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The REM ETIVE anchored off Singapore – Photo : Piet Sinke (c)

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The **REEF LARISSA** moored at the **K5 oil centre** Malabo West Africa - Photo : Aad van Spijk (c)

Suez Canal tanker traffic on the rise, as oil trade route patterns are changing

The increase of oil tanker transits through one of the world's major waterways, the Suez Canal, is a testament of the changing patterns in oil trade routes, with greater oil volumes moving from Europe to Asia-Pacific, although the Canal is currently only capturing part of this business. In its latest weekly report, shipbroker Gibson noted that the Suez Canal remains one of, if not the most important trade waterways in the world.

According to the report, "the recent political tension in Egypt has no doubt had an influence on the strength of Brent crude oil recently. With transit tolls being an important source of income for the Egyptian government (\$5.1 billion in 2012), it is no surprise they have done a good job of keeping the Canal operating as normal, despite the recent protests at the Port Authorities headquarters. Political instability, rising costs, security concerns and the on-going piracy issues in the Gulf of Aden all make transiting the canal a less obvious decision than in recent years. However the volume of oil passing through the canal has gone up. Statistics from the Suez Canal Authority (SCA) show the volume of oil shipped through the Canal last year increased sharply by 24% to 138 million tonnes, compared with 112 million tonnes in 2011" Gibson said. It added that "although the volume of oil transits increased in 2012, the same could not be said for other ship types, which were in fact down, as was overall toll income. The SCA has had to look to increase income somehow and hence it is perhaps explainable why the transit tolls are going up as of 1st May this year by between 3-5% (tankers will be 5%). This is on top of the 3% increase that was incurred in 2012. However, in a more

proactive move to increase transits and boost income, the SCA has recognised the increasing volume of North Sea cargoes going East via the Cape of Good Hope on VLCCs. In 2011 there were only 19 reported spot fixtures of this kind, whereas in 2012 there were around 60 fixtures. In acknowledging the world's changing trade patterns, the SCA has introduced a temporary reduced tariff for laden southbound transits of a VLCC and 'daughter' vessel when used in conjunction with the Sumed storage tanks" Gibson noted.



The **FRONT FIGHTER** passing the Suez canal – Photo : Piero Corona (c)

It concluded its note by mentioning that "for those refiners, oil majors and independents in the East who purchase such oil, the scheme appears to hold merit in terms of freight costs and time on the water incurring finance costs. Although the full economics need further clarification because of the uncertainty around Sumed storage costs, if they are attractive enough, when coupled with the time/finance saving element and reduced emissions, the scheme will achieve its aim of attracting more customers for the Suez Canal" Gibson said. Meanwhile, in the tanker markets this week, in the Middle East, "as expected VLCCs had a busier week of it as Charterers received final confirmation of March programmes, and wasting no time in snapping up handfuls of bargains. Bunker prices also, initially, rose and that gave Owners an extra kick to try for a higher level. Rates did crawl up a fraction to an average WS 34 East and WS 17.5 US Gulf, but any further progression is now in Charterers hands, and will only happen if they really lose discipline, which is unlikely. Suezmaxes started slowly so that rates edged off to around 130,000 by WS 57.5 east and WS 30 West. Very early dates do have a bit of tightness about them, but the market is working further ahead now, and looks well stocked. Aframax saw only the bare minimum which threatens to undermine the "conference' 80,000 by WS 80 to Singapore", the shipbroker said.

In West Africa, according to Gibson, "Suezmax Charterers continued to push more enquiry than of late, and the cumulative effect of that, and a generally active Atlantic scene, pruned availability sufficiently to allow rates to move a little higher to 130,000 by WS 55 for US Gulf, and as high as WS 67.5 for Europe, though another step upwards doesn't look on the cards as the market rolls forward. VLCCs, again, service exclusively Eastern demand, and ballasters from the region the almost exclusive supply. Rates matched those of the Arabian Gulf within a 260,000 by WS 33 /35 range to the East and at around US\$3.5 million for East Coast India. Any change will be led by Arabian Gulf fortunes" the shipbroker's report said.

In the Mediterranean, "a slow grind through the week for Aframax Owners, who ended up having to take down to 80,000 by WS 77.5 cross Med, and no premium for black sea loading. Charterers are unlikely to hand them any early ammunition to change the mood. Suezmaxes - as in West Africa - saw enough action to reap some advantage, with up to 140,000 by WS 67.5 paid for a Black Sea/Europe run as prompter dates ran out of candidates. The gains should be consolidated for now, but thereafter it will be more testing for owners resolve".

Finally, in the North Sea, "Aframaxes did make some progress through the week, but it all became a bit cat and mouse, and the final reconciliation only showed Owners a few extra wpoints to the good at up to 80,000 bby WS90 cross UK Cont, and 100,000 by WS 70 from the Baltic. Larger sizes didn't feature prominently - well, hardly at all, but 135,000 to the states should be marked up a little at WS 50-ish on West Africa and Mediterranean gains. VLLC Fuel Oil 'ARB' rates to Singapore stand no more than US\$3.5 million..but Owners are crossing their arms at that rate for the time being", Gibson concluded. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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The TSHD **GEOPOTES 15** operating in Yangtzehaven, Europoort, Rotterdam as seen from the TSHD **HAM 316**

Uncertainty of Baltic Dry Index Prompts Long Term Shipping Contracts

Five years ago this week, the Baltic Dry Index (BDI) started its rapid ascent from 7000+ (heady beyond belief by today's standards), to brush the 12,000 market just three months later. Few would have believed at that time that an index level of 700+ would ever appear acceptable but as the Index hovers around this point trade continues despite the prolonged slump. With some industry experts predicting another dismal year for bulk cargo carriers, there comes a sign that some of the commodity groups themselves may hold a very different view. MOL Cape (Singapore), a subsidiary of shipping giant Mitsui O.S.K. Lines (MOL), has concluded 20-year Freight Service Agreement for 200,000-tonnes-plus class iron ore carriers with international mining group Rio Tinto.

Based on the contract, MOL Cape will place several large-scale carriers to transport iron ore mainly from Australia to China whilst the company has independently developed business in Singapore. Conclusion of the long-term contract with Rio Tinto will contribute to MOL's earnings stability, and further consolidate MOL's national business expansion, whilst for Rio Tinto the deal means continuity in the long term regardless of vagaries in the market.

Indices such as the BDI and the trades that drive them tend to be cyclical, the trick being the ability to prejudge the timing of the cycle and overcapacity rarely lasts for ever and doubtless with this in mind Tim Huxley, CEO of Hong Kong-based Wah Kwong Shipping Holdings, speaking to Reuters recently commented:

"We are seeing a lot of the big commodity producers and charterers showing a lot more interest in taking a long-term cover. That would suggest that they think that freight rates are going to rise in the medium to longer-term. 20-year deals are rare, as not many shippers have the capability to strike such long-term contracts. This year is looking pretty grim. For most bulk carrier owners, this is a year of survival." **Source: Handy Shipping Guide**

Military ship joins whaling fleet

Japan has sent a giant military icebreaker to bolster its whaling fleet in the conflict with **Sea Shepherd** in the Southern Ocean, anti-whaling activists say.



The 12,500 tonne **SHIRASE**, operated by the Japan Maritime Self-Defence Force, has appeared near whalers and **Sea Shepherd**, the group said. The ship was recognised on radar by its identification signal, according to Sea Shepherd.

The Korean tanker **SUN LAUREL** was making a renewed attempt to refuel the whalers' factory ship **NISSHIN MARU** under the shelter of a Coast Guard helicopter from **SHIRASE** Sea Shepherd's Paul Watson said.

The powerful icebreaker can carry up to 250 crew and three helicopters, and has conducted Antarctic resupply duties for Japan, according to the Japanese Ministry of Defence website.

SHIRASE was scheduled to be in the region conducting Antarctic scientific work off nearby Cape Darnley, an informed Australian source said. The ship was due to be working on ocean moorings, which are used to collect oceanographic data.

The Japanese Government had no immediate comment on the **Shirase's** use, or the presence of the helicopter over the Sun Laurel.

Sea Shepherd Australia director Bob Brown said the Shirase's last known port was Fremantle and last position received was 86 days ago.

"So I guess it has been out at sea for a while," he said. "It may not be here for us specifically but is likely getting involved now." A blockade by Sea Shepherd stopped the **NISSHIN MARU** from reaching the tanker last week.

Instead the whalers' mother ship was involved in a series of dramatic collisions with the **SUN LAUREL**, and three Sea Shepherd vessels. According to Watson, after spending several days north of the ice, the Sun Laurel turned south, and early on Monday was approaching **NISSHIN MARU**.

The ships were about off Mackenzie bay, far south-west of Perth, in a wildlife-rich area of Antarctica near the Amery Ice Shelf. The Japanese government has repeatedly called for Sea Shepherd to end its obstruction of the whaling fleet. It said the activists endangered the lives of the crew, and property, and safe navigation at sea.

Source : Sydney Morning Herald

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The **FINNSTRÖM** enroute Rotterdam – Photo : Paul Gerdes (c)

Baltic Dry Index up to 740 points

On February 22, 2013, the Baltic Dry Index climbed to 740 points, up 3 points (0.41%) against the level of February 21.

BDI is a number issued daily by the London-based Baltic Exchange. Not restricted to Baltic Sea countries, the index provides "an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a timecharter basis, the index covers Handysize, Supramax, Panamax, and Capesize dry bulk carriers carrying a range of commodities including coal, iron ore and grain. Because dry bulk primarily consists of materials that function as raw material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production.

On 20 May 2008, the index reached its record high level since its introduction in 1985, reaching 11,793 points. On 3 February 2012, the index had dropped 647 points, the lowest since 1986.



ROLLDOCK SEA loaded with Corvette **WARAO**.

Photo : Jose & Peppe ©

Modern-day ship "Leviathans" suffer from teething problems

The past few years has seen the emergence of modern-day "Leviathans", i.e. giant vessels which should bring high economies of scale to their owners. Leading global conglomerates have pioneered the investment in those types of vessels, ranging from Maersk Group until Brazil's mining group of Vale and its so-called Valemax dry bulk carriers. The results so far have shown the teething problems that day-to-day management of these ships poses.

In a recent report, shipbroker Intermodal said that "in the case of shipping, economies of scale translate to bigger ships, which promise enhanced productivity by lowering transport costs per unit of cargo". So in the case of larger vessels, in theory they should work pretty great for their owners.

Reality however is often cruel and can alter even the best thought out plans. According to Mr. George Bassakos of Intermodal, "having to satisfy the insatiable appetite for raw materials and finished goods around the world, ship designers had to come up with innovative ideas, while most of the times navigating through uncharted territories in order to find the right balance between size,safety and efficiency. Maersk was the first to introduce the concept of

mega-containers, in line with the supertankers of the 70s... The **Emma-Maersk**, able to accommodate about 15,500 teus, was launched in 2006 as the biggest containership ever built-that is up until very recently. A couple weeks ago however, she suffered from a severe flooding in her enormous engine room, which idled her inside the Suez Canal while loaded with 13.500 boxes.. Despite the ship being in no risk of sinking, she has been forced to withdraw from the market for repairs for several months. Maersk continues betting in even bigger vessels, with the latest order of 10 x triple-E class containerships, scheduled to be delivered between this year and 2015, which will have the ability to carry in excess of 18.000 TEU!" Bassakos said.

He added that "this also brings to mind the story of the widely advertised '**VALE BEIJING**', one of the 400.000dwt behemoths ordered by Brazil's Vale, to transport iron ore from Brazil to China. It was not only that China banned her and her sisters from entering Chinese ports, but she also suffered severe cracks in her hull, during her first loading operation in Ponta da Madeiera, and had to leave action for several months for repairs at STX S. Korea. The ban from China, forced Vale to invest in alternave solutions such as transshipment hubs in the Philippines and Malaysia,with the use of floating cranes and transshipment Vessels - do you see any economies of scale in this transport chain?

Furthermore, many accuse these dry bulk monsters of pushing for a further drop in the already depressed market by taking out many capesize cargoes from the market; for your reference only, remind you how capes have performed the last couple of years : 2011 | \$ 18.000pd, 2012 | \$ 8.500pd, 2013 YTD | below \$ 7.000pd... with prospects not being that great for the rest of the year" he noted.

According to Mr. Bassakos, "at the same time, the global financial crisis has sustained a severe hit in international trade, directly affecting seaborne trade, which, combined with the oversupply of vessels, have flattened rates all across the board and subsequently ship owners' revenues. In this gloomy environment, smaller assets such as Handies and Handymaxes have generally managed to outperform their bigger sized rivals with rates hovering btw \$ 7.000pd and \$ 13.000pd; a performance which is definitely better than the bigger ships compared to the capital required for each size.

So, does size matter in today's market? What about in the future? Remind you the 550.000dWt supertankers of the 70s had to be scrapped, since the market couldn't afford them at that time... What happens if, say if, such a trend is repeated today? Are we going to see the triple-Es or the Valemaxes heading to the scrapyards before their time? Don't really think so, since demand is much healthier than back then, but the shipping community has to reconsider its distance against the current global circumstances and adjust accordingly as we definitely need to be taught from the past if we want to survive in the years to come" he concluded in Intermodal's report.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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The 2007 built **SEAGO PIRAEUS** (ex **MAERSK BROWNSVILLE**) passing Rozenburg ,bound for Rotterdam-Waalhaven –
Photo : Jan Oosterboer ©

Control Union Testing & Inspection wins tender Pacific Drilling Services, Inc.



Control Union Testing & Inspection recently won a five year contract with **Pacific Drilling Services, Inc.** for the inspections on board of four of Pacific Drilling's latest ultra-deepwater drillships and an additional four drillships that are under construction and will be in service 2015 latest. With specialist knowledge, years of experience and special testing equipment **Control Union Testing and Inspection** as part of the **Control Union World Group** and sister company of **Peterson**, is a reliable partner for the inspection, testing and certification of all types of equipment for the offshore industry.

Ron Winands, Managing Director of Control Union Testing & Inspection explains: "Winning this contract is a very important milestone

to us which gives us the opportunity to increase our scope of activities and shows that we can perform our services on a global scale. For **Pacific Drilling** we will provide inspection services on their lifting and drilling equipment and perform inspections on their offshore cranes and pressure safety valves. Special surveys such as DROPS, derrick and helicopter deck and refuel installations are also part of this contract. All certificates and reports will be available 24/7 via our certification database with secured website access. In addition to our current services in the North Sea, Mediterranean, India and Brazil, by means of this contract with **Pacific Drilling** we will become active in the Gulf of Mexico, Nigeria and South Korea. We look forward to the enhanced cooperation with **Pacific Drilling**."



Jan de Nul's **JOSEPH PLATEAU** moored in Bilbao – Photo : Tim de Klerk ©



Technology and innovation are driving the offshore sector

Shipowners, construction yards, designers and system integrators were celebrating at the offshore vessel industry's top awards. The biggest events in the offshore vessel calendar was held during two days of excellent presentations, lively debates and outstanding networking at Riviera Maritime Media's Annual Offshore Support Journal (OSJ) Conference and Awards in London. More than 470 delegates, including numerous shipowners, oil majors and ship builders attended the awards, gala dinner and the conference, which was held in association with engine manufacturer, Caterpillar Marine Power Systems.

The two-day conference included sessions on the latest technology in the offshore support vessel (OSV) sector. There were technical presentations on the latest OSV innovations, dynamic positioning, LNG propulsion, and subsea operations. There were also sessions on the OSV market, and offshore renewables potential, and developments in ship finance, environmental concerns, legislation and regulations, and offshore security.

K S Lee, the founder and former executive chairman of **Emas Group**, part of **Ezra Holdings**, received the Lifetime Achievement Award for more than 20 years of service at the helm of the Asian shipowner. In receiving the award, Mr Lee said: "It is not about the individual, but the whole team working in unison at exactly the right time. So this award is for our team." It was a double win for the **Emas Group**, as it won the Shipowner of the Year award. The Support Vessel of the Year award went to the owner, designer and builder of **Far Solitaire** as it set an industry benchmark for operational efficiency and innovation. The award was presented to the vessel's owner Farstad Shipping, designer and equipment integrator, **Rolls-Royce Ship Technology**, and shipbuilder, **STX OSV**. **Rolls-Royce** won a second time

at the ceremony, taking the Innovation of the Year award in recognition of its active heave compensated dual draglink crane. The Environmental Award was won by Østensjø Rederi for its energy efficient platform supply vessel Edda Ferd. **The Offshore Renewables Award** went to **A2Sea** and its **Sea Installer** offshore wind turbine construction vessel.

The OSJ Awards were sponsored by **Damen Shipyards**, **DVB Bank**, **GE Power Conversion** and **Nor-Shipping**, while Cummins sponsored the gala dinner. They rounded off a full day of presentations and discussions at the Annual OSJ conference, where **Malcolm Webb**, chief executive of Oil & Gas UK, set the scene by outlining the future for the supply chain in the UK and overseas markets. GL Group's **Pekka Paasivaara** talked about a 'seismic shift' happening in the OSV market as the industry tackles the increasing challenges of increasing hydrocarbon recovery in deeper waters and more remote locations such as offshore Brazil and Australia. Another scene setting presentation was by **Alan Pirie**, marine editor of **IHS Petrodata**. He explained how 2013 would be a challenging year for owners because of the oversupply of tonnage, which limited day rates and fleet utilisation. He said more promise would come in 2014 when the orderbook should be smaller and demand is likely to increase. He urged owners to consider scrapping older vessels to improve rates for more modern ships.

For a second year in a row, Riviera's OSJ conference was split into separate streams of presentations to cover the widest possible subject matter. In one stream there were sessions on OSV financing and regional developments – including offshore security in East and West Africa. During the second stream, there were presentations on technology, innovations, and environmental legislation. For the final session of the afternoon, delegates heard presentations and discussed the human considerations for dynamic positioning on OSVs. With the majority of new OSVs including DP2 systems, the shortage of skilled DP operators is becoming an increasingly important concern.

The second day of the Annual OSJ conference was opened by a keynote presentation from Emas' group managing director, Lionel Lee, outlining what will be required from the next generation of vessels. The following session included presentations on the changes coming in the Guidelines for Offshore Marine Operations and Maritime Labour Convention. There was also a session on subsea operations, market potential and the latest technology, followed by a progressive panel debate featuring views from Bourbon Offshore's senior vice president of business management for subsea services, Patrick Belenfant and Hallin Marine's deputy managing director, Jonathan Parkes.

The first session following the networking lunch included an update on the latest vessel requirements for offshore wind energy. Delegates heard that there was oversupply in tonnage in the short-term, but in the long-term, offshore construction vessels will need to be upgraded to meet industry requirements. The final session of the conference was focused on LNG-fuelled shipping. During this session, platinum sponsor, Caterpillar's offshore segment manager, John Shock, explained how the company will be introducing dual-fuel engines for OSVs in the next two years.

The Annual OSJ Conference could not take place without the generous support of the sponsors, such as platinum sponsor Caterpillar. Other sponsorship support was from **ABS**, **Cargomaxx**, **Cummins**, **Carlsen Offshore**, **Damen Shipyards**, **DNV**, **DVB**, **Esnaad**, **Intellian**, **MacGregor**, **Nor-Shipping**, **Rolls-Royce Marine**, **Seabrokers Group**, **Stanford Marine**, **STX OSV**, **Van Aalst Marine & Offshore** and **Zamil Offshore**. The event also received backing from supporting organisations: Emergency Response and Rescue Vessel Association, International Marine Contractors Association and The Nautical Institute. Further details will be published in the upcoming OSJ conference and awards supplement. For more information on the Annual OSJ conference and awards, and ordering presentations, visit: www.rivieramm.com/events source : Offshore Support Journal



The **DIAMOND PRINCESS** moored in Picton (NZ) Photo : Leo van der Hoest ©

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22-02-2013 : The **CEC FAITH** arriving at the Tyne from Antwerp to load a reel at **OTP, Walker**
Photo : Kevin Blair (c)

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Queen Elizabeth and the Queen Mary to Meet for the First Time in Cunard Royal Rendezvous in Long Beach, 12 March 2013

Meeting of the Queens to feature whistle salutes and fireworks display

On 12 March 2013, Cunard Line's **Queen Elizabeth** and the legendary **Queen Mary** will make history when they meet for the first time in a Cunard Royal Rendezvous in Long Beach Harbor. This rare evening encounter will be open to the public and will feature traditional whistle salutes between the ships and conclude with a fireworks display.

Adding to the significance of this event, the Royal Rendezvous will be **Queen Mary's** first encounter with a **Queen Elizabeth** since 1967 when **Queen Mary**, during her final Transatlantic Crossing in Cunard service, passed by the original **Queen Elizabeth** on the morning of 25 September.

"The Queen Mary is a cornerstone in our nearly 175-year history, and we are very pleased to introduce our youngest Cunarder to this legendary ship in festive Royal Rendezvous fashion," said Peter Shanks, president of Cunard Line.

“What a fantastic time this fusion of voyages past and present will be for the **Queen Mary**, **Queen Elizabeth** and Cunard,” said Everette Hord, commodore of the **Queen Mary**. “Those that witness this splendid day in history will undoubtedly carry the Queens in their hearts forever.”

The best public viewing location of the Royal Rendezvous is on the Promenade Deck of the **Queen Mary**, at the aft (back) of the ship. Free access to the ship will be offered from 4:00-9:00pm; parking will be \$15.00. A DJ will be on deck providing musical entertainment while everyone eagerly awaits this historic meeting. **Queen Elizabeth** will sail into Long Beach Harbor at approximately 6:30pm, and the fireworks display will begin at 7:30pm.

Joining these maritime icons high above will be the famed Goodyear blimp, the Spirit of America. The presence of a Goodyear blimp overhead lends a special appeal at major sporting and red carpet events and will add to the historical significance of this Royal Rendezvous. For more information on Goodyear blimp, visit: <http://www.goodyearblimp.com>

During Cunard Line's legendary history, the iconic **Queen Mary** epitomized the Golden Age of Ocean Travel and served as a Cunard liner for more than 30 years. She also served as a British Royal Mail Ship (RMS) and as a troopship during World War II. Winston Churchill credited Cunard with ending the war one year early due to the troop transport that both the **Queen Mary** and the original **Queen Elizabeth** provided. The **Queen Mary's** influence lives on today, inspiring Cunard's modern fleet; and she continues to be a popular tourist and maritime destination as a hotel and museum in Long Beach Harbor, located 40 kilometers south of Los Angeles.

The elegant **Queen Elizabeth** captured the world stage in 2010 when she was christened in a Royal Naming Ceremony by Her Majesty The Queen in Southampton, England, amongst more than 1,500 guests, celebrities and dignitaries. The youngest in Cunard Line's fleet, **Queen Elizabeth** recalls the rich heritage of the first Cunarder to bear the name, and features many unique Cunard traditions linking her with her sister ships and their predecessors, together with all the modern day luxuries Cunard guests have come to expect. The ship's adherence to liner traditions is most evident through art deco touches, elegant double- and triple-height public rooms on a grand scale, luxuriously endowed with rich wood paneling, intricate mosaics, hand-woven carpets, gleaming chandeliers and cool marbles. In addition, **Queen Elizabeth** reintroduced The Verandah Restaurant which was first conceived on the **Queen Mary** and pays homage to her predecessor with replicas of the legendary ship's artwork.

Key features of **Queen Elizabeth** which are on display in the Grand Lobby include a specially commissioned portrait of Her Majesty The Queen, as well as an 18.5 ft. marquetry piece of the original **Queen Elizabeth**, expertly created by David Linley, the only nephew of Her Majesty.

Earlier in the day on 12 March, **Queen Elizabeth** will have returned from a 36-day roundtrip voyage from Los Angeles through New Zealand, and departs at 5:00pm that day, en route to New York via the Panama Canal.

For more information on the historic meeting of **Queen Elizabeth** and the **Queen Mary**, visit: www.cunard.com/rendezvous



The **ASTOR** visited Cape Town – Photo : Ian Shiffman ©

Aantal voorregistraties Navingo Maritime & Offshore Career Event boven verwachting

Sinds de start van de online voorregistratie twee weken geleden heeft een recordaantal mensen zich aangemeld voor een gratis bezoek aan het [Navingo Maritime & Offshore Career Event 2013](#). Zij zullen tijdens de beurs op 10 april a.s. in het Beurs-WTC in Rotterdam merken dat er nog volop werkgelegenheid is in de maritieme & offshore sector.

Op dit moment wordt er vooral in de offshore olie- en gassector een tekort aan met name technisch personeel ervaren, maar ook andere maritieme deelsectoren zijn hard op zoek naar nieuw personeel. Het Navingo Maritime & Offshore Career Event geeft een uitstekend overzicht van de carrière- en opleidingsmogelijkheden in de maritieme & offshore sectoren. De beurs heeft als doel bedrijven en werkzoekenden in de maritieme en offshore cluster in contact te brengen, om zo een werk-/opleidingsrelatie tot stand te brengen. Enkele bedrijven die zich al hebben aangemeld voor 10 april zijn [Allseas](#), [Boskalis](#), [Damen Shipyards Group](#), [Dockwise](#), [GustoMSC](#), [Heerema](#), [Huisman Equipment BV](#), [IHC Merwede](#), [Jumbo](#), [Oceanco](#), [SBM Offshore](#), [Stolt Tanker](#), [Tideway Offshore Solutions](#) en [Van Oord Dredging and Marine Contractors](#).

De zesde editie van het evenement in 2012 trok 126 beursexposanten uit alle sectoren van de industrie en 3.040 bezoekers. Het [Navingo Maritime & Offshore Career Event](#) is daarmee de grootste en meest toonaangevende maritieme en offshore carrièrebeurs in de Benelux.

Officiële opening door Frans van Seumeren

Om 11.00 uur zal [Frans van Seumeren](#) (voormalig CEO van Mammoet en nu eigenaar van onder andere [RollDock](#), [Roll-Lift](#) en [Frans van Seumeren Holding](#)) de zevende editie van het Navingo Maritime & Offshore Career Event officieel openen. Hij zal in een openingsspeech meer vertellen over zijn visie om meer technische studenten in te laten stromen op de arbeidsmarkt.

Op www.maritimeoffshorecareerevent.com vindt men onder meer algemene informatie en informatie over deelname, foto's van de afgelopen editie en de mogelijkheid tot gratis voorregistratie. De beurs opent haar deuren van 10.30 uur tot 18.00 uur. De entree van de beurs is gratis.



24-02-2013 : The Panamanian flagged m.s. "[DAIO AZALEA](#)" outbound Rotterdam passing Maassluis during a snowshower [Photo : Kees van Schie ©](#)

Thai-Myanmar port project stalled as interest wanes

Thailand's dream of significantly shortening travel time to its markets in India, Europe and the Middle East by controlling a deep sea port on the Indian Ocean has stalled and may be dead.

Thailand's dream of significantly shortening travel time to its markets in India, Europe and the Middle East by controlling a deep sea port on the Indian Ocean has stalled and may be dead.

Thai Transport Minister Chadchat Sittiput says development of the grandiose \$11 billion Dawei port and industrial complex on Myanmar's western Andaman Sea coast, only 250 kilometres from Bangkok, is on hold. Chadchat said the

massive scheme, due to be completed by 2020, is stalled because of disagreements with potential Japanese investors about the feasibility of the project as planned. But there are indications the Japanese are not the only ones with misgivings.

Myanmar's government, which signed a memorandum of understanding with Thailand in 2008 to develop the Dawei special economic zone, has also gone cold on the project. Dawei is 500 km south of Myanmar's main industrial and business centre at Yangon and was only ever going to be of benefit to Thailand, cutting the shipping time to and from the west to Bangkok by three days.

The route would also be a good deal more secure for Thailand's goods, especially its oil imports, avoiding the so-called choke point of the Malacca Strait between Singapore and Indonesia. The strait has been until recently plagued by pirates and would be of major strategic value in the event of conflict in Asia.

The new government of Myanmar, formerly known as Burma, is showing far more interest in developing a major economic zone and deep sea port on its central Andaman Sea coast at Kyaukphyu. This is where oil and gas pipelines running across Myanmar to China's western Yunnan province are being completed.

China is already building an oil transshipment terminal at Kyaukphyu and plans to build a 1,200-kilometre railway linking the port to Kunming, the capital of Yunnan province.

The China National Petroleum Corporation is testing the completed pipeline linked to Myanmar's offshore Shwe natural gas field, which is due to go into operation in April. A parallel pipeline carrying oil transshipped from the Middle East and Africa for China is scheduled to be completed by the end of this year.

Thailand's plan is for the Dawei port and industrial zone, with its oil refinery, and petrochemical and steel plants, to be linked to Bangkok's manufacturing centres by high-speed rail and roads. Development is envisaged in two phases with about half the project, including port, industrial estate and infrastructure, completed by 2015 and the second phase by 2020.

But the new civilian Myan-marese government of President Thein Sein used the Dawei project to establish its reformist credentials soon after it took over from the former military regime in 2011.

In January last year, Thein Sein's government announced it was suspending work on a 4,000-megawatt coal-fired power plant that was to supply electricity to the Dawei project.

The Naypyidaw government said it was responding to concerns among local people about the potential environmental impact of the power plant, something that would never have worried the military regime. Without the power plant the Dawei project is pretty much a dead duck.

Another major social impact that is now of concern to the civilian Myanmar government is that 30,000 villagers would have to be moved to make room for the Dawei project.

Further indications of the Naypyidaw government's lack of enthusiasm for the project came in June when the Max Myanmar group announced it was withdrawing its 25 per cent investment in the Dawei Development Company, leaving the Thai partner, Italian-Thai Development, the sole owner.

Then, last December, the Myanmar government proposed reducing the total area of the port and industrial complex from 240 to 150 square kilometres. The Japanese have clearly got the message if the Thai government has not. Thailand's Prime Minister Yingluck Shinawa-tra lobbied her new Japanese counterpart Shinzo Abe when he visited Thailand in January, but without evident success.

It has been known for a while that the Japanese government and private companies with investments in Myanmar, such as Mitsubishi, are far more interested in a planned new port complex at the mouth of the Irrawaddy River near the commercial and industrial hub of Yangon than they are in Dawei.

According to Thailand's Transport Minister Chadchat, the Japanese have said they will require a thorough new feasibility study before committing any money to the Dawei project. The Japanese have already raised concerns about the technical viability of the proposed deep sea port. They also want the industrial and container ports separated to facilitate handling and prevent congestion.

At the very best, it is likely the Dawei project will become a much smaller port and light industrial complex. But there is good reason to think it will not be built at all. **Source : Vancouversun**

ATLAS SERVICES GROUP EN ICS
BUNDELEN KRACHTEN

Atlas Services Group Marine, gespecialiseerd in het aanbieden van professionals in de wereldwijde maritieme industrie, heeft de laatste 25 procent van de aandelen gekocht van International Crew Services (ICS). Voor Atlas Services Group is dit een volgende stap in de versterking van onze positie als marktleider in de maritieme industrie.

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Leidende positie

Dirk-Jan van Leeuwen, directeur van **Atlas Services Group Marine** vertelt: "De integratie met ICS zorgt voor verdere ontwikkeling van onze services en investeringen waar nodig. Bovendien vergroot het onze marktpositie binnen de wereldwijde koopvaardij en de bagger-, en offshore-industrie." De kantoren van **Atlas Services Group Marine** zijn gevestigd in Nederland, Cyprus, Singapore, Letland, Oekraïne en Indonesië.

Atlas Services Group

Atlas Services Group biedt al meer dan 30 jaar professionals aan in de energie- en maritieme industrie. Gedurende deze periode hebben wij een uitstekende reputatie opgebouwd en houden wij een belangrijke positie binnen deze niche markten, zowel binnen als buiten Europa. Elke dag werken wereldwijd meer dan 2.000 professionals via **Atlas Services Group**.



20-02-2012 seen from the Portland tug "**Cape Nelson**", the M/V **Portland**, which is registered in Portland, unloading alumina in Portland Victoria. " **Photo : Lance Murray ©**

CASUALTY REPORTING

Ship catches fire off China coast, 15 rescued

Fifteen of the 16 crewmen on a Panama-registered freighter have been rescued after the vessel caught fire off the east China coast, marine authorities said.

One person was still stranded on the freighter "**HUA SHAN**", Xinhua quoted officials with the maritime safety administration of Shandong province as saying. The crew are all from South Korea. None of the 15 rescued was injured.

Around 8 pm on Sunday, the Shandong maritime rescue centre received a report that the engine room of the freighter was on fire in waters about 30 km off Chaolian Island, which is 31 km from Qingdao city. The freighter was carrying 4,000 tonnes of coal. The sailors boarded the lifeboat and were rescued by a passing ship. **Source : IANS**

NAVY NEWS

Navy Ship Goes to Malaysia Trying to Get Filipinos

A Philippine navy ship was sailing to waters off eastern Malaysia on Monday to try to bring back some members of a Filipino clan who became locked in a territorial standoff after going there and claiming land as their own.

About 180 Filipinos, including about 30 armed security guards, arrived in Sabah state's coastal district of Lahad Datu about two weeks ago, claiming Sabah belongs to their royal clan based in the southern Philippine province of Sulu.

Malaysian authorities regard them as armed intruders and have attempted to persuade them to leave peacefully, extending a deadline until Tuesday.

Philippine and Malaysian authorities have said the group's demands should be addressed through diplomatic channels.

The Philippines notified Malaysia about the ship arrangements Saturday and said the vessel will stay off Lahad Datu while talks to persuade the Filipinos to return home continue. It departed Sunday night with an entourage including social workers and medical personnel and was due to arrive around midday Monday.

Philippine Foreign Secretary Albert del Rosario said the navy ship was on a humanitarian mission to try to pick up five women and some of the other group members. "We urge them to board the ship without delay and return home," he said.

Del Rosario also repeated a plea for the entire group to return home to their families in the southern Philippines while "we are addressing the core issues they have raised." "Please do so for your own safety," he said.

Malaysian police have not said what kind of weapons the Filipinos possess. Details from the remote area, about 500 kilometers (300 miles) from Sabah's capital city, have been scarce.


Security along Malaysia's sea border with the Philippines has been problematic for Sabah, where tens of thousands of impoverished Filipinos have tried to migrate over the past few decades.

In 2000, Muslim extremists from the southern Philippines slipped twice into Sabah and abducted people for ransom, including European tourists and Malaysian workers from a diving resort.

One of the most recent kidnappings involved two Malaysians snatched from a plantation in Lahad Datu in November. They were believed to have been taken to the southern Philippines. **Source : AP**




24-02-2013 : **USNS TIPPECANOE (T-AO-199)** while alongside In Subic Bay Strange enough, it looks like, the fleet oiler has been kind of 'mothballed'. **Photo : Capt Hans Schaefer (c)**



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Pakistan Navy backs joint efforts to combat piracy

Pakistan Navy Ship (**PNS**) **Jurrat** and submarine **Khalid** have arrived at Port Sultan Qaboos as part of the efforts to further improve bilateral relations between the two countries, as well as between their naval forces. Speaking to Times of Oman, Commodore Ahmed Saeed said that Pakistan Navy ship's visit to Oman aims at boosting cooperation and relations between the two countries and their navies.

"Pakistan and Oman have a long history of very good relations. Oman is our most friendly neighbour, and our partnership, particularly as far as naval exercises are concerned, has been going on for many years. Our ships have been coming to Oman, and their warships have been visiting our bases regularly," he said.

Commodore Ahmed informed that the Pakistan Navy has joined coalition efforts in the Gulf of Aden/Somalia Coast, taking part in counter-piracy deployments. "These coalitions are the need of the hour to thwart common threats in the maritime sector," he added.

PNS Jurrat, a missile boat acquired from China, was commissioned into the Pakistan Navy in 1981. It was upgraded as a multipurpose auxiliary craft with enhanced capabilities and launched in 2002 at Karachi Shipyard, and commissioned in February 2006. The ship has participated in national and international exercises.

PNS Khalid is the first of the Agosta 90-B class submarines acquired by the Pakistan Navy from France, and was inducted into the fleet in December 1999. Commodore Ahmed also said that naval forces have historically played a pivotal role in strengthening the bonds of friendship between nations through goodwill visits. "Naval ships are true ambassadors to represent their nations in the comity of maritime states. Besides goodwill, overseas deployments also serve common professional pursuits and inter-operability between allied navies," he said. He noted that the Pakistani Navy enjoys cordial relations with the Royal Navy of Oman in all fields. "We hope this visit will open new avenues in bilateral cooperation," he added. **Source : Timers of Oman**

SHIPYARD NEWS





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Feds sign design contracts with NV shipyard

THE federal government announced Friday it has signed ship design contracts worth \$15.7 million with [Vancouver Shipyards](#).

The announcement, made by Minister of Public Works Rona Ambrose at the [North Vancouver shipyard](#), marks another step forward in Ottawa's National Shipbuilding Procurement Strategy.

Under that plan, [Seaspan](#) - the parent company of the local shipyard - is to build at least seven non-combat vessels for the federal government over the next 20 to 30 years. The value of those contracts has been estimated at \$8 billion.

The design contracts will allow more detailed design work to start on several ships, including an offshore fisheries science vessel for the Coast Guard, joint support ships for the Navy and a polar icebreaker.

Jonathan Whitworth, chief executive officer of [Seaspan](#), said that design process will take the next nine or 10 months. Whitworth said he expects to sign the first ship construction contract by the end of 2013 and start cutting steel on the federal ships by the first quarter of 2014.

That timeline was echoed by Ambrose, who told the gathered shipyard workers and guests Friday, "We plan to place our first order for the first ship by the end of this year." Ambrose said Ottawa is negotiating contracts for each part of the design and construction of the ships "milestone by milestone" to ensure the government is getting "the best value for taxpayers."

In October 2011, [Seaspan](#) was chosen as the shipyard the federal government will contract with to build the non-combat vessels as part of a program meant to give stability to the shipbuilding industry, providing work for the next 20 to 30 years.

Since then, some concerns have been raised that federal budget cuts could see the shipbuilding strategy delayed or reduced - especially since no actual contracts to build ships have been signed yet. But Whitworth has said repeatedly he isn't worried about that. "The national shipbuilding procurement strategy is alive and well," he said Friday.

Four months ago, the shipyard began work on a \$150million to \$200-million upgrade and modernization process to prepare for future shipbuilding work. The announcement Friday took place in what will become the electrical substation for four new buildings at the shipyard. Upgrades to four other buildings putting about \$25 million worth of new equipment in place will likely continue for the next 18 months, said Whitworth.

Whitworth said by the time the first construction contract is underway next year, he expects the workforce at the North Vancouver shipyard to double from 200 to about 400 trades people. By the time the shipyard starts work on the bigger ships, in 2015 or 2016, he said the workforce should reach about 1,000.

North Vancouver MP Andrew Saxton described Friday's announcement as "great news for Canada's shipbuilding industry" and "great news for North Vancouver." [Source mssnews](#)

UK defence cuts hit BAE profits

Profits at global defence giant [BAE Systems](#) were down last year as the company behind the Clyde naval shipbuilding operation warned deficit cutting measures in the UK and US were hurting its outlook.

The defence systems manufacturer, which employs a 3,000 strong staff at its two Clydeside yards, expects the UK defence budgets to remain flat as it announced underlying earnings before interest, taxation and amortisation at £1.9 billion, as against £2.02 billion in 2011.

However, BAE Systems' shares surged 4 per cent to 345.9p. Pre-tax profits was down to £1.4 billion from £1.5 billion and sales declined by 7 per cent to £17.8 billion from £19.2 billion in a year that saw BAE fail to close a merger deal with European defence firm and Airbus owner EADS.

This came after the two sides had engaged in extensive talks last year with key stakeholders including the UK, US and Saudi Arabian governments. The company's Glasgow yards are currently in the process of building major blocks for two ships in the [Queen Elizabeth Class Carrier](#) programme, billed as the largest ships to be ever built in the UK.

The company's next major naval project, according to experts would likely be the Type 26 programme, a new class of destroyers to replace the Type 23 frigates.

BAE's proposals for the design, manufacture and cost of the 13-strong fleet are currently under the assessment of the MOD as part of a four-year procurement process **Source : Domain-b**

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The **MASLENY TIDE** moored at the **K5 oil centre** Malabo West Africa
Photo : Aad van Spijk (c)

Port Klang handled 100 million TEUs

From its humble beginning of container operations since the early 1970s, Port Klang recently celebrated the handling of the 100 million twenty-foot equivalent units (TEUs) at Northport (M) Bhd. "We also began this year with a milestone achievement of surpassing the 10 millionth TEU mark. Northport handled 1.74 million TEUs or 47% of Port Klang's indigenous volume and 1.35 million or 21% of the transshipment volume," Port Klang Authority said in a statement.

In terms of development, Northport's new container terminal 4 (CT4) is progressing on schedule. Wharf 8A, which forms part of CT4 is expected to be fully operational by July this year. Upon completion in mid-2013 Northport will be able to handle 5.6 million TEUs. Northport is also investing in new equipment to further enhance the efficiency of its operations. Four super post-panamax quay cranes will arrive in the second quarter of 2013 to coincide with the completion of Wharf 8A.

Northport is acquiring 13 units of electric rubber-tyred gantry for its container handling operations. **Source : The Star**



Smit Lamnalco's **PUMA** and **LEOPARD** assisting the transhipment vessel **NELVANA** during STS operation alongside OGV. **AQUA BONANZA**. both tugs and transhipment vessel are under contract of **African Minerals** in Sierra Leone.

Photo : Barry Fredriksz (c)



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Planning approval for A\$1.6 billion Port of Melbourne redevelopment

The A\$1.6 billion Port Capacity Project has been given the go ahead following a decision by Planning Minister Matthew Guy to provide the planning approval for works to commence at Melbourne's Webb Dock.

"The Port Capacity Project demonstrates the Coalition Government's commitment to ensuring the Port of Melbourne remains Australia's leading container, automotive and general cargo port," Mr Guy said.

The planning process and amendments to the Melbourne and Port of Melbourne Planning Schemes stipulate the need for a landscaped buffer and the construction of noise walls to reduce the impacts of the operations on nearby communities.

"We have ensured that quality landscape and vegetation buffers be designed and constructed fulfilling the Port of Melbourne's charter to deliver a vibrant, sustainable Port-City vision," Mr Guy said. Mr Guy confirmed that the Port of Melbourne Corporation will be required to comply with strict environmental standards to protect the Bay, waterways and the natural environment.

"During construction and eventual operation of the new port facilities new benchmarks for environmental standards and accountability will be set to provide the highest level of transparency and performance," Mr Guy said.

Other approvals have been already been received from various government departments including the Commonwealth who has given the Project the green light under its Environment Protection and Biodiversity Conservation Act.

Minister for Ports Denis Naphine said the Coalition government was committed to ensuring Victoria maintained its status at the nation's freight and logistics capital.

"The expansion of the Port will deliver substantial economic benefits to Victoria by providing 1,100 direct jobs and 1,900 indirect jobs while catering for the forecast demand in freight," Dr Naphine said.

"After 11 years under a Labor Government who dithered, procrastinated and delayed on taking action to secure Victoria's freight future, this decision to develop Webb Dock was required to prevent the state economy from going into meltdown due to debilitating congestion in our ports." "This decision means that the works at Webb Dock can now proceed, enabling Melbourne's third container terminal and new world-class automotive facilities to be operational in late 2016.

"The Coalition Government is getting on with the job of providing necessary capacity to meet growing trade demands, generating additional employment, protecting existing jobs and growing the state's economy.

"The Project will still focus heavily on the two things that are most important to the people of Melbourne; the delivery of world class buffers and the amenity benefits stemming from the competitive bidding process.

"The development of quality buffers around Webb Dock will continue to be designed and constructed and as part of the competitive bidding process, the bidders for the new terminals will address issues of noise, light spill, traffic management and the visual amenity of local communities," Dr Naphine said.

An extensive consultation process involving the community and key stakeholders including local councils, relevant State Government departments, VicRoads, Friends of Westgate Park and port operators has been undertaken.

Source : Dredging news Online



The brand new multicat **LEANNE P** from **Gareloch Support Services B.V.** for the first time in the port of Maassluis

Photo : Jan Steehouwer ©

APM Terminals cranes moving 8 pct. faster

One year into its new Global Transformation program **APM Terminals** has reached an important milestone in the global port operator's quest for efficiency gains:

The crane lift per hour – a key indicator for performance in a marine terminal – improved no less than 8 pct. across APM Terminals' portfolio during 2012, the company reports.

At the start of 2012 the independent port operator set out on an ambitious journey to identify local best practices and develop them into global standards – or to quote CEO Kim Fejfer “to learn from the McDonalds and Burger Kings of this world when it comes to standardizing and finding that one best way to produce any port operation.”

Since then a traveling “black belt force” of operational experts has been visiting facilities, analyzing operations and finding waste and unnecessary procedures to take out of the system.

According to the APM Terminals CEO the results are extremely encouraging. The original objective was to improve efficiency 15 pct. within the first two years. Given the first year improvements APM Terminals CEO is set on the targets that seem to be within reach.

“When larger and larger vessels are being deployed, the customers will have an increased appreciation of the value of having the fastest possible turnaround time in port. So we are well on our way to develop a true pitstop mentality – similar to what you see in a good race car team - in all our facilities,” says Kim Fejfer.

Volumes handled by APM Terminals on an equity weighted basis grew 6 pct., ahead of market growth at 4 pct. APM Terminals over all result for 2012 has been positively affected by portfolio changes and one offs, creating a revenue of USD 4,780 million, an EBITDA of USD 1,093 million, and net operating profit after tax was USD 723 million. Excluding the impact of extraordinary items, underlying ROIC was 12.5%, in essence on par with previous year's performance.

“I am pleased that we can present a stable financial performance in a year heavily influenced by global economic downturn, challenged shipping sector and softening of Asia/Europe trade. In my view, we have been successful in two aspects: Developing attractive propositions to our more than 60 global shipping line customers – and developing the right port facilities with a strategic focus on growth markets,” says Kim Fejfer.

APM Terminals has frequently been highlighted by independent industry analysts as the #1 global port operator in terms of expansion and investments.

2012 was no exception to that trend with the USD 900 million acquisition of a co-controlling stake in the Russian/Baltic port operating company Global Ports, along with new projects in Mexico, China and Kenya. 38 out of 62 container terminals operate in growth markets and 78% of EBITDA was generated in these markets.



The 184 mtr long Singapore flagged **X-PRESS INDUS** outbound from Singapore Brani Terminal, the **X-PRESS INDUS** is built at the **Daewoo Heavy Industries Ltd** - Geosje Yard under hull number 4066 and delivered in 1998 as the **BUNGA TERATAI 3** to MISC Bhd
the 24.554 DWT Container Ship (Fully cellular) was sold in June 2012 to Sea Consortium Pte Ltd and renamed in **X-PRESS INDUS** - Photo : Piet Sinke (c)

WSB Weekly Report - Week 08 ending 22.02.2013

Drybulk S&P:

In the Kamsarmax sector we have heard that the **MIZUNAGI MARU** (82,619 dwt / blt 2006 Tsuneishi) has been sold to undisclosed interests for \$19.4 m. Chinese buyers took two 90s blt Panamaxes **AMFIALOS** (71,749 dwt / built 1990 Hitachi Maizuru) and **THEARESTON** (69,637 dwt / built 1990 Hashihama Tadotsu) for \$4.65 m and \$4.1 m. In the Handymax sector, Chinese buyers took 4 Polish built conbulklers in an en bloc sale: **AUSTIN ANGOL** (46,376 dwt / built 1998 Szczecinska C3X40T), **VALPARASO** (44,596 dwt / built 1998 Szczecinska C3X40T), **VALBELLA** (44,593 dwt / built 1998 Szczecinska C3X40T) & **ANAKENA** (44,583 dwt / built 1998 Szczecinska C3X40T) for \$20 m in total. **NIKKEI TIGER** (45,363 dwt / built 1997 Oshima C4X25T) has been bought by separate Chinese interest for \$8.5 m. **NENA M** (43,176 / 95 Hyundai Hi) has finally been sold to Greek buyers with DD freshly passed for \$7 m and the modern heavy lift **HC THUN** (12,578 dwt / built 2005 Kyokuyo Zosen C2X80T) has gone to Australian buyers for \$10.5 m.

Tanker S&P:

Highlight of this week was SBM Offshore who purchased the **MAERSK ELI** (308,491 dwt / built 2000 Hyundai Hi) for \$32 m. It is believed that the **PACIFIC PARTNER** (105,946 dwt / built 2004 Hyundai Hi) has been sold to Saudi Arabian buyers (Barki) for \$19 m. Greek buyers have taken the **ATLANTIC LOMBARDIA** (35,841 dwt / built 2000 Daedong IMO 3) for \$10.3 m. Two Stainless steel tankers **BASUTO** and **STOLT ZULU** (25,197 dwt / built 2006 Koyo Fukuoka) have gone to Norwegian buyers in an en bloc sale of \$26 m each.

Drybulk Chartering:

There has been little timecharter activity this week in the Capesize market. We saw LDC take the MV **Shining Star** (178,000 dwt – 2004 blt) with prompt delivery in the Far East to trade worldwide for 6/10 months at a daily rate of \$10,000. Panamax fixtures for short period have been concluded at improved levels. LME types on short period have been fixed at

levels in between \$8,000 - \$9,250 per day with delivery in the Far East. In the Pacific we have witnessed a good number of Supramax fixtures with average hire of \$6,000 - \$7,000 for coal cargoes via Indonesia to China. STX Pan ocean fixed the MV **Emmanuel C** (58,780 dwt – 2008 blt) for delivery at Singapore on 19/21 February to trade worldwide for 4/6 months

at \$9,250 per day. Handysize rates remained stable and Noble took the **MV Antaeus** (33,200 dwt – 2009) for prompt delivery at Singapore for worldwide trading for 4/6 months at a rate close to \$7,300 per day.

Information provide by : **Projects and Sale and Purchase: Wallem Shipbroking (HK) Ltd**

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11-02-2013 : The **PUNTA MAYOR** as seen in the port of Barcelona : **Photo : Pieter Hotke (c)**

Port Hedland waits apprehensively as Rusty closes in

Pilbara residents are battening down the hatches - and clearing out supermarket shelves - as cyclone Rusty bears down on WA's north-west coastline. The slow-moving cyclone, which is currently a category two, is about 300km north of Port Hedland, moving south and still building.

The Bureau of Meteorology say the storm front could be as intense as a category four as it crosses the coastline later this week, which could bring wind gusts as high as 230km/h. Empty supermarket shelves in Port Hedland as residents stock up on water ahead of the arrival of cyclone Rusty. WA's State Emergency Service (SES) is advising people in communities between Broome and Mardie, including Port Hedland and Karratha, to prepare an emergency kit including first aid provisions, a torch, a portable radio, spare batteries, food and water.

Brent Rudler, who is running a bottle shop in Port Hedland said residents were already taking the latter portions of that advice very seriously. "You can't buy a bottle of water in town for any money," Mr Rudler told Radio 6PR.

"I've told my staff today there is 400 millimetres of it coming, so they should just stick a bucket outside." Mr Rudler said people in Port Hedland were wary of Rusty, which is looming as the biggest cyclone of the season so far. "The road headed south is very busy. Nobody wants to go north," he said. "There are guys I have known for 20 years who have packed up and flown out because they say they have a funny feeling about this one."

Gales are expected to develop on the coast between Wallal and Whim Creek on Monday afternoon and possibly extend towards Broome later. On Tuesday, gales could extend as far west as Mardie and inland towards Marble Bar and Millstream. **Source : WA Today**



The **GLOBAL 1201** anchored at Singapore West Jurong anchorage –

Photo : Capt Neil Johnston – Master Salviceroy ©

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Boekrelease 'Mooie Schepen en Banen III

*in de succesvolle serie 'Mooie schepen
en banen in de haven van Rotterdam'*



Eerste exemplaar boek 'Mooie Schepen en Banen III' uitreiking van Cees de Keizer aan de heer Pieter Bloemendaal Directeur van Dirkzwager Photo Hr.Vuik ©

Schepen en banen, in alle maten en soorten!



Je hebt ze in alle maten en kleuren, groot en klein, in het groen van stuurboord tot het rood van bakboord. Schepen, ze oefenen al sinds jaar en dag een grote aantrekkingskracht uit en werpen altijd weer vragen op. Waar komen ze vandaan, wat voor lading zit erin, waar gaan ze naar toe, onder welke vlag en met wat voor bemanning varen ze. Daarnaast hebben schepen vaak een interessante geschiedenis, zeker als er in het verleden iets mee is gebeurd, de naam is veranderd of onder goedkope vlag is gebracht met soms schimmige registratieconstructies van eigenaren om zo aansprakelijkheid, claims en nog belangrijker, belastinggeld te minimaliseren. Voldoende stof om boeken aan te wijden, alweer het derde deel, met daarin 86 schepen met hun eigen verhaal, alsmede 16 banen van mensen op de werkvloer uit de dagelijkse

havenpraktijk. Van een vrouwelijke procesengineer tot een pijpleidingoperator en schepen in een grote diversiteit. De kleinste daarvan, 25 meter lang, is een stoomsleper, de grootste een containerschip van 398. Dat betreft de lengte maar als het gaat om het draagvermogen dan is dat een supertanker van 319.324 ton die, vol beladen met het overgrote deel onder water, net zo diep steekt als De Bijenkorf op de Coolsingel hoog is.

Zonder haven geen schepen en zonder schepen geen havenbanen. U zult ze beide vinden in de haven van Rotterdam en ook in dit boek dat tevens bedoeld is om opnieuw aandacht te vestigen op het belang van die haven. De auteurs zijn ervan overtuigd dat met deze nieuwe selectie weer een informatief en leerzaam boek is ontstaan en 'driemaal is tenslotte scheepsrecht'.

Cees de Keijzer (1943) begon 50 jaar geleden als officier bij de Holland Amerika Lijn en heeft voor verschillende Nederlandse en buitenlandse rederijen gevaren. Daarna heeft hij 26 jaar voor het Havenbedrijf gewerkt. In 2004 werd hij voor zijn verdiensten onderscheiden met de Erasmuspeld van de Gemeente Rotterdam. Thans is hij voorzitter van de **World Ship Society Rotterdam Branch**, een actieve club van 'shipaholics'.

Hans Roodenburg (1945) is een onafhankelijke journalist met veertig jaar ervaring, vooral in maritieme aangelegenheden. Hij werkte voor diverse gerenommeerde dagbladen in Rotterdam. Thans schrijft hij als freelancer stukken voor het vakblad MainPort, de internetsite Rotterdam Vandaag & Morgen en voor De Oud-Rotterdammer.

Mooie schepen en banen deel III is niet alleen een interessant en waardevol document. Het boek, 112 pagina's gebonden in een harde papieren band kost € 18,95. Ga naar www.mooieschepenenbanen.nl en bestel de nieuwe uitgave. Indien u het boek als relatiegeschenk wilt aanschaffen, neem dan contact op met de uitgever via info@coolegem-media.nl om de aantrekkelijke voorwaarden te vernemen.

.... PHOTO OF THE DAY



The long liner '**SAN AOTEA II**' arriving home in Timaru after spending the southern summer fishing in the Ross Sea .

Photo : Tom Johnston ©

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