and grains will gain 5 percent next year, it showed.

"Dry-bulk supply and demand is currently challenged, but we believe there is a solid potential for recovery beginning in the second half of 2014," the analysts said. Returns are set to start rebounding to "sustainably profitable levels," according to the bank.

The Baltic Dry Index, a measure of commodity shipping costs, reached its lowest annual average in 26 years in 2012 amid an oversupply of vessels and slowing demand. The global fleet of 9,490 dry-bulk ships will haul an estimated 4.2 billion metric tons of cargo this year, 5 percent more than in 2012, according to Clarkson Plc, the biggest shipbroker. Citigroup published the report as it began coverage of Navios Maritime Partners LP by advising investors to buy the stock. An analysis indicates the Piraeus, Greece-based owner of 21 dry-bulk vessels probably will "at least maintain" its annual dividend of \$1.77 a share through next year, equating to a 13 percent yield, the bank said. **Source: Bloomberg**



The Dutch Coast Guard vessel **ZIRFAEA**

Photo : Mark de Bruin www.flickr.com/photos/markcantpark (c)

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Panama Canal Administrator Meets Intertanko and Intercargo Members

As part of the ongoing conversations with the shipping industry, a Panama Canal Authority (ACP) delegation headed by Administrator Jorge L. Quijano met with the International Association Of Independent Tanker Owners (Intertanko) and the International Association Of Dry Cargo Shipowners (Intercargo) in London.

This meeting is part of the permanent dialogue that the Panama Canal holds to reaffirm its relationship with customers and get feedback on their needs in anticipation of the opening of the Third Set of Locks.

"We meet with our customers face-to-face as often as we can, to understand what best suits their business and try to tailor to each segment's needs," Quijano said. "We are trying to get closer to how are clients look at their business."

During the meeting, Canal officials presented a progress report on the waterway's Expansion Program and discussed the conceptual framework of the waterway's toll structure after the expansion. In addition, the new concept of the just-in-time service was discussed. This service will allow booked vessels to arrive at an hour much closer to their

scheduled transit time instead of arriving earlier, having to remain for several hours at anchor before actually beginning their transit. The ACP started the trial period beginning February 1, 2013, for up to 60 calendar days. Intertanko is an open forum for independent tanker owners and operators of oil and chemical tankers in the industry. Intercargo is an association for owners, operators and managers on the dry bulk cargo industry.

The Expansion Program will build a new lane of traffic along the Panama Canal through the construction of a new set of locks, which will double capacity and allow more traffic and longer and wider ships. The Expansion will allow the Canal to uphold its position as a reliable route at the service of international commerce.

Source: ACP (Panama Canal Authority)

Norway allows armed guards

After completing several attempts during the past two years, the Norwegian Government has now decided to allow the use of armed guards on board Norwegian merchant vessels. It has also been decided to improve Norway's military presence in the Horn of Africa. "The test period has been invaluable and from the experience we now create a new law that will make Norwegian ships, their crews and their cargo much safer", said the Norwegian Trade Minister Trond Giske. Additionally the government has agreed to NATO's request about make a Norwegian frigate of Fridtjof Nansen class available to NATO forces out of Somalia, as the command ship for the naval force. All parts of the maritime Norway welcomes the two decisions. Source: vg.no / Maritime Denmark



HAL's **ROTTERDAM** moored In Langkawi – Photo : Fred Claessen ©

Reliable water treatment on-board the Utrecht



Pronomar is happy about an order from **Van Oord**, a leading international contractor in dredging, marine engineering and offshore projects with respect to oil, gas and wind. **Van Oord** asked Pronomar to supply and install their innovative Pronomar-MERUS rings on-board their Trailing Suction Hopper Dredger **UTRECHT**.

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The **CHALLENGE PHOENIX** enroute Amsterdam – Photo : Ruud Coster ©

India 'concerned' after China takes Pakistani port from Singapore

INDIAN Defence Minister AK Antony told reporters that China's role in operating the Pakistani Port of Gwadar port, 600 kilometres from Karachi, "is a matter of concern to us", but did not elaborate. Management of the port, close to the Iranian border, was assumed by the state-run Chinese Overseas Port Holdings after previously being managed by Singapore's PSA International, reported Reuters. India has long been wary of strategically located ports being built by Chinese companies in its area, including Sri Lanka and Bangladesh, as India beefs up military capacity to match China's increase in defence spending. India, the world's biggest arms importer, plans to spend US\$100 billion over the next 10 years upgrading its mostly Soviet-era military hardware. Gwadar port, close to the Strait of Hormuz, is seen as opening up an energy and trade corridor from the Gulf, across Pakistan to western China, and could be used by the Chinese Navy, analysts say. Jay Ranade, of the Centre for Air Power Studies and a former additional secretary at the government of India, said: "It will enable China to deploy military capability in the region. Having control of Gwadar, China is basically getting an entry into the Arabian Sea and the Gulf. Gwadar is a more serious development than the others." Source : AsianShipper

Croon builds control cabins for the topsides lift system of Pieter Schelte

Rotterdam-based **Croon Marine & Offshore** will build the complete control cabins for the topsides lift system of the world's largest offshore construction vessel, Allseas' **Pieter Schelte**. In December, **Allseas** and **Croon** signed an agreement to this end

The **Pieter Schelte** measures 382 x 117 meters, the equivalent of eight football pitches. The vessel will be able to lift and transport platform topsides up to a weight of 48,000 tons and jackets up to 25,000 tons in one piece. Today, such work is carried out in parts. The vessel will also be able to install pipelines for oil and gas transport at a depth of up to 3,500 meters. The positioning and removal of platform topsides requires a special lifting system. This topsides lift system not only lifts, but also holds the platform in position during transport to other locations. The control system and its drive are vast and highly advanced. No less than 16 control cabins are required. **Croon Marine & Offshore** will be

responsible for the engineering, production and installation of all mechanical and electrical components, the HVAC installation and the variable frequency drive or main control cabinet for the system. Partners are Heinen & Hopman for the HVAC-system and Vacon for the drive system.

“Croon is specialized in custom-built solutions for the Marine and Offshore sectors in Holland and far beyond its borders”, sales manager Brian Faerber explains. “We engineer, produce, install and maintain electrical systems and networks for all types of vessels and platforms. Croon covers all required knowledge and manpower.” The control cabins of the **Pieter Schelte** will be built with modular technology. “The result is a one-of-a-kind solution for a truly unique ship”, says Faerber. Croon will build and install the control cabins in 2013. Delivery of the vessel is expected in 2014.



The **GLANDFORD** (ex Ronceray) Passing Rouen **photo : Fabien Montreuil ©**

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Steve Jobs 78 mtr long super yacht **VENUS** spotted in Cristobal – **Photo : Capt Joren Meijer (c)**

Executives from Carnival Corporation visits proposed Maritime Skills Academy Campus in Dover

Capt David Christie S.V.P Maritime Quality Assurance, Jerry Montgomery S.V.P Global Human Resources both from the Carnival Corporation based in Miami along with Brendan Vierra V.P Human Resources, Rob Leijen Director HR Europe, Holland America Line visited the proposed Dover campus of the Maritime Skills Academy to discuss their support of the project. The day was spent discussing the courses that will be delivered, the building construction and financing options which includes a bid of £3.5M from the Kent Regeneration Fund. Both Capt. Christie and Jerry Montgomery were impressed with the work done so far and will be reporting back to the Carnival Board.



Pictures taken outside Viking House (from right to left):

| | |
|-----------------------------|---|
| Brendan Vierra | Vice President Human Resources Holland America Line |
| Don Millar | Operations Director Viking Recruitment |
| Kevin Spencer | General Manager Cruise Operations Viking Recruitment |
| Dieter Jaenicke | Chairman & Founder Viking Recruitment |
| Capt. David Christie | Senior Vice President Maritime Quality Assurance Carnival Corp. |
| Jerry Montgomery | Senior Vice President Global Human Resources Carnival Corp. |
| Matthew Jaenicke | Managing Director Viking Recruitment |
| Rob Leijen | Director H.R Europe Holland America Line |
| Paul Russel | Senior Marine Training Consultant Maritime Skills Academy |
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ClassNK Earns Authorization from German Flag

Top Society Announces Further Expansion in Germany

World's leading classification society **ClassNK** has announced that it has earned authorization from Germany's BG Verkehr to carry out surveys on behalf of the German Government, and will be further expanding its operations in the leading ship owning nation. The announcement was made during a reception to commemorate the authorization at the prestigious Hafen-Klub on 11 February 2013. As the notified body for German flagged vessels under the EU Maritime Equipment Directive (MED 96/98/EC), BG Verkehr oversees all aspects of the German flag, including determining which

classification societies can act on its behalf. The highlight of the reception, which drew more than 60 representatives from the German maritime community, was a presentation ceremony which saw Mr. Kai Krüger, speaking on behalf of Mr. Ulrich Schmidt, Head BG Verkehr's Ship Safety Division presenting an official certificate of authorization from BG Verkehr to ClassNK Chairman & President Noboru Ueda. The authorization allows ClassNK to carry out a full range of surveys for the international conventions for all German flagged vessels. Speaking on the occasion, Mr. Ueda offered his deepest thanks and appreciation to BG Verkehr and the entire German maritime community for its support, saying: "This recognition is an important step forward in our ongoing expansion here in Germany. We are deeply honored to be able to serve on behalf of the German flag administration, and will dedicate our full resources to supporting the needs of the German maritime community in the days and years to come." Since reorganizing its operations in 2011 and placing top survey experts on call in ClassNK's Hamburg Office, German owners have transferred roughly 50 vessels totaling 1.5 million gross tons to the ClassNK register. Transfers from German owners further accounted for roughly 1/5th of all vessels transferred to ClassNK in 2012, helping the world's largest class society set a new record for vessels registrations of more than 25 million gross tons in a single year.

In addition to speeches from Mr. Ueda and Mr. Krüger, Dr. Hermann J. Klein, CEO of Germany's Blue Star Holding and E.R. Schiffahrt, also took the podium to toast ClassNK's authorization and to congratulate NK on the authorization and incredible growth. In addition to the authorization announcement, ClassNK also announced that they would be further expanding their human resources and operations in Hamburg in order to better serve German shipowners. ClassNK had promoted Dr. Sergej Dalberg to serve to as the new General Manager of ClassNK's Hamburg Operations and doubled the number of expert staff in ClassNK's Survey Department in Hamburg in order to further support ClassNK's growing operations in the region.



12-02-2013 : The **VLIELAND** in Dublin – Photo : Sjoerd van der Sluis ©



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Cosco Busan Pilot Sues USCG Over License Renewal

John Cota, the infamous San Francisco Bay bar pilot who was found responsible for the 2007 **Cosco Busan** oil spill, has filed a lawsuit against the U.S. Coast Guard to get his mariner's license back. Cota claims that officials gave a series of baseless reasons for refusing to renew his credentials after the 2007 disaster. The 65-year-old was found to be taking up to 19 prescription medications when his container ship allided with a span of the Bay Bridge. The investigation into the incident discovered that Cota did not reveal all of his medical conditions to the USCG. Additionally, his use of the medications resulted in degraded cognitive performance at the time of the accident. According to the San Francisco Chronicle, Cota voluntarily surrendered his state-issued bar pilot's license in 2008 in the face of efforts to revoke it by the Board of Pilot Commissioners. He also previously gave up his federally issued mariner officer license in December 2007. Cota's suit, filed in federal court in California, states that the U.S. Coast Guard deceived him into surrendering his credentials in a fake voluntary agreement, and then found phony reasons not to renew them. Cota passed post-accident medical examinations, according to the lawsuit, but Coast Guard authorities insisted he was not fit to pilot a vessel because of his use of a stimulant for his sleep apnea. Legal representatives for the pilot ensure that he is definitely still capable of piloting a ship, and wants to be active. The defense noted that heavy fog the morning of the **Cosco Busan** spill and communications interruptions with the crew is largely to blame for the disaster. Moreover, Cota's lawyer argues that the Coast Guard was put under immense political pressure to keep him off the water. **Source : Maritime Executive**



BRAVEHEART stand by on anchor in bay of Pointe Noire **photo : Marc Veenstra ©**

No alternative to Suez Canal for Yamal LNG westward transportation – Sovcomflot

There is no alternative to Suez Canal for Yamal LNG westward transportation, Dmitry Rusanov, deputy director of LNG fleets at Sovcomflot, told PortNews IAA. "There is no alternative transportation for Yamal gas. The route via the Cape of Good Hope is longer and transportation expenses become higher. Political instability in Egypt is still temporary and I hope it does not yet effect the operation of the Suez Canal – a significant source of income for the state economy," Sovcomflot representative believes. We remind that Sovcomflot has proposed NOVATEK to create a consortium to manage LNG tankers within the framework of Yamal LNG project. 16 gas carriers with the aggregate capacity of 16.5 mln tons of LNG are totally valued at some \$6 bln. As it was reported earlier, toll increases were announced by the Suez Canal Authority (SCA), to be implemented on 1 May 2013. In this context the International Chamber of Shipping expressed its opinion on the necessity to find alternative routes, in particular, the route via the Cape of Good Hope was proposed. **Source: Portnews**



The **STAR CURACAO** outbound at Maaspilot station

Photo : Mark de Bruin www.flickr.com/photos/markcantpark (c)

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AVRA's tug **NORTHWIND** towing the barges **GREENBARGE 1** and **GREENBARGE 2** in the Javasea enroute from Dalian (China to Stavanger via Cape Good Hope) Photo : Capt Radboud Polee (c)

Seagull reinforces safety message

Seagull has introduced two new computer-based training modules to help ships' officers and crew managers to raise safety awareness among the seafarers under their supervision. Drawing on its partnership with 'soft' skills specialist Green-Jakobsen, Seagull has launched a new Seafarer Appraisal course and a new Behaviour-based Safety course, both developed to nurture the safety culture that supports best practice. "These tools help managers to lead, coach and motivate crew members in the interest of their own safety," says Vibeke Nordahl-Paulsen, Seagull Director Training Content. "Encouraging personal responsibility also encourages professional growth, which is crucial for the organisation's capability and its reputation as an investor in people."

CBT # 0259 Seafarer Appraisal is a course for management level officers on board ships, and human resource and crewing managers ashore involved in seafarer appraisal. The course introduces the appraisal process, explains supporting documentation and offers guidance on how appraisals can meet the expectations of managers and crew, in line with STCW.

"Effective Performance Appraisal Systems help retain and develop staff," says Ms Nordahl-Paulsen. "This tool helps managers encourage aspiration, whilst at the same time furthering the interests of the shipping company. Seagull and Green-Jakobsen have also combined to devise CBT # 0260 Behaviour-Based Safety, aimed at shipboard Deck and Engine officers. This course assists in developing seafarer safety behaviour and improves safety awareness. It uses the 'Observe, Assess, Provide Feedback and Evaluate' methodology to prompt Safety Behaviour Modification.

CBT # 0260 trains officers to give appreciative and corrective feedback, and how to develop a culture where seafarers are positive, proactive, assertive and constructive in exchanging safety information. "The aim is to make best safety standards part of the culture onboard ship," Ms Nordahl-Paulsen adds. "The course takes a 'hands-on/toolbox' approach because it is critical that the content is immediately applicable to daily operations." Ms Nordahl-Paulsen acknowledges the key contribution made by Green-Jakobsen to the Behaviour-based Safety training tool. "A seafarer's safety performance relies on knowledge and skill, but these are not the only components contributing to best practice," she says. "Awareness of the working environment, the actions of others and even the individual's own mood have a direct impact on performance. The objective of this module is that the learner understands why behaviour might need to be modified to achieve best practice."

NAVY NEWS



The **SNS A 15 CANTABRIA** arriving in Melbourne – Photo : Dale E. Crisp ©

Indian Naval Ship 'Kalpeni' in Maldives on five-day joint exercise visit

Indian Naval Ship '**Kalpeni**' is in the Maldives on a five-day joint exercise with the Maldives National Defence Force (MNDF) Coast Guard. The ship arrived in the Maldives on Tuesday (February 12). The aim of the exercise is to jointly conduct maritime security patrol in the Exclusive Economic Zone of Maldives.

During this visit, the MNDF Coast Guard personnel will be embarking the ship and will be undertaking various operational training with Indian Naval personnel. The joint patrol is aimed at increasing maritime security in the Indian Ocean region, especially in the waters around Maldives. The '**Kalpeni**' is a completely indigenous new generation Naval Ship designed and built by M/s Garden Reach Ship Builder and Engineers, Kolkata, India, and is named after an important island of the Andaman and Nicobar archipelago in Indian Ocean.

The ship performs roles such as coastal surveillance and patrol, anti-smuggling, anti-piracy, fisheries protection, search and rescue operations and naval escort operations. The current exercise is a part of bilateral cooperation and is expected to go a long way in strengthening maritime security cooperation between the two countries. **Source :** Newstrack India

SHIPYARD NEWS



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New appointment for IHC Asia Pacific signals growth



IHC Asia Pacific, the regional headquarters of **IHC Merwede** in Singapore, has announced the appointment of Francis Tang as Product Director for the Product Market Combination team responsible for global sales and marketing of service and support vessels. Currently Managing Director of the Singapore office of a major international ship design company, he has extensive knowledge of the markets in which IHC Merwede operates. In his new role, Mr Tang will lead the development of two new offshore support vessels, the IHC Packhorse™ and IHC Packhorse™-maxi – the first in a range of products that will be developed by the IHC Asia Pacific office, which reinforces IHC Merwede's internationalisation strategy. This will involve working with local third-party designers and

NACKS debuts its largest boxship

One of China's most advanced shipyards has taken its largest boxship built to date out for a trial. The 13,000 teu ship built by **Nantong Cosco KHI Ship Engineering Co, Ltd** (NACKS), the joint venture between Cosco and Kawasaki Heavy Industries (KHI), sailed down the lower reaches of the Yangtze to the Zhoushan archipelago. The vessel, unofficially named "**Cosco Kawasaki 111**", is the first of the series of eight ships developed and built by NACKS. It is 366 m long, 51.2 m wide and 29.85 m tall with NACKS claiming it uses 25% less fuel and is 30% larger than the last big boxship ship it developed. Famed as one of the nation's most efficient yards, the 13,000 teu ship took just 58 days to build in dock. The last ship, with a capacity of 10,000 teu, took 79 days to be built. **Source: Sino Ship News**

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13-02-2013 : new Feadship 'DREAM' in drydock at Shipdock in Amsterdam fitting propellor blades
Photo : Brian Harvey ©

Production volume of Shipyard Zaliv (Ukraine) up 25.2% in 2012

By the results of annual reports for 2012, JS Zaliv shipyard has increased the production volume for 58.9 mln UAH (to 25.2%) up to 322.5 mln UAH in comparison to the previous year, the Shipyard informs. Dividing to the production means the ratings of production volumes are the following:

- Shipbuilding - 306.2 mln UAH (5 Hulls of PSV's, 1 floating dock)

- Shiprepair – 9.5 mln UAH (28 vessels are repaired).
 - Other products (works, services) - 6.7 mln UAH
- Product sales, works and services income by the results of 2012 made up 312.6 mln UAH that is 45.8 mln higher than the level of 2011. 61 mln. UAH was delivered to budget and social security system whereas 47.2 mln. UAH were delivered in the previous year. Financial result at the end of 2012 - the profit made up 5.6 mln. UAH that is 7.8 times higher in comparison to the previous year. By the words of the financial director of Zaliv shipyard Alexander Sytnik the increase in production output and sales income became possible due to total increasing of the quantity of executed orders on shipbuilding and shiprepair.




Greenpeace ARCTIC SUNRISE outbound from Harlingen upon completion of several repairs at **Wierda shiprepair**, the **ARCTIC SUNRISE** departed for Palma de Mallorca
Photo : Wytze van de Witte © www.janvandewitte.nl ©

India: Govt should revive shipbuilding subsidy, says ABG Shipyard

Our wish list for the 2013 Budget is focussed on addressing the issues and giving boost to local shipbuilders in today's challenging environment. Shipbuilding is like any other infrastructure play - long delivery, capital and working capital intensive industry. It generates large employment directly and indirectly. To give a boost to this sector we seek multiple initiatives from the Government like revival of shipbuilding subsidy, infrastructure status, incentives for local built and owned vessels, expanding scope of subsidy to cover all category of assets built by shipyards whether owned in India or for export etc. Cheaper long term finance for setting up of shipyards will be an encouragement and incentive to get into new areas like offshore construction for oil majors like ONGC etc. The Budget should recognise this sector as infrastructure and make a comprehensive package. One more important step will be to give preference to Indian built assets in oil and gas, shipping sector with weightage for new assets over old ones. **Source: ABG Shipyard**

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The **COSTA MAGICA** arriving in Haifa – Photo : Peter Szamosi ©

Pelindo III allocates \$634 million for port developments

State-owned port operator **Pelindo III** says it will spend Rp 6.1 trillion (US\$634.4 million) this year, almost half of which will be used to develop regional ports and buy container cranes to ease port congestion. The total amount is a fourfold increase from the Rp 1.5 trillion the firm spent last year. Some of the money will be used to acquire 2,500 hectares of land in East Java for the construction of a new industrial port.

Pelindo III spokesman Edi Priyanto said that almost 50 percent of the total investment would be used to finance the expansion of container terminals at Tanjung Emas Port in Semarang, Central Java; Trisakti Port in South Kalimantan; and the Teluk Lamong multipurpose terminal project near East Java's hub, Tanjung Perak Port. "We need to expand the terminals because domestic demand is rising on the back of economic growth. We have to anticipate a surge in

traffic as soon as possible," Edi told The Jakarta Post here on Tuesday. For Tanjung Emas Port in Semarang, for instance, the firm will add 5.3 hectares to the port's container yard and extend the dockyard from 495 meters to 600 meters in order to accommodate more ships and containers. The firm had been working on the project since January 2012 and it is expected to be completed by the end of 2013.

A similar project is being conducted at Trisakti Port in Banjarmasin in response to the 15 percent increase in its container traffic to 419,335 twenty-foot equivalent units (TEUs) last year. As for the much-anticipated Teluk Lamong project, he said that Pelindo III was working on the causeway, container yard, dockyard and connecting bridge, all of which cover a 300-hectare area. The connecting bridge is almost 70 percent complete, while the remaining elements are in the early stage of construction. "We recently began construction on Teluk Lamong's domestic dockyard, container yard and causeway. We expect to finish the entire project by early 2014, which will help Tanjung Perak Port as it has been running at overcapacity," he said, adding that Teluk Lamong was projected to commence operations in April 2014. First built by the Dutch, Tanjung Perak Port is designed to accommodate up to 3.5 million tons of general cargo annually. However, traffic stood at almost 7 million tons throughout 2012.

Edi said the project was not only aimed at supporting Tanjung Perak but also at reducing logistics costs, as the average waiting time at Perak had reached three days. In addition, he said the firm would set aside one-third of this year's investment for new luffing container cranes and rubber-tired gantry to help ease congestion at the three ports.

Trisakti will receive more cranes than the other two ports because container traffic has increased more than 15 percent. Furthermore, he said Pelindo III planned to acquire a 2,500-hectare plot of land near Teluk Lamong and Tanjung Perak to build a new port. Edi declined to give further details, but said the company would start work on the project after completing Teluk Lamong. Pelindo III aimed to create an integrated port in East Java to strengthen the province's position as the main gateway for trade to eastern regions in Indonesia, he said. **Source : Jakarta Post**



the 2010 built MHL flag ro/ro ship **STRAIT OF GIBRALTAR** berthed at Pinto 4 and 5 wharves , Grand Harbour, Malta on Tuesday 12th February, 2013. She's the third vessel to be acquired by Italian short-sea shipping company Atlantica di Navigazione, a subsidiary of the Naples-based Grimaldi group of which it has purchased six roll-on, roll-off vessels from Hong Kong-based bulk carrier operator **Pacific Basin** for 153 million euros [\$196 million]. Vessel will be renamed **EUROCARGO PALERMO** **Photo : Capt. Lawrence Dalli - www.maltashippphotos.com ©**

Failed shipping group owes \$31m

Collapsed Pacific shipping business Reef Group, whose shareholders include All Black great Michael Jones, owes \$31 million and unsecured creditors look likely to suffer losses. The Reef Group, comprising 37 companies in New Zealand, Samoa and the Cook Islands, had receivers appointed by ANZ Bank on November 26. The first receivers report prepared by Colin McCloy and David Bridgeman of PricewaterhouseCoopers said \$27.7m was owed to ANZ, \$500,000 to Inland Revenue, \$218,000 to employees, an unknown sum to other secured creditors and at least \$2.5m to unsecured creditors.

McCloy and Bridgeman said unsecured creditors were likely to face a shortfall. The group's major asset, the shipping business, was sold to NYSE-listed Matson Inc in a deal finalised on January 11. Matson said in a statement the

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 045

purchase price was US\$9.6m (NZ\$11.5m). "While the purchase itself is relatively small, it complements our growing network of Pacific island services," Matson chief executive Matt Cox said at the time the deal was announced.

It is understood ANZ's security agreement covers more than the companies in receivership and that further recovery action is underway. The sale to Matson leaves only the husk of Reef's business left for receivers to realise - principally two fishing vessels and a noni juice business based in Niue and Samoa. McCloy said the fishing boats were unlikely to fetch a substantial sum. "In the grand scheme of things, they're not worth a lot of money. They're quite old," he said.

The noni juice business is also distressed after running into trouble when its plans to sell into the Chinese market were scuppered following Reef's partner, Natural Dairy, facing allegations of corruption. Natural Dairy principal Jack Chen has had his assets frozen after being charged with corruption and bribery by Hong Kong authorities over an unsuccessful bid to buy the Crafar farms. Michael Jones, who has a one percent shareholding in the Reef Group, said last year the corruption case had effectively frozen the noni juice trade to China: "Unfortunately, for the meantime at least, events have overtaken that contract in a most unexpected way," he said. **Source : Fairfax NZ News**



12-02-2013 :

the 2012 built GBR flag tugboat **LOMAX** towing the **ULSTEIN XBOW Hull 298** (to be named **BLUE GUARDIAN**) during her maiden voyage off Malta. Tugboat is being delivered by **TOS Ship Delivery Services**.

Photo's – **Capt. Lawrence** – **Dalli**
www.maltashippphotos.com ©



Forland's **SEISRANGER** anchored off Pointe Noire – Photo : Marc Feenstra ©

CORRECT ARTICLE ABOUT THE NEW PORT OF CALL FOR NILEDUTCH

New port call : Abidjan

NileDutch

Nile Dutch is pleased to inform their valued customers that **NileDutch** will soon start calling Abidjan. The Abidjan call will be a direct call on our Europe / West Africa service (WEWA). It will be the first West African port on this service and will offer very competitive transit times ex Europe.

The new rotation of the WEWA service will be: Antwerp - Le Havre - Leixoes - Lisbon - Abidjan - Pointe Noire - Luanda - Lobito

Twice a month we will also include a northbound Abidjan call which means there will be a direct link ex Abidjan to Europe. The Abidjan cargo ex Far East, South Africa and South America will transship in Pointe Noire. The first vessel ex Europe calling Abidjan will be **NILEDUTCHh SHENZHEN** voyage 11004A (eta Antwerp 1st April 2013).



The **NILEDUTCH SHENZHEN** - Photo : Ian Shiffman ©

The **NILE DUTCH LOPARD** voyage 30162A (eta Qingdao 7th March 2013) will be the first FEWA vessel where Asian cargo can continue in Pointe Noire on **ND SHENZHEN** to Abidjan. Your nearest **NileDutch** agent will be at your disposal for any additional



The **MEGA PASSION** submerging to 24 mtr depth , creating 13 mtr waterdepth over the deck in preparation for the offshore drydocking of the **MEGA INNOVATION** which is visible in the background- **Photo : Fop Leder ©**

Govt to enact Ship-breaking and Recycling Law by June: Barua Wednesday

Industries Minister Dilip Barua expressed hope that his government will enact Ship Breaking and Recycling Law by June of this year to create a safe environment for the sector.

He was having a meeting with Norwegian Ambassador Ragne Birte Lund on technical assistance in maintaining safety measures with support from Norwegian Agency for Development Cooperation (NORAD). The minister said the Ministry of Industries (MoI) and the NORAD will jointly work to reach an international standard platform that will create an environment-friendly ship recycling industry.

He said once the law is in place, it would be easier for the government to monitor and supervise the industry and it would also create an impetus to force the ship-breakers to maintain rules. The minister said currently the ship breakers are supposed to follow the government's Ship Breaking & Recycling Rules 2011. The Norwegian Ambassador said NORAD will mark up indications with the government's support to strengthen the safety measures in the ship recycling industry. She said both the government and the NORAD will jointly work to support the local ship recycling industry in maintaining safety rules according to International Maritime Organisation (IMO).

The Ambassador said, "We are here to provide technical assistance in dealing with the hazardous materials, equipment and in building the workers' capacity and supports in some other projects that will be helpful to deal with the bigger ships according to the IMO rules and regulations." MoI Secretary in-charge Mohammad Moinuddin Abdullah said at first there would be a Memorandum of Understanding (MoU) between the government and the NORAD. He said soon after the signing of the MoU there would be a Technical Assistance Project Proforma (TAPP) under which both the parties would indicate and finalise the possible safety measures for a green shipbuilding industry.

The MoI is going to extend help to the ship-breaking and recycling industry in the light of suggestions and rules of IMO and Basel Convention by forming a Technical Assistance (TA) body. According to data available from the MoI, currently

Bangladesh is breaking 26 per cent of the world's total scrapped ships, China 33 per cent, India 31 per cent and Pakistan 4-5 per cent. Statistics show that Bangladesh alone is dismantling more than one quarter of the world's total abandoned ships and the industry is rising gradually. **Source: Financial Express**



The **COOLWATER** last Sunday in Papendrecht – **Photo : Arie Valk ©**

Overseas Shipholding Group President and CEO resigns

Overseas Shipholding Group, Inc. Announced that Morten Arntzen has resigned as President and Chief Executive Officer and as a director of the Company, said in a press release. Captain Robert Johnston will serve as the President and Chief Executive Officer of the Company effective immediately. Mr. Johnston has been the Senior Vice President and Head of U.S. Flag Strategic Business Unit. **Overseas Shipholding Group, Inc.** is one of the largest publicly traded tanker companies in the world. As a market leader in global energy transportation services for crude oil and petroleum products in the U.S. and International Flag markets, OSG is committed to setting high standards of excellence for its quality, safety and environmental performance. OSG is recognized as one of the world's most customer-focused marine transportation companies and is headquartered in New York City, NY. More information is available at www.osg.com



The **NORMAND CARRIER** enroute Rotterdam – **Photo : Jan Oosterboer ©**



The **JUMBO VISION** outbound from Rotterdam with ondeck the **SMIT BISON**, bound for Abu Dhabi
Photo : Ruud Zegwaard - <http://merchantshipsphoto.blogspot.com/> ©

Dockwise supports combination with Boskalis and recommends Boskalis Offer to shareholders.

Dockwise and **Royal Boskalis Westminster N.V. ("Boskalis")** pursuant to the provisions of Article 5-12 of the Norwegian Securities Trading Act (Verdipapirhandelloven), Article 5:25i paragraph 2 of the Dutch Act on Financial Supervision (Wet op het financieel toezicht) and Articles 4 paragraph 3 and 18a of the Dutch Decree on Public Takeover Bids (Besluit openbare biedingen Wft) in connection with the public offer by Boskalis through its wholly-owned subsidiary Boskalis Holding B.V. (the "Offeror") for Dockwise. This announcement does not constitute an offer, or any solicitation of any offer, to buy or subscribe for any securities. This announcement is not for release, publication or distribution, in whole or in part, directly or indirectly, in or into the Canada or Japan.

The Board of Directors of **Dockwise** has unanimously resolved to support the combination of **Dockwise** and **Boskalis** (the "Combination") and to recommend the mandatory cash offer by **Boskalis** of EUR 18.50 / NOK 137.65 per share cum dividend for all of the issued and outstanding common shares in the capital of Dockwise (the "Offer"). Boskalis welcomes the position of Dockwise.

In the past months the Board organized a careful process to assess the Offer, the Combination and its consequences. Representatives of **Dockwise** and **Boskalis** held various meetings, Boskalis was given the opportunity to carry out due diligence and Dockwise co-operated with anti-trust filings and certain other matters. Dockwise held positive discussions with its works council and involved the trade union. The Board reviewed the final terms and conditions of the Offer set out in the offer document dated 8 February 2013 (the "Offer Document").

After the publication of the Offer Document, the CEOs of Dockwise and Boskalis signed a document reflecting their mutual understanding in respect of certain principles, arrangements and process matters relating to the Offer and the Combination as confirmed in discussions between them on 12 February 2013 (the "Integration Principles").

The Integration Principles deal with various aspects and consequences of the Combination for both Dockwise and Boskalis. Topics that were discussed by the CEOs and subsequently were laid down in the Integration Principles relate to certain arrangements and principles regarding the future strategy and business of Dockwise, market synergies, the brand name of Dockwise and Fairstar, crewing and vessel management, sourcing, the head office of Dockwise, social consequences of the Offer, and future corporate governance of Dockwise and Boskalis.



Tidewater's **BAILEY TIDE** anchored off Singapore – Photo : Capt. Jelle de Vries (c)

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The **NORDNES** arriving in IJmuiden – Photo : Ruud Coster ©

.... PHOTO OF THE DAY



Oilspill response vessel **HEBO-CAT 7** seen during an exercise in Rotterdam
Photo : Capt. Leo M. Leusink - ALP Maritime Services B.V. ©