Number 071 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 12-03-2013**

News reports received from readers and Internet News articles copied from various news sites.

The HURTIGRUTEN ferry "RICHARD WITH" arriving in Alesund northbound in yet another trip in the most beautiful voyage in the world, the Norwegian Coastal Voyage
Photo: Oddgeir Refvik (c)

EVENTS, INCIDENTS & OPERATIONS

After 3 months at **Damen shiprepair** Vlissingen the in **APACHE II** left the yard bound for Rosyth
Photo : Wim Kosten – www.maritimephoto.com (c)

Seaway Heavy Lifting wins third major contract on one of Europe's largest offshore wind farms off North Wales

Seaway Heavy Lifting (SHL) has won a new contract with Gwynt y Môr Offshore Wind Farm Limited to begin the second half of foundation installation off the North Wales coast.
SHL's crane vessel '**Stanislav Yudin'** will go to Liverpool Bay in May this year to install the last 80 of the 160 monopile foundations and 32 transition pieces.
The first 80 locations were completed with monopiles in December 2012 using the same vessel.

CEO at Seaway Heavy Lifting, **Jan Willem van der Graaf**, said: “We are delighted to have been awarded a third contract to transport and install more foundation components for Gwynt y Môr. Again we will use all our knowledge and experience to support RWE to remain on schedule and to contribute to the success of the project.”
RWE npower renewables’ Gwynt y Môr Project Director, Toby Edmonds said: “The ‘**Stanislav Yudin’** is returning to Gwynt y Môr following a very successful campaign last year. It will be working alongside RWE’s own vessel, Friedrich Ernestine, which has been operating throughout the winter carrying out drilling operations then grouting and installing transition pieces.” At 576MW, Gwynt y Môr is one of the largest offshore wind farms currently in construction in Europe. It is a shared investment between partners RWE Innogy, Stadtwerke München GmbH and Siemens(1).
Once fully operational, energy generation from Gwynt y Môr is expected to be equivalent to the average annual needs of around 400,000 homes(2).

The STANISLAV YUDIN – Photo : www.skeyesphoto.com ©

Foundation construction is taking place from Gwynt y Môr’s Base Harbour Port Facility in Birkenhead where the components have been arriving since last year from the manufacturer EEW/Bladt in Germany. The monopiles and transition pieces will be taken out to the offshore construction field by barge ready for installation by the ‘**Stanislav Yudin’.** For more information about Gwynt y Môr Offshore Wind Farm visit the website: **www.rwe.com/gwyntymor**

The **DERBY D** outbound from Haifa – **Photo : Peter Szamosi ©**

Liberian Registry: Meeting the offshore regulatory challenge

The offshore industry continues to assume increasing importance in the maritime sec-tor, with significant technological developments taking place to help develop, harness and exploit new and existing energy sources. The Liberian Registry has extensive interests in the offshore industry, covering ships and sup-port vessels engaged in the exploration and extraction of traditional and renewable energy sources. In December 2012 the Registry held the first of what is to be an annual Offshore Regula-tory Seminar in Houston which brought together more than twenty offshore professionals from eleven different companies, including a repre-sentative from the International association of Drilling Contractors (IaDC). The Liberian Registry, meanwhile, was well-represented by five senior maritime experts.The seminar addressed key issues affecting the offshore industry, including regulatory issues arising under MaRPOL, SOLaS, the BWM con-vention, and MLC 2006, as well as safe manning and personnel qualification and certification. The Liberian Registry is committed to ensuring that its owners are fully prepared to meet all the regulatory and compliance challenges they will face in the offshore sector **Source: LISCR**

The AHT **JURA** towing the **PLB Israfil Huseynov** in the Caspian Sea - Azerbaijan, during the Chirag Oil Project ,
Photo : Pieter C Holtes .(ob of the PLB Israfil Huseynov)

Rockbuster & **Llanddwyn Island** positioning to start drilling next borehole at Cherbourg, France
Photo : Dirk van Uitert (c)

Singapore Shipping Corporation takes time for expansion plans

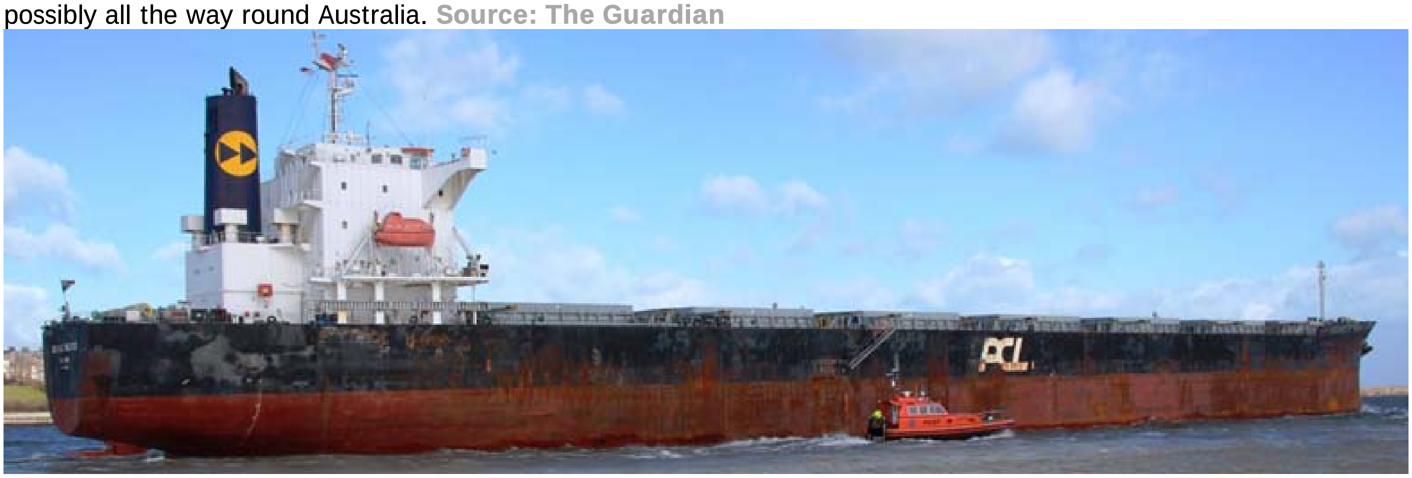
Singapore Shipping Corporation has extended the time to complete its expansion plans. In early January SSC said it would be buying into a ship agency, a terminal and a logistics company. SSC has set aside S$15m to buy stakes from MYP Ltd in Hai Poh Terminals, Island Line, Nanyang Maritime (S'pore) and SSC Shipping Agencies. MYP is keen to offload its maritime stakeholdings as it wants to focus exclusively on real estate. SSC's business is presently based on its fleet of car-carriers, which are placed on long-term charters to blue-chip operators. SSC said yesterday the deal will be concluded by April 30, and the price remains the same. **Source: Sea Ship News**

10-03-2013 : The **EMPRESS** arriving in Santos (Brazil) - **Photo : Jan Dekker ©**

Size matters as Triple E container ships sail for Europe

A fleet of behemoths are on their way to Europe, container ships so large – almost a quarter-mile long, wider than a motorway and taller than a 20-storey office block– that ports are having to undergo radical surgery in order to accommodate them.
The new Triple E ships, which will come into service this summer, will be able to carry 18,000 6.1-metre (20ft) containers, known as TEUs – three times as many as the biggest container ships 15 years ago.
When US businessman Malcolm McLean invented the idea of carrying goods in metal boxes in the 1950s his first vessel, a converted second world war oil tanker the Ideal X, carried just 58 containers. Today, if all the containers on a Triple E were stacked on top of each other they would touch the stratosphere – 29 miles above the earth. If they were unloaded on to a single train it would need to be 68 miles long. Inside, you could squeeze in 36,000 cars.
Because they're so vast the Triple Es – which stands for economy, energy efficiency and environmentally improved – will be able to move goods more cheaply and efficiently than current ships. But, they will be far too big for most of the world's ports.
No port in North or South America is currently able to take the vessels, nor the Panama canal locks – designed for the last generation of container ships – which are due to open next year. The Triple Es will just about squeeze through the Suez canal, and will ply only the China to Europe route, bringing in goods and returning with cargoes of scrap metal and plastic waste for recycling – but mostly empty.
Only a handful of European ports, including Felixstowe and Southampton in the UK, are equipped to handle the behemoths. Those that cannot are investing hundreds of millions to make sure they can.
The UK is building a £1.5bn port 20 miles east of London's original ports. London Gateway, which is being bankrolled by Dubai's DP World, has just installed the first of 24 138-metre high cranes designed specifically to reach up and across the Triple Es' vast deck of containers.
London Gateway, which is due to open before the end of the year, is Britain's biggest construction project after Crossrail, employing 2,500 workers. The government hopes the port will support 36,000 jobs. Andrew Bowen, the project's director of engineering, said the port will be able to handle seven Triple Es at the same time.
"There is very limited capacity for the biggest new ships at Felixstowe and Southampton, and it's very important that we as a country have the capacity to handle the largest vessels travelling the world," he said. "If we don't have the capacity to handle them, it would like if we didn't have an airport to handle the A380 [superjumbo planes] and you'd have to go to the continent to change planes.

"It would be the same for containers, and that extra handling would make goods more expensive for British consumers. And cost UK manufacturers more to ship out."
Since 1990 the UK has slid from the world's fifth biggest exporter to its 11th – behind Belgium, Italy and Russia. The UK is ranked 19th in exporters to India, with just 1.5% of the market.
The EU recently signed free trade agreements with Colombia, Peru and half a dozen central American countries, it is also in negotiations with China, Canada and Singapore. The result could add about €275bn (£237bn) to Europe's economy – a boost equal to another Austria joining the EU.As well as triggering the construction of new ports, growing freight traffic is also causing the reshaping of some the world's most historic ports.
Napoleon Bonaparte first recognised Antwerp's strategic position 80 miles inland in 1811 when he ordered the construction of the Belgian city's first port. Antwerp, which boasts inland waterway and rail-links across Europe, has been at the centre of global trade ever since.
The city has Europe's second biggest port, but is at risk of falling behind Dutch rival Rotterdam as most of Antwerp docks are unable to accept the last generation of container ships, let alone the Triple Es.
The Belgians, however, have a solution. They are digging a very big hole – 1km long by 70 metres wide by 18 metres deep.
Among the excavated earth – enough to fill Wembley stadium eight times over – workers found the preserved remains of a prehistoric whale. Palaeontologist and archaeologists now work alongside construction workers for two days a week.
The world's largest dock is being constructed in Antwerp, and will enable the Belgium port to accommodate Triple Es. Photograph: Yves Herman/Reuters
In 2016, after 53 months of construction, the will become the world's largest lock, and it will enable the biggest ships to enter into all of Antwerp's docks. The €340m construction project is central to the EU's Transport 2050 plan to cope with increasing trade to and from Europe.
Philippe Maystadt, president of the European Investment Bank (EIB), which is financing half of the money, said the lock "will benefit not only the port of Antwerp and Flanders but also Europe".
Some fear all the investment pumped into London Gateway, Antwerp and other ports could have a limited shelf life if ships continue to grow.
Maersk Line – a Danish shipping firm that has ordered 20 Triple Es from South Korean shipbuilder Daewoo – believes the vessels will be the biggest on the seas for some years to come. The company, which is thought to be basis of Robert Zeuthen's fictional shipping giant Zeeland in the The Killing, is the world's biggest shipping company with a fleet of more than 500 vessels.
Soren Toft, its vice-president of operations, said: "This is not about adding big ships because we like them, this is about adding capacity for our customers.
"Parts of the world can't accommodate these [triple Es], but we believe these are the right and efficient ships for the Asia to Europe route." But David Tozer, global manager for container ships at Lloyd's Register Group, warned that even bigger – 25,000-container capable ships – are perfectly feasible. "We've gone from a maximum of 5,000 containers in 1998 to 18,000 now. The technology is there to carry on getting bigger and bigger. It is absolutely massive business – almost everything that can be carried is carried in a container. And it's all about economies of scale." The next generation of ships, he reckons, may be too big to fit through the Strait of Malacca between the Malay peninsula and the Indonesian island of Sumatra. They may then have to take the long route from China to Europe – possibly all the way round Australia. **Source: The Guardian**



10-03-2013 : **DOUBLE REJOICE** departing the Tyne **Photo Derrick Johnson ©**

AET's **STEALTH SKYROS** with the **SMIT SEINE** as stern tug enroute Rotterdam
Photo : Marijn van Hoorn ©

Berlian Laju Tanker's fate still undecided

Debt-laden oil and gas shipping firm **PT Berlian Laju Tanker (BLTA)** has yet to convince all of its creditors to approve its debt restructuring proposals.

The company held a vote, supervised by the Jakarta Commercial Court, in Jakarta for its creditors to decide whether or not they would accept the proposals.

The vote was attended by representatives of all six secured creditors; including Mizuho Bank, Bank Central Asia and state-owned Bank Mandiri. Of 214 unsecured creditors, 211 attended the vote.

For the proposal to be accepted, publicly listed Berlian Laju needed to get approval from a majority of creditors — in terms of numbers — and a majority of two thirds in debt value of both its secured and unsecured creditors.

The company gained approval from 146 of 211 unsecured creditors present, which represented about 70 percent in number and 82 percent of debt value of the unsecured creditors. BLTA obtained approval from four of six secured creditors representing 67 percent in number but only 57 percent in debt value.

Mizuho and Mandiri voted against the proposal, preventing BLTA from gaining approval as the debt value fell short of the required 66 percent of the total secured debt.

According to bankruptcy and debt maturity extension (PKPU) law, if a company gains approval from more than 50 percent in number and 50 percent in value of both unsecured and secured creditors, it is required to hold a second vote within eight days of the first vote. After the vote, presiding judge Sujatmiko ordered the second vote to be held on March 14 and told Berlian Laju to come to an agreement with Mandiri and Mizuho. If no agreement is reached by April, the company may be declared bankrupt.

The company's misery began when it decided to launch a mega expansion by acquiring the US$850 million US-based chemical tanker company Chembulk Tankers LLC in 2007.

The acquisition was carried out by subsidiary Asean Maritime Corporation and Berlian Laju turned to loans to fund the expansion. According to its financial statements, it has outstanding debts of $1.9 billion, $418 million of which are in the form of principal payments. In early 2012, it decided to freeze repayment of the $418 million debt due that year.

Some of the key points included in Berlian Laju's proposal are the completion of debt repayment by the seventh year for mandated lead arranger lenders and the commencement of debt repayment for unsecured creditors starting from the third year.

Mandiri legal representative Junaidi Tirtanata said the bank objected to Berlian Laju's proposal, which mentions that the latter will repay its $26.4 million debts to Mandiri in six years. "We want the debt repayment to complete within four years and the sale of six ships to proceed unconditionally," he said. Berlian Laju has secured as many as six ships — Gas Jawa, Gas Sumatra, Bramani, Pradapa, Ontari and Kunti — with Mandiri. Berlian Laju Tanker's executives declined to comment after the vote. Meanwhile, Borrelli Walsh, the company's financial advisor, said in a statement that "Berlian Laju will work with its secured creditors for approval of the restructuring plan" **Source: The Jakarta Post**

In the port of Ijmuiden The **IEVOLI BLACK** seen getting ready for re-delivery to the owners, the Dutch Coast guard markings seen getting removed from the hull and the flag was changed back to the Italian flag.

DVB warns on 'overbought' PSV sector

While generally optimistic on offshore prospects in the region, a top financier has warned larger platform supply vessels are "overbought". Speaking as a promotion to April's Sea Asia event in Singapore, Geir Sjurseth, managing director and global head, offshore support group, and general manager of **DVB Group Merchant Bank (Asia)**, pointed out: "Another real threat to a sustainable and healthy market going forward is the massive yard capacity now focusing on building various offshore equipment and vessels - at slightly falling and very competitive prices."

The Asia Pacific region in particular saw "reasonable" utilisation in 2012 but rates did not increase much, he said. "Some tenders are out for mid-2013 already. This suggests an improving market. While oil majors prefer sophisticated tonnage, national oil companies still regularly employ vessels from local owners with smaller and older fleets."
He noted Malaysian shipyards were gaining ground in the construction of offshore vessels but considered that "local and state-owned shipyards in Indonesia have yet to be accepted in the international market."
Sjurseth said that prospects are good overall for the offshore industry in the Asia region. "Still, a cautious approach to newbuild contracting, focus on longterm employment, and a prudent financial asset liability management have never been more important." **Source: Sea Ship News**

Spotted near Xiamen, apparently not the latest of the Chinese dredging fleet, but still going on.
Photo : Ha-Ce Engineering Pte Ltd ©

Smoother sailing ahead

The shipping industry is hopeful that 2013 will be the last of five years of rough sailing, although executives concede the wave of bankruptcies among shippers, shipyards and bankers lending to shipping firms is not finished yet.
The downturn started in 2008when the financial crisis erupted in the United States, and has lingered ever since. The economic boom before 2008, driven by demand for commodities such as steel and copper, drove shipping companies around the world to place orders for new vessels like there was no tomorrow. The Baltic Dry Index (BDI), the main gauge of freight rates for dry bulk carriers, reached a record high of 11,793 in mid-2008.
However, a lot can happen between the time a ship is ordered and the time it leavers a shipyard two or three years later. As the impact of the 2008 crash spread, some customers who had placed orders either went belly-up or their shipbuilders went bust. The result was a glut of ships while the global economy continued to wobble along with no sign of recovery. How low has the industry sunk? The BDI currently is hovering slightly above the 700 mark and has not crossed 1,000 since early December.
Kawee Manitsupawong, vice-president for research with Asia Plus Securities, says the industry will start rebounding in 2014, a notion that most industry players share. "I base this on the new supply coming into the market. Although conditions are expected to improve next year, it is still uncertain how strong the recovery would be," said Mr Kawee. He also forecasts that once the economies of United States and the European Union start to improve, demand for goods will increase accordingly.
Bualuang Securities remains bearish about the 2013 dry bulk outlook, due to the prevailing oversupply. Demand for dry bulk shipping is forecast to expand by 4%, while net new supply based on tonnage is expected to increase by 5%. That figure is encouraging when compared with 2012, when the demand-supply gap was six percentage points. Despite the declining supply, the broker projects the average freight rate this year to be lower than last year due to the huge capacity additions that took place during 2012.

Bualuang also foresees an upturn in 2014, driven by reduced capacity addition amid rising demand for shipments globally. The net new supply of dry bulk ships is projected to rise by 1% in 2014 when compared with the average of 12% between 2009 and 2012. Precious Shipping Plc (PSL), Thailand's largest dry bulk carrier, noted in its annual report that slippage — the difference between the deadweight tonnage of (DWT) of new ships on order at shipyards at the beginning of the year and actual deliveries at the end of the same year —during 2012 came in at 29%, a bit lower than the average for the past four years. The net increase in supply for 2012 was 70.47 DWT for a year-end figure of 692.74. This amounted to an 11.3% net increase in the world dry bulk fleet.

The Bulker **NEW ASCENT** outbound from Rotterdam – **Photo : Jan Oosterboer ©**

The company said the net increase in tonnage in future years would remain unpredictable. Based on annual slippage at 30% and scrapping at 35 DWT, the net increase may touch a low of 5% or 35 DWT at the end of 2013, with hardly any growth predicted for 2014. Unlike Thai brokerage houses, India Ratings has maintained a negative outlook for the Indian shipping industry in 2013, and sees choppy waters ahead in 2014 as well, with new supply continuing to pressure dry bulk rates.

Container and tanker rates may show higher stability around the current low levels. This may be driven by relative stability in US demand as well as in manufacturing activity in emerging nations including China. In 2012, average annual freight rates declined from 2011 by 42% in the dry bulk sector, 32% for container shipping and 8% in the tanker segment.

According to India Ratings, the surge in bunker oil and fuel oil costs last year was the major drag on shippers' profit margins. Fuel accounts for 40% of operating costs of shippers.

Meanwhile, revenue from freight rates declined continuously. The average decline in earnings before interest, tax, depreciation and amortisation (EBITDA) of India Ratings' representative companies in 2012 was 6.4%.

Easy credit was another major contributor to the current debacle. During the boom years, ship owners were allowed to over-order ships with little equity and no forward contract coverage. And now banks are struggling because asset values are declining.

Khalid Hashim, managing director of PSL, predicted there would be more bankruptcies among shipping companies, shipyards and bankers lending to shipping firms.

His company has managed to ride out the storm by taking a number of steps. One has been to cut operating costs, which averaged US$4,481 per day per vessel compared with $4,613 in 2011, and about $2,000 below the global market average.

He said PSL for years had tried to manage fleet depreciation expense by purchasing ships at the right time and the right prices. Its depreciation per day per ship is around $2,000, around half of the market average. The cost of ships the company purchased at the lower rate if compared with other shippers is the main reason for better depreciation expenses.

"We outperform the industry. The strategies we have employed have enabled us to survive and reach the break-even point as quickly as we can," he says.

Mr Hashim predicted that the shipping industry would recover in the second half of 2014 due to a lower net increase of supply compared with the previous four years.

India Ratings said banks globally were lending much more cautiously to shipping companies, making it difficult for them to refinance their rupee or foreign currency borrowings. European banks in particular are facing challenges with exposure to risky assets in their own economies and are not likely to take fresh exposure to a sector such as shipping in markets such as India.

The sour outlook has hurt not only shippers but also shipbuilding. Ren Yuan Lin, CEO of Yangzijiang Shipbuilding in China, said earlier that 2013 would be bloody red for shipbuilding.

Sanko Steamship, a 78-year shipbuilding business, in 2012 filed for bankruptcy protection under US Chapter 11 for the second time in its history. Stephenson Clarke, the oldest shipping company with 283 years of history, filed for bankruptcy as well. According to Clarksons Research, there were 955 active new-vessel shipyards at the end of 2008 in comparison with 354 in 2000. The number fell to 538 by the end of 2012 and in 2013, which is expected to bottom of the cycle, the figure is likely to drop to 350, similar to the pre-boom level. In contrast with Thai brokerage houses, India Ratings believes the revival in freight rates is not likely until end of 2014 as new capacity will enter the market

until that year. Thus, it does not see a stable outlook for shipping until 2015. Indian shipping companies will be affected directly from lower freight rates for another year given their exposure to low international charter rates as several Indian vessels are deployed on international trade routes.
While the key to revival is the reduction in new capacity, the Chinese government's policy to spur the domestic economy could be a big factor on the demand side. In the past few years, global freight rates in the dry bulk category were driven by Chinese demand for coal and iron ore. China is the largest importer of these two commodities.
Falling exports of manufactured goods from China in 2012 and the consequent lower demand for iron ore and coal by Chinese steel producers pushed the BDI to its lowest levels in the past six years. Thus, if the Chinese government steps up infrastructure investments, the demand for commodities will bounce back. And this will be good news for the shipping industry as well. Mr Kawee of Asia Plus agrees that the industry has to keep an eye on China's economic policy, which is the key to an increase in commodity demand. With the shipping supply increase moderating to 2-3%, additional commodity demand should lift freight rates and the overall outlook in 2014 should be better than this year. **Source: Bangkok Post**

Tallink's **ROMANTIKA** arriving in Riga – **Photo : Jan de Bokx (c)**

G6's 50-ship Panama-Suez US east coast fleet plan awaits FMC approval

PLANS for the G6 alliance to Asia-North America east coast trade announced in February remain on hold until the US Federal Maritime Commission (FMC) approves the scheme.

The **MOL CONTINUITY** in Rotterdam-Europoort – **Photo : Jan Oosterboer (c)**

The six member alliance - **APL, Hapag-Lloyd. Hyundai, MOL, NYK** and **OOCL** - is hoping to receive approval 45 days from the time they submitted the scheme on February 1.

The plan calls for the deployment of 50 ships in six services connecting Asia with the US east coast, with three going through Panama and the other three going through Suez with first sailing scheduled for May.

There is still a question whether US west coast calls will be included. APL, MOL and HMM are also west coast players through the New World Alliance, while the G6 members operate in through the Grand Alliance. Customers, reports London's Containerisation International, are starting to submit quotation requests, but formal negotiations have not yet started though it is understood that most contracts are limited to 12 months.

The extended G6 service network will call at almost 30 ports in Asia, the North American east coast, Canada, central America, Caribbean, Indian subcontinent, Mediterranean and the Middle East.

Three kidnapped seamen freed by Nigeria pirates -company

Three foreign sailors kidnapped from their British-operated cargo ship by pirates last month off the coast of Nigeria have been released, the vessel's operator said on Monday. There has been a surge in piracy attacks off the coast of Africa's most populous nation this year with gangs showing signs of moving further afield and using more violent tactics.

The British-flagged ship **Esther C** was boarded and ransacked on February7, 80 miles (130 km) off the south coast of Nigeria by heavily armed pirates before they made off with the three seamen, Isle of Wight-based Carisbrooke Shipping said in a statement. "The three officers were confirmed as being safe and in good spirits on March 11 after 31 days in captivity," it added. A spokesman for Carisbrooke Shipping said separately the three crew members, two Russians including the ship's captain and a Romanian national, had been taken hostage and held in Nigeria before being released.

Armed gangs typically have targeted oil tankers and attacks on cargo ships are rarer. Oil and shipping companies have to hire crisis management teams, pay higher insurance premiums and face the prospect of ransom payments, as well as brace themselves for damage to their reputations. Oil majors Exxon Mobil and Shell said last month that security was a major factor in making Nigeria one of the most expensive oil-producing countries to operate in. **Source: The Star**

10-03-2013 : Salvage tug **HELLAS** in the process of weighing her anchor during heavy weather in Falmouth Bay (UK)
Photo : David Proud - (RNLI Mechanic, Falmouth Lifeboat Station)

Arctic OSV Vitus Bering set to work on Sakhalin offshore field

The new multipurpose Arctic Offshore Supply Vessel **Vitus Bering**, on March 7, 2013 set out on its first voyage from the port of Kholmsk to operate within the "Sakhalin-1" project on a long-term charter agreement with Exxon Neftegas Ltd, Sovcomflot, the ship owner said. In mid-January OSV Vitus Bering departed the port of St. Petersburg, and on March 1st reached the Sea of Okhotsk, having covered nearly 13,000 nm in 45 days. Upon completion of loading and bunkering operations at Vanino port the ship proceeded to the drilling rig "Orlan", located in the northern part of the Sea of Okhotsk on the coastal shelf of Sakhalin. Traveling time to the platform was 2.5 days.

The icebreaking offshore supply vessel Vitus Bering was designed for year-round support of offshore drilling platforms. The vessel will supply the Orlan drilling rig and participate in the outfitting of another platform "**Berkut**". The **OSV Vitus Bering** will operate in severe conditions and in ice up to 1.5 meters. The ship's crew - 21 people, all Russian nationals.

St.Petersburg-headquartered Sovcomflot (SCF Group), the biggest shipping company in Russia, ranks the fifth top tanker company in the world. The Company specializes in global transportation of crude oil, oil products and other energy sources. The Group's fleet comprises about 150 vessels of total deadweight of 11.7 million tonnes. The Group operates through its offices in Moscow, Novorossiysk, Murmansk, Vladivostok, London, Limassol, Madrid and Singapore.

Barge sinking off coast of Hooker's Point

The coast guard is checking out a mud barge that is sinking off Hooker's Point in Hillsborough County.

Coast guard officials are sending a pollution expert out to make sure it's not an environmental concern, which they don't believe it is. No one was hurt.

Jan de Nul spread working in Paraguacu – Salvador – Brasil as seen from the **TSHD James Cook** From the left to the right **TSHD Kaishuu, TSHD Pedro Alvares Cabral** and **CSD Niccolo Machiavelli**
Photo : Capt. Gerard Visser - Master James Cook ©

Poseidons Angel of Death
Ozzy the Osprey Strikes again from C7

an Osprey, which just caught a mullet, sitting on one of the mooring lines of the **Castoro 7**, moored at Caracasbay, CURACAO.

The picture was taken by Draughtsman, **Mr. Finlay Jolliffe**, onboard the **Castoro 7**. They have seen the bird hunting several times before and managed to capture this beautiful picture of nature at it's best.

They named the bird "**Ozzy**". The picture was named "**Poseidon's Angel of Death - Ozzy the Osprey Strikes again from Castoro 7**"

Boskalis acquires dredging contracts in Australia and Vietnam

Royal Boskalis Westminster has acquired dredging contracts in Australia and Vietnam with a combined contract value of approximately EUR 70 million.

In Melbourne, Australia, Boskalis has been awarded a contract for maintenance dredging. The contract was awarded by the Port of Melbourne Corporation and is for a period of four years with two options for extension, each of three years.

Dredging, which is due to start later this month, relates to the maintenance of the port basin and sections of the 60km access channel. For this project a medium-sized trailing suction hopper dredger and a backhoe will be deployed for the dredging and capping of the sediment. The port of Melbourne is the largest container and cargo port in Australia.

In Vietnam Boskalis has acquired a contract from a consortium led by Petrovietnam Technical Services Corporation, a subsidiary of the National Vietnamese Oil Company Petrovietnam. In Nghi Son an approach channel and port basin for a new refinery and petrochemical complex will be dredged. On completion of the dredging works vessels of 30,000 dwt will be able to access the port to service the Nghi Son refinery, which is expected to have a capacity of 200,000 barrels a day.

A jumbo trailing suction hopper dredger will be deployed for the project which is expected to commence later this year. The project is expected to be completed by mid-2014. **Source : Dredging News Online**

The **NAVE COSMOS** inbound at the Westerscheldt River – **Photo : Walter de Groot ©**

Ships reportedly diverted from Suez Canal

Fourteen ships scheduled to sail through the Suez Canal have changed their destination from Port Said to ports in Israel or Cyprus after rumored threats to close the Suez Canal and block roads leading from the harbor to the city.
Oshipping companies are reportedly mulling diverting their ships to Limassol port in Cyprus or Haifa port in Israel because of unrest in the city. Protesters briefly blocked the Port Fouad ferry yesterday, though Suez Canal traffic has so far remained unaffected.
Port Said has seen repeated clashes between police and protesters, and a civil disobedience campaign on the part of the city's residents is ongoing. More than 40 people have been killed in clashes that began in January after a court sentenced 21 local residents to death for involvement in the murder of 72 football plans after a February 2012 match in the city's stadium.

The **CSCL ZEEBRUGGE** passing the Suez Canal – **Photo : Piero Corona ©**

The Suez Canal is one of Egypt's main resources of income and a crucial navigation route for world trade. Meanwhile, Major General Ahmed Naguib, head of the Port Said Harbor Authority, said operations have been normal in the East and West Port Said Harbors since Saturday, after the Armed Forces convinced protesters to reopen local ferries and withdraw from the gates to the West Port Said Harbor. Naguib also called on protesters to allow operations at the two harbors to go on unhindered, saying protests would affect the international reputation of the harbors and the canal. **Source: Egypt Independent**

NAVY NEWS

Mine countermeasure ships **USS Pioneer (MCM 9)** and **USS Warrior (MCM 10)** rest atop merchant vessel **Super Servant III** as it slowly rises to the surface during a heavy lift operation. **Super Servant III** will provide long distance transport to a new location for both U.S. Navy ships. **Pioneer** and **Warrior** were assigned to Commander, Task Force 52 and promoted mine counter-measure operations in the U.S. 5th Fleet area of responsibility. **Photos U.S. Navy**

Dutch Caribbean Coast Guard deters illegal fishing near Saba

On Sunday, the maritime patrol aircraft Dash-8 of the Dutch Caribbean Coast Guard operating in the St. Maarten area spotted a Venezuelan fishing vessel near Saba. International law however prevents fishing in this protected maritime nature reserve called the Saba Bank.

The Dash-8 identified several fishing lines in the water however and numerous sharks already caught lying on deck. The Coast Guard operations centre sent the patrol ship **HNLMS Friesland** to intercept. The **Friesland** carrying an embarked Coast Guard boarding team caught up with the fishing vessel at sea and boarded the fisherman using its interceptor 'FRISC'. The boarding team ascertained the fisherman did not have the required permits and contacted the Public Prosecutor for Bonaire, Saba and St. Eustatius for deliberation. The Prosecutor decided to fine the Venezuelan fisherman for 1500 USD and ordered the Coast Guard to confiscate the fishing lines and catch. The Dutch Caribbean Coast Guard is responsible for all maritime law enforcement in the Dutch Caribbean. The Coast Guard can be reached 24/7 on the toll free number 913.

ROUTE, PORTS & SERVICES

Vinalines exits Haiphong port development

The government has told beleaguered Vinalines to quit plans to be part of the development of Lach Huyen port in the north of the country. Vinalines will continue to focus on existing port projects, but Hanoi has said it needs to get its finances in order before it can contemplate further expansion.
Vinalines signed with Japan's Itochu, MOL and NYK to develop the port in 16 months ago. However, the project has not got off the drawing board. **Source: Sea Ship News**

The **BOW CHAIN** passing the Panama Canal – **Photo : Crew A.A.Zubieta ©**

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Diana Shipping Inc. Announces Time Charter Contract for M/V Semirio With Cargill

Diana Shipping Inc. (DSX), a global shipping company specializing in the ownership and operation of dry bulk vessels, today announced that it has entered into a time charter contract with Cargill International S.A., Geneva, through a separate wholly-owned subsidiary, for one of its Capesize dry bulk carriers, the m/v **Semirio.** The gross charter rate is US$14,000 per day, minus a 4.75% commission paid to third parties, for a period of minimum twenty-two (22) months to maximum twenty-seven (27) months. The charter is expected to commence on March 21, 2013.

The **Semirio** is a 174,261 dwt Capesize dry bulk vessel built in 2007. This employment is anticipated to generate approximately US$9.24 million of gross revenue for the minimum scheduled period of the charter. **Diana Shipping** Inc.'s fleet currently consists of 32 dry bulk carriers (17 Panamax, 2 Kamsarmax, 3 Post-Panamax, 8 Capesize and 2 Newcastlemax), as well as 2 new-building Ice Class Panamax vessels expected to be delivered to the Company during the fourth quarter of 2013. As of today, the combined carrying capacity of our current fleet, excluding the two vessels not yet delivered, is approximately 3.5 million dwt with a weighted average age of 6.0 years. A table describing the current Diana Shipping Inc. fleet can be found on the Company's website, www.dianashippinginc.com . Information contained on the Company's website does not constitute a part of this press release.

the 1985 built LBR flag semi-submersible oil rig **NOBLE HOMER FERRINGTON** entering Marsaxlokk Harbour, Malta on Sunday 10th March, 2013 bound to Freeport Terminal 2 for scheduled maintenance after she was towed from Tamar Oilfield, Israel by the supply vessels **UOS ATLANTIS** and **UOS CHALLENGER**.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com (c)

Ethiopia: Shipping Enterprise Receives Two Newly Built Vessels

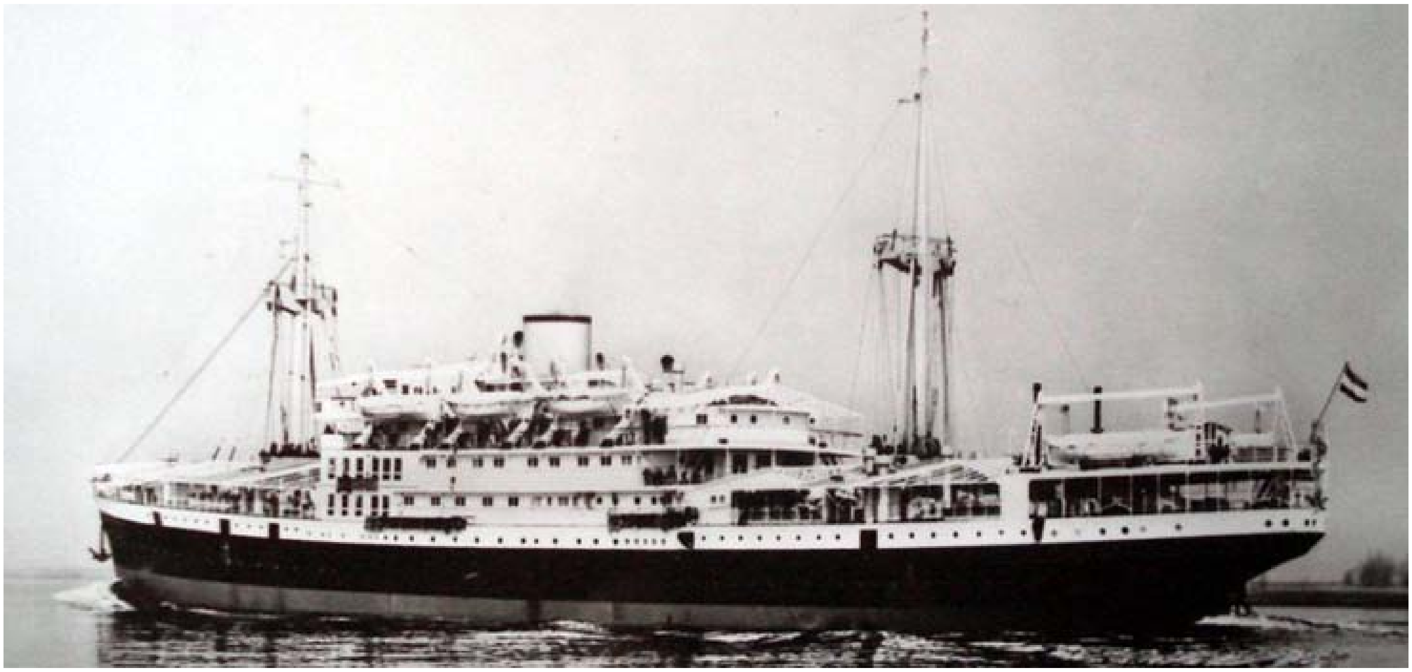
The **Ethiopian Shipping & Logistics Services Enterprise (ESLSE),** the sole maritime operator in Ethiopia, received two of the nine vessels which are being constructed in China at a cost of 300 million dollars, last week. The two vessels named "**Assosa**" and "**Bahir Dar"** are expected to start giving service within a month. Construction of the remaining vessels is scheduled to be completed within the current fiscal year.

The ESLSE ordered the two tanker ships, whose delivery was unofficially verified by various officials of the Enterprise, from CSC Jinling Shipyard; seven multi-purpose ships were ordered from Huanghai Shipbuilding Co. The seven 28,000tn heavy lift multi-purpose vessels cost 32.5 million dollars apiece and the two tankers cost 37 million dollars each.

It is the second time that ESLSE, formerly known as **Ethiopian Shipping Lines (ESL),** has placed orders at Chinese shipyards. In 2004, ESL ordered two 27,000tn multi-purpose ships in China at the Kouan Shipyard. The first of them, Shebelle, was delivered in November 2006 and the second, Gibe, in June 2007.

The ESL was established by the Imperial Ethiopian Government and the Washington DC based Taurus Investment Inc, which had 51pc share in 1964. It received its first three vessels, two cargo liners, the "**Lion of Judah**" and the "**Queen of Sheba**", and a 34,000tn oil tanker Lalibela, at a ceremony held at Rotterdam in 1966.

OLDIE – FROM THE SHOEBOX



The 1949 Wilton Fyenoord Schiedam built M.V. **CAMPHUYS** 1967 transferred to KJCPL, 1970 sold to Asia Union Shipping Enterprice,ogadishu renamed Hai Kwang, 1976 sold to Pacific International Lines, Singapore not renamed, 1978 scrapped at Gadani Beach.**Photo : Col Kees van Huisstede**

…. PHOTO OF THE DAY …..

seen from the **Rockwater 1** on a misty day at Peterhead.
Photo : Martin Robson (c)