



**Number 091 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Monday 01-04-2013**

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This advertisement for Ned Marine services B.V. features a large blue and red ship on the left. The central text includes 'Perfection for Protection', 'Ultrasonic Thickness Measurements', 'Non-destructive Testing', and the website 'WWW.NEDMARINE.COM'. On the right is a compass rose logo. Below the website are images of ultrasonic testing equipment. At the bottom, it says 'Perfection in Inspection' and 'Maritime Equipment'. The company name 'Ned Marine services B.V.' is prominently displayed on the right.



Diving (Standard) Hats in new Hong Kong Maritime Museum (<http://www.hkmaritimemuseum.org/>) which was officially opened on 25 Feb 2013. **Photo : Ey Kuet ©**

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## EVENTS, INCIDENTS & OPERATIONS

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**Spliethoff's DONAUGRACHT** at anchor off Port Moresby, PNG, on a beautiful Easter-Saturday morning.  
Photo : Alexander Pera ( LOC Group ) ©



## Launch of Dubai Maritime Green Initiative

A new scheme has been launched in Dubai to encourage all-round environmental excellence in the maritime and allied sectors including oil, gas and energy. Drydocks World and Maritime World, which provide a range of services to the maritime, oil and gas industries announced the launch of Dubai Maritime Green Initiative before key decision-makers from government and industry last Wednesday. The Initiative is underlined by MoU for a green technology transfer with leading classification society DNV and Rolls-Royce, a renowned marine systems provider. "We are at the threshold of a new era in environment management for maritime sustainable development. Incultation of green values has become a necessity and the Initiative seeks to achieve this by bringing together like-minded organisations and changing established mindsets to motivate the industry to embrace environment friendly technology and solutions. We seek to develop this network within the region and around the world as our primary focus. DDW will take a leadership role in implementing Green technology solutions by developing a new product the 'Green Tug,' a LNG powered tug which will comply with new emission control regulations. We plan to take on a leadership role in developing technological solutions by using green technology," said Khamis Juma Buamim, Chairman of Drydocks World and Maritime World.

The main aim of the Initiative would be to encourage companies engaged in research and development on green design, to disseminate green solutions for efficiency improvement in the maritime industry as well as shipyard concepts, demolition and waste management, project financing, relevant equipment manufacturers and suppliers, classification societies & regulators, shipbuilding and offshore fabricators and integrated solution providers. The role of the Initiative would also be to encourage government departments to arrive at environment friendly policies. The immediate sphere of impact will be MENA region, Indian subcontinent and Eastern Africa, the Secondary Sphere will be Europe, South East Asia, Australia and Western Africa with a Cross Territorial Sphere Impact on Pacific Ocean, Brazil and USA. Neil Gilliver, Rolls-Royce, President – Merchant said: "We are pleased to be working with Drydocks World to integrate highly efficient LNG power and propulsion systems manufactured by Rolls-Royce into its proposed LNG-fuelled Tug. This cooperation further demonstrates our commitment to helping customers improve their operational efficiency and reduce environmental impact." Jorgen Traun, DNV Vice President and Regional Manager India & Middle East added: "This green initiative taken by Drydocks World is a milestone achievement for Dubai as a whole and will surely position Dubai as one of the leading maritime nation in future green shipping. It will create many opportunities and will promote a Greener Dubai and will be a step forward for the shipping industry in UAE and the Middle East region. Having over a decade of experience in LNG as marine fuel, DNV will assist this great initiative by combining our technical experience and expertise into this project. DNV is look forward in working together with Dubai Drydocks World as partners in such a meaningful and innovative project in this region." **Source: Dubai Maritime Green Initiative**

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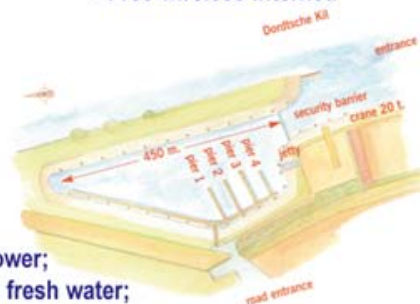
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The recently delivered (brand new) 2013 build, Chinese registered **"XING YUN YANG"** seen from **KAN TAN IV**. As can be seen a very wet deck. The crew very exposed even in a moderate sea. **Photo : Chris Liedtke ©**

## Shipping industry leaders upbeat on sector outlook ahead of SEA ASIA 2013

Global shipping markets continue to face fundamental problems such as vessel over-supply and uncertainty in the USA and European economies, a CEO roundtable to preview Sea Asia 2013 heard.

But despite these challenges, senior industry executives delivered an upbeat message about the future of shipping and in particular, shipping in Asia at the roundtable discussion.

The roundtable was organised to preview crucial themes at the forthcoming Sea Asia 2013 Conference and Exhibition in Singapore (April 9-11, Marina Bay Sands).

The speakers were Mr Lam Yi Young, Chief Executive of the Maritime and Port Authority of Singapore, Mr Michael Chia, Chairman of the Singapore Maritime Foundation (SMF) and Managing Director (Marine & Technology) of Keppel Offshore & Marine, Mr S.S. Teo, Managing Director of Pacific International Lines (PIL), Mr Khalid Hashim, Managing Director of Precious Shipping and Mr Erik Borgen, Head of Asia, DNB Bank.

The panellists were unanimous in the view that the shipping industry in Asia will continue to grow in the long term fuelled by economic growth in countries like China and India.

This was reflected in the fact that Sea Asia 2013, an event specifically designed to give a voice to Asian shipping, has grown strongly since it was launched in 2007.

Lam Yi Young said: "MPA is happy to welcome Sea Asia once again as one of the anchor events in the Singapore Maritime Week. Sea Asia 2013 has more than doubled in exhibition space since its first show in 2007 and we are glad to have witnessed the growth of Sea Asia over the years."

Michael Chia said Asia would come to play a more prominent role in world shipping which was why it was vital to provide a platform like Sea Asia so the voice of the industry could be heard more clearly.

"We hope that through the discussions at Sea Asia, we can spell out initiatives for the global maritime community. We want Sea Asia to propel the voice of Asian shipping and promote Singapore as a thought leader in the industry," he said.

Continuing his upbeat message, he also noted that Singapore's yards had been relatively free of the global economic downturn because they had taken the decision to focus on niche areas like offshore oil and gas.

"We are not just in ship repair. We now focus more on oil and gas and conversions for FPSOs and the construction of drilling rigs.

"Oil prices have been high and this underpins the amount of exploration and production expenditure the oil companies are putting in this year which is a 7% increase in E&P budget compared to last year."

Speaking from a container sector perspective, S.S. Teo said the market was the "least worst" of the three major shipping sectors (dry bulk and tankers being the other two).

"Despite the huge new capacity being delivered these two years, what we see is better US figures, more housing starts. So while the budget deficit is still there, the TransPacific volume will be better than last year."

He noted that in Europe "nothing has improved, so at worst, the Far East-Europe trades will be the same".

He predicted that volume would grow on the intra-Asia trades, in particular from China and India. "The signs are encouraging from China and there is a real recovery in exports," he said.

He said he was "not convinced" by the arrival of the 14,000-18,000teu boxships in terms of their viability but that rate stability was the absolute priority of the mainline operators. He also expressed doubt that some eco-ships are as fuel-efficient as shipyards indicated.

"Quantitative Easing III and the availability of cheap money also encouraged the set-up of some shipping funds looking to build ships in this depressed market. This would create a further glut in ship capacity," he added.

As a major dry bulk fleet operator, Khalid Hashim told the roundtable that China had underpinned the global market in the past few years.

The Chinese government's economic "steel intensive" stimulus measures in 2009 had saved the dry bulk market from collapse. And he predicted good news for the sector – at least in the short term.

"For the next two years (2013 and 2014), the excess supply is finally being absorbed. I think 2013 will be challenging, 2014 will offer some relief, especially at the end of the year, 2015 will be smiles for owners, but 2016 will see the return of irresponsible vessel ordering again and so the cycle will continue," he said.

Erik Borgen gave a finance perspective when he said the biggest concern among bankers was the continuing oversupply of vessels. "We hope vessels which are not needed are not ordered, but there is still ordering going on."

He also gave an upbeat message: "There are some bright spots – offshore is an interesting area where the banks are active and so too is the gas market."

"The banking sector is also under severe pressure from regulators and their owners; they have to meet new rules by increasing their equity base and gain more liquidity – so each time there is a crisis, when the banks are supposed to be there for their clients, they are under pressure from regulators to change."

He added: "I think banks will stick with those companies that are able to come up with a good business case and we shall support them; we are there for good restructurings, too. It is important that banks are patient – they have to be patient and not panic."

Sea Asia, which is co-organised by Seatrade and the Singapore Maritime Foundation, kicks off at Marina Bay Sands on Tuesday April 9. It will be opened by Singapore's Deputy Prime Minister and Minister of Finance, Mr Tharman Shanmugaratnam. Seatrade Chairman Chris Hayman, who chaired the roundtable, said **Sea Asia 2013** was expected to be the largest edition of the show yet.

"There has been substantial growth in the show; we have seen 16.5% growth in exhibition size between 2011 and this year and it is much more international than ever before," he said. There are 10 international pavilions this year against seven in 2011 and organisers are anticipating 14,000 participants over the three show days – more than ever before.

Chris Hayman added: "These figures reflect the importance of Singapore as an international maritime centre."

"Sea Asia is the platform for the Asian voice in shipping and that remains as important and relevant today as it was back in 2007 when we launched this event," he said. **Source: Sea Asia 2013**



Fred Olsen's **BALMORAL** arrived Colombo on 29th March 2013 and sailed on 30th March 2013

**Photo : Bernard - AITKEN SPENCE SHIPPING LTD ©**



## Shipping Magnate Luksic Dies of Cancer Amid CSAV Turnaround

Guillermo Luksic Craig, who bet part of Chile's biggest fortune on turning around Latin America's largest container shipping company, died yesterday of lung cancer. He was 57. As chairman of holding company Quinenco SA (QUINENC), Luksic plowed more than \$1 billion into Cia. Sud Americana de Vapores SA in the past two years after it lost a record \$1.25 billion in 2011. The purchase added to a family business estimated by Bloomberg at \$16.8 billion and that includes Chile's leading bank and brewer, as well as mining assets. By shedding rented vessels and unprofitable routes, Luksic helped reduce losses at CSAV to \$314 million last year, spurring a 36 percent share-price rally. The company will now focus on South American routes in joint operations with other shipping firms, allowing CSAV to revert its losses this year, Luksic said in the last published annual report of Quinenco.

"There could be some short-term volatility on CSAV's stock as the decision to buy was his," said Jorge Sepulveda, an analyst at Santiago-based brokerage Euroamerica Corredores de Bolsa SA. "He put people in charge and on the board who shared his vision, so the long-term strategy should remain intact." CSAV shares were little changed at 48 pesos in Santiago pre-market trading.

Luksic's father, Andronico, built up the family fortune by buying up copper deposits and a loss-making railroad in the Atacama Desert in 1980 and turning them into London-based copper mining company Antofagasta Plc (ANTO). The company had sales of \$6.74 billion last year. Eldest son, Andronico, took over the family's banking interests, while younger brother, Jean-Paul, took the mining operations on the death of their father in 2005.

The family's fortune is controlled by Guillermo's stepmother, Iris Fontbona, who ranks 43rd on the Bloomberg Billionaire Index.

Quinenco, founded in 1957, owns controlling stakes in lender Banco de Chile, brewer Cia. Cervecerias Unidas SA and copper wire producer Madeco. Through Madeco it owns a stake in French wire producer Nexans SA. (NEX)

"He was a fundamental pillar in our family," Guillermo's brother, Andronico, said in an e-mailed statement today. "We will miss his advice, his company and his intelligence."

Guillermo leaves five children and four grandchildren. His funeral will be held today in Santiago, according to the corporate communications company Nexos.

"We have to value the business contribution of people like Guillermo Luksic, who have created wealth, jobs, real development," lawmaker Alberto Cardemil, a former member of the lower house finance committee, said on state-owned television TVN today. "The Luksic family, together with a number of other businesspeople, made possible Chile's modern development, creating wealth."

Guillermo entered the family business in 1975, dropping out of a law degree at the University of Chile, before becoming chairman of Quinenco in 1982 at the age of 26, according to yesterday's statement.

Quinenco became the controller of Banco de Chile in 2001. The company merged the lender with the local operations of Citigroup Inc. in 2008. Citigroup now owns 50 percent of LQ Inversiones Financieras SA, the holding that controls Banco de Chile.

In 2008, Quinenco's Madeco bought a 23 percent stake in French wire producer Nexans SA (NEX) and in 2011 they agreed to buy the Terpel service stations in Chile from Empresas Copec SA (COPEC).

Luksic created the Tabali vineyard in 1993, producing pinot noir and chardonnay wines near northern Chile's Atacama Desert. He was working on creating a sparkling wine from an arid valley in the area, according to the company's website. "Guillermo had an extremely well-honed long-term view for the companies he was running," Cristobal Lyon, head of equity research at lender Corpbanca, said in a phone interview. "He knew the right moment to invite Citigroup into Banco de Chile and when to buy CSAV, which they are now turning around." **Source: Bloomberg**

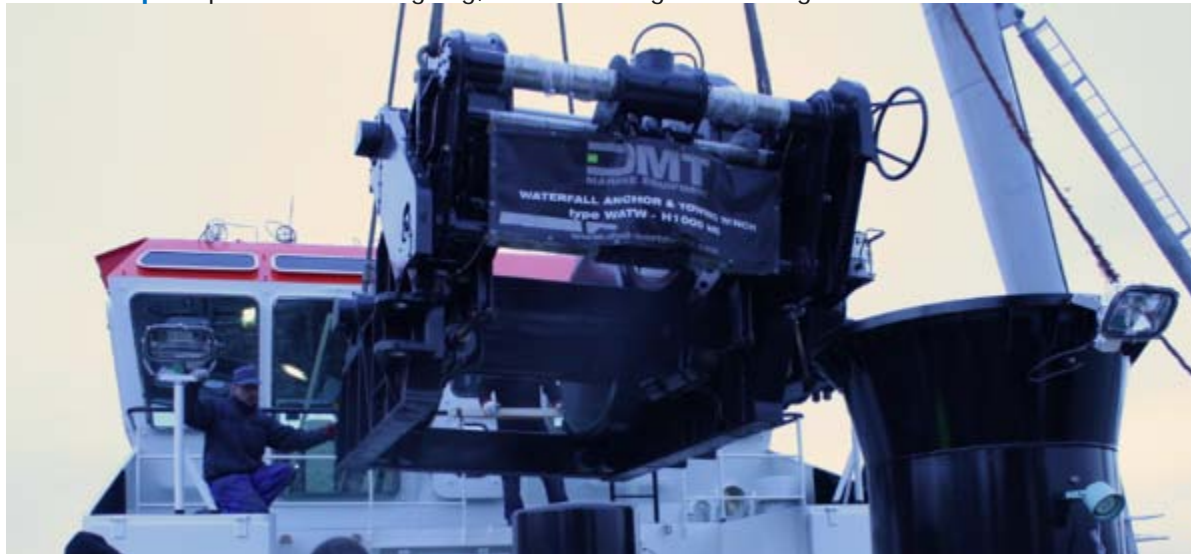




The **DMT** booth at the **On & Offshore exhibition** in Gorinchem. (The Netherlands)

Photo : Peter Herweijer Fotoservice IJmond ©

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- On and Offshore Solutions (4/ 6/ 8 point mooring systems)
- Special Projects (Production of large components, engineering services, diving systems, ship lift systems, taut wire)



The **FELTON TIDE** anchored at Singapore Jurong Anchorage –  
Photo : Capt Neil Johnston – master Salvigilant ©

## Lone \$750,000 bid for unwanted Alaska ferry worth \$80 million; vessel funded through earmarks

An unwanted, \$80 million ice-breaking ferry owned by an Alaska borough has only one bid to buy it, and it's for \$751,000.

The bid was the only entered by Friday's deadline set up by the Matanuska-Susitna Borough, which has been trying to get rid of the 200-foot ferry. The borough doesn't have to accept the offer, The Anchorage Daily News reported. The vessel was completed in 2011 and born out of a partnership between the borough, which wanted a ferry, and the Navy, which wanted a fast military landing craft.

Named the **Susitna**, the ferry was built as a Navy prototype that would be owned and operated by the borough. The project was funded mainly with Department of Defense earmarks wedged into the federal budget by then-U.S. Sen. Ted Stevens.

The borough has no suitable docks or a workable business plan to operate the vessel as a ferry between Anchorage and Port MacKenzie in the Mat-Su.

With monthly costs to the borough averaging \$75,000 for insurance, maintenance, fuel, docking fees and other expenses, the Borough Assembly has directed employees to find the most economical way to shed it.

While the borough solicited buyers, it also launched a parallel track to give away the boat to a government organization that met federal requirements. Of those that expressed interest, proposals by Los Angeles County and the U.S. Virgin Islands are still being evaluated by the Federal Transit Administration.

On Friday, Russ Krafft, the borough purchasing officer, opened the sole bid, a \$751,000 offer from **Workships Contractors BV**, based in The Netherlands. It wants to use the vessel to support offshore wind farms, according to the borough.

"I was expecting more offers and higher offers, even if it was just for scrapping the vessel," said Marc Van Dongen, the borough's port director. The borough asked the state ferry system if it would want the Susitna. But in a new draft



study, the ferry system concluded the **Susitna** would be expensive to run and that existing docks would need to be reconfigured.

The study said the boat can hold 134 passengers but only 20 vehicles, and burns 375 gallons of fuel an hour. A state ferry with a similar capacity, the Lituya, burns 55 gallons an hour. The state ferry system doesn't want the Susitna, the staff report said.

The vessel is docked near the Ketchikan shipyard where it was built.

The government of the Northern Mariana Islands, a U.S. territory, said it was interested in the **Susitna** but then seemed to back off. A community college in Seattle inquired about acquiring it to train merchant marines, but that's not a public transit purpose. A fledgling research laboratory in Wisconsin wants it, too. A village of Native Hawaiians sent representatives in an executive jet to Alaska to check out the boat, but federal officials told the borough that the village would have had to partner with the state. And that hasn't happened.

At least two governments are still on the list being considered by the Federal Transit Administration, the borough said. Ultimately, the Borough Assembly will decide the Susitna's future. **Source : The Washington Post**



The car carrier **TALISMAN** departing from Zeebrugge - **Photo : Capt. Julian Jager - Master Norstream ©**



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The 2006 built 8400 TEU **MSC HEIDI** off Haifa – **Photo : Peter Szamosi ©**

## GE13: Penang Port raises deep concerns over project

**Penang Port Sdn Bhd (PPSB)** has raised concerns about the state government's planned 6.5km undersea tunnel and said it is not happy that it was not consulted over the project. Managing director Datuk Ahmad Ibnihajar said PPCB wants to know how deep the tunnel would be.

"Sea lanes must be deep enough for big ships to come in. What if the tunnel blocks the sea lanes?" he asked after a meeting with port employees.

"We know the port is important to Penang. We are much dependent on the port," he said, adding that RM20bil to RM30bil in investments came in because of the port.

At another press conference, Penang Barisan Nasional publicity bureau chief Tan Cheng Liang agreed that the undersea tunnel would affect port operations and put future expansion at risk.

Presuming that an additional 1.8km stretch would be built on reclaimed land for toll booths, buffer zones for cars to queue up and a link road to the tunnel, she said that the expansion of the North Butterworth Container Terminal would be "blocked".

Tan said the port's channel now had a depth of between 9m and 11m but a depth of between 15m and 21m was needed to allow bigger ships to sail in. Tan said Chief Minister Lim Guan Eng appeared to be "plucking from thin air" the cost of the undersea tunnel and related mega projects.

"First it was RM8bil, then it became RM6.3bil and then RM4.08bil, which we found on the state government's official website. "Lim even had the cheek to say the RM4.08bil, as published on the website, was a typing error.

"Then, he claimed the figure did not include the construction of an undersea tunnel. "This was reported in a Chinese daily," she said.

Besides the undersea tunnel, Lim had announced that the mega projects consist of the 4.2km Gurney Drive-Lebuhraya Tun Dr Lim Chong Eu Bypass, the 4.6km Lebuhraya Tun Dr Lim Chong Eu-Bandar Baru Air Itam Bypass and the 12km road connecting Tanjung Bungah and Teluk Bahang. **Source : The Star**



The 2008 built VUT flag offshore tug/supply ship **KEHOE TIDE** leaving Grand Harbour, Malta on Friday 29th March, 2013 bound to sea trials after drydocking at **Palumbo Malta Shipyard Ltd.**

**Photo : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**

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## NAVY NEWS



The Dutch OPV **P 842 FRIESLAND** returning in Willemstad (Curacao) after patrolling the Caribbean waters  
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

## Russia to Deliver First Kilo Class Sub to Vietnam in 2013



The first of six **Varshavyanka class** (Project 636M) diesel-electric submarines will be delivered to Vietnam in 2013 as scheduled, the submarine designer said on Friday.

The **Varshavyanka class** is an improved version of the Kilo class submarines, featuring advanced stealth technology, extended combat range and ability to strike land, surface and underwater targets.

"The first vessel is undergoing sea trials. It will be delivered to Vietnam this year," Rubin design bureau general director Igor Vilnit told reporters at the LIMA-2013 arms show in Malaysia. Vietnam ordered a fleet of six Russian-made submarines in 2009 in a step seen as an effort to counterbalance China's expanding maritime influence in the region. The contract, which



also stipulates the training of Vietnamese submarine crews in Russia, is reportedly worth \$2 billion. Vilnit says construction on the craft is going according to the schedule specified in the contract.

The submarines are being built at the [Admiralteiskie Verfi shipyard](#) in St. Petersburg. All six boats are due for delivery by 2016. The Project 636 class boats displace 3,100 tons, reach speeds of 20 knots, can dive to 300 meters and carry crews of 52 people. The submarines, which feature 533-millimeter torpedo tubes and are armed with torpedos, mines, and Kalibr 3M54 (NATO SS-N-27 Sizzler) cruise missiles, are mainly intended for anti-shipping and anti-submarine missions in relatively shallow waters. **Source : RIA Novosti**

## US Navy ship removed from Philippine reef



Salvage teams on Saturday removed the last piece of a US Navy ship that was stuck on a UNESCO World Heritage-listed coral reef in the Philippines for more than 10 weeks, the coast guard said.

The stern of the [USS Guardian](#) was lifted off the Tubbataha Reef after the 68-metre (223-foot) vessel was sliced into portions for easier removal, Philippine coast guard spokeswoman Lieutenant Greanata Jude said.

Bad weather had earlier delayed the recovery operations but once the skies cleared, a salvage ship used a huge crane to lift the bow, the deck, the funnel and other pieces of the ship off the reef.

"The salvage ship will still remain in the

area. After the lifting, they will clear the area of debris. It will take three days maximum," Jude told AFP.

The minesweeper ran aground on Tubbataha in a remote part of the Sulu Sea on January 17, damaging a section of the reef, a UNESCO World Heritage site known for its rich marine life. The incident sparked widespread condemnation across the Philippines, a former US colony.

The US government has apologised for the accident, which it initially blamed on faulty maps. The Philippines said it would impose fines. Due to fears that towing it to deeper waters would inflict more damage on the reef, the US government agreed to scrap and dismantle the [Guardian](#), which was worth about \$277 million.

A team from the Philippine government and major universities has already been assembled to assess the damage caused when the ship ran aground, said Tubbataha Reef marine park superintendent Angelique Songco.

Under Philippine law, ships that run aground on Tubbataha are fined 24,000 pesos (\$585) for every square metre of damaged reef, she said.

She said the area of the reef damaged by the [USS Guardian](#) has been initially estimated at 4,000 square metres (43,055 square feet) but the assessment team will still check this. "We will inspect the total damage to establish exactly what they have to pay," Songco said. **Source : globalpost**

## Russian Navy develops mini submarines

Russian shipbuilders are developing new "super mini" submarines, the United Shipbuilding Corporation (USC) state holding company said Friday. Work on the sea craft was in progress at the St. Petersburg-based Malakhit naval machine manufacturing bureau and that Navy command has been showing interest in the project, the company's vice president Igor Zakharov said.

Alexander Terenov, an advisor to Malakhit's general director, said the Project 865 Piranha submersible (NATO reporting name Losos) could go beyond just "hit and run" operations.

"They have a broad range of applications and can carry full-fledged missile and torpedo systems," Terenov said.

He said the Piranha could also be deployed for the protection of naval installations, and would be operated by small crews and cost little to maintain. Piranha is a midget submarine designed for special operations and is almost completely silent. Only two Piranha-class submarines were reportedly ever built in Russia. **Source : Daiji World**

## **SHIPYARD NEWS**



### **Tanoto Shipyard fire may have claimed a life**

**The fire at Tanoto Shipyard in Jurong (Singapore) may have claimed a life.**

The fire occurred on Tuesday night and a body was recovered from the waters nearby on Friday.

The Maritime and Port Authority (MPA) added that suspected human remains have also been recovered on Friday evening from a half sunken vessel. Police are investigating the unnatural death. The remains will be sent for forensic investigations.

Three people were unaccounted for after the incident at the shipyard. MPA said the search and rescue operation is still ongoing. It is believed the fire, which started on a tug boat, spread to three adjacent tug boats at Tanoto Shipyard at Jalan Samulun. Four crew members were sent to hospital.

Most of them suffered burns. **Source : Channel News Asia**

### **Profits hit as shipbuilders enter choppy waters**

Profits of two of China's major shipbuilders plunged last year amid an industry downturn.

China CSSC Holdings Ltd, the Shanghai-listed arm of the nation's largest shipbuilder China State Shipbuilding Corp, last year only generated 1 percent of its net profit in 2011, while Guangzhou Shipyard International Co Ltd reported a 98.01 percent year-on-year slump in 2012 net profit.

Severe market sluggishness and a lingering hangover from the financial crisis have led to significant drops in completed shipbuilding orders and new contracts, the two companies said in separate filings on Tuesday.

China CSSC Holdings' net profit dropped 98.81 percent to 26.87 million yuan (\$4.27 million), while Guangzhou Shipyard International's net profit tumbled 98 percent to 10.33 million yuan.

China CSSC Holdings posted profit of 546 million yuan in the first three quarters in 2012, meaning it generated a loss of more than 500 million yuan in the final three months.

Data from the Ministry of Industry and Information Technology showed Chinese shipbuilders completed orders fell 21.4 percent year-on-year in 2012, while new orders dropped 43.6 percent. **Source : chinadaily**

### **Guangzhou Shipyard hit by falling prices, rising costs**

**China State Shipbuilding Corp** unit **Guangzhou Shipyard International** (GSI) saw 2012 net profit plunge 98% to RMB10.33m (\$1.66m) from RMB518.33m previously as newbuilding prices fell and costs rose.

Declining prices, appreciation of the Chinese currency against the US dollar and changes in the demand-supply relationship in the shipbuilding market led to costs exceeding revenue in the group's shipbuilding business and resulted in a loss of RMB415.34m for contracts in the current year, GSI said.

Income from the key shipbuilding operations fell by more than a quarter to RMB5.27bn leading to an operating loss of RMB 241.87m. This was caused by lower prices, with shipbuilding output value falling 25.2% to RMB5.26bn. Inroads made in the non-ship business segment however, with output value from these businesses rising by more than half from the year before to RMB914m. **Source: Seatrade Global**



Several offshore support vessels under construction in Fuzhou, China **Photo : Jan-Paul de Wilde ©**

## MHI Licenses Marine Deck Crane Technology to STX Construction (Dalian)

**Mitsubishi Heavy Industries, Ltd. (MHI)** has signed an agreement with **STX Construction (Dalian) Co., Ltd.**, of Dalian, China - a group company of STX Corporation, a major Korean shipbuilder - under which MHI will license production and marketing of marine deck cranes. Through licensing to a company in the STX group, which has shipyards in Korea, China and Europe, MHI aims to accelerate global market penetration of its technology-based marine deck cranes.

Earlier, MHI licensed the technology to **Jiangsu Masada Heavy Industries Co, Ltd.** of China in 2008 and to **SPP Machine Tech Co., Ltd.** of Korea in January 2013.

The deck cranes to be licensed are two models, currently on the market, having a 30-ton hoisting capacity and a working radius of up to 26 and 28 meters, respectively. MHI will supply STX Construction (Dalian) with components for the cranes, including hydraulic machinery.

Marine deck cranes are located on the decks of cargo ships and are used for cargo loading and unloading. MHI presently enjoys the largest share, 40%, of the Japanese market. For some time the company has been looking for a way to effectively penetrate into the shipyards of the STX group, a major player in Korea, a shipbuilding superpower. Meanwhile STX Construction (Dalian) has been seeking to enhance its deck crane portfolio through the addition of



competitive machines. The intentions of the two companies thus meshed and led to the conclusion of the licensing agreement.

**STX Group** is a conglomerate headquartered in South Gyeongsang Province. The group's main business is shipbuilding, with shipyards not only in Korea but also in Dalian and in Europe. The main business purpose of **STX Construction** (Dalian), established in 2006, is architectural projects like residential building and vacation village etc; complete equipment project like crane, steel structure, pipe pile and plant mechanical production, etc and civil work projects like bridge, road and tunnel, etc. The company has approximately 900 employees.

Going forward MHI looks to maintain and further develop its solid collaborative relationship with the **STX group**, as well as to promote further penetration of its marine deck cranes in the global market. **Source: Mitsubishi Heavy Industries, Ltd.**

## Even a Weakening Yen Won't Save Japan's Shipyards Says JMU

Japanese shipbuilders may post losses next fiscal year as the yen's weakening fails to mitigate the impact of a global supply glut pressuring prices, the president of Japan Marine United Corp. said.

"No domestic yard is confident enough to say it will be able to earn a profit for the fiscal year" starting April 1, Shinjiro Mishima said March 27 in an interview at the company's Tokyo headquarters. "Cost reduction is the only way for us to be profitable as we can't rely on the yen's declines" to lift repatriated earnings.

The outlook reflects the challenge facing Asian shipbuilders. Global production capacity has expanded to more than twice the demand for vessels, according to Mishima, whose company was formed Jan. 1 by the merger of the shipbuilding units of JFE Holdings Inc. and IHI Corp.

The combined company, Japan's second-biggest shipbuilder, will curb operating hours by 10 percent to 20 percent from peak levels in the next year to withstand "tough" times ahead, he said. The domestic merger, the first in the industry in more than a decade, was designed to regain ground lost to rivals in South Korea and China.

Japan, once the world's biggest shipbuilding nation, had a global share of 18.3 percent last year by ship completion, third after China and Korea, according to the Shipbuilders' Association of Japan, which cited estimates by researcher IHS. The three Asian countries together held a share of 92 percent.

Japan Marine is open to talks with any other potential partners to join the merged group, though no specific deal is underway, Mishima said. A bigger company would enhance purchasing power and boost investment for the designing of fuel-efficient ships, he said. The yen's slide isn't sufficient and the currency would need to fall to 110 yen to the dollar for domestic shipbuilders to earn profits, Mishima said, sharing the same view as domestic rival Kawasaki Heavy Industries Ltd.

The Japanese currency, which traded at 94.08 yen to the U.S. dollar as of 4:32 p.m. in Tokyo, fell as low as 96.71 yen on March 12, a level unseen since August 2009. The weaker yen boosts repatriated earnings and makes Japan-made ships and other exports less expensive.

Kawasaki Heavy, based in the western port city of Kobe, said last week it will curb operation hours by about 15 percent at its two domestic yards and relocate some Japanese workers to Brazil where it's building a plant with local partners.

**Japan Marine United** is 45.93 percent held each by JFE Holdings, Japan's second-biggest steelmaker, and heavy equipment maker IHI. The merged group targets annual sales of 500 billion yen (\$5.3 billion) as early as five years after the integration, Mishima said. It expects to have combined revenue of less than 400 billion yen in the current year, he said.

JFE fell 2.1 percent to 1,767 yen in Tokyo trading, paring its gain this year to 10 percent. IHI, which makes products ranging from jet engines and boilers to liquefied natural gas tanks, gained 0.4 percent to 286 yen.

To reap benefits of the merger, **Japan Marine United** will negotiate better supply terms on materials that together account for about 65 percent of the costs associated with building vessels. Costs will also be cut by constructing similar types of vessels in the same locations, he said.

Closing any of the company's inherited seven yards won't be considered until after it sees whether the facilities save enough, Mishima said. **Source : Bloomberg**



TPI's **MEGA PASSION** safely launched the **JAEWON MUNDUS** newbuilt module carrier at Ningbo, China built by Samsung Ningbo for S & P Marine Busan **Photo : by Aiden Lee ©**

## Huntington Ingalls gets \$2.6B Navy ship contract

**Huntington Ingalls Industries** said Friday that it has won a \$2.6 billion contract to refuel and overhaul the **U.S.S. Abraham Lincoln**, a 25-year-old nuclear-powered Naval aircraft carrier.

The company said the ship arrived at its **Newport News Shipbuilding** division Thursday. Work began immediately and will be complete in November 2016. Huntington Ingalls will refuel the ship's reactors and modernize more than 2,300 compartments, 600 tanks, and hundreds of systems. It also will upgrade the flight deck, catapults, combat systems and the "island," the ship's command center for flight deck operations.

Huntington Ingalls said the price includes costs of the work as well as incentive fees.

The refueling and overhaul was scheduled to start in February, but it was delayed because of concerns about funding and the defense budget. Last week both houses of Congress passed a continuing resolution that will keep the government funded through September 30, the end of its current fiscal year. President Obama signed the stopgap

funding measure on Tuesday. Huntington Ingalls said the law allowed the Navy and its shipbuilding division to move ahead with the work.

The **Abraham Lincoln** was built by **Huntington Ingalls' Newport News Shipbuilding** unit and launched in February 1988. Huntington Ingalls is the largest military shipbuilder in the U.S., and the company is the biggest industrial employer in Virginia. **Newport News Shipbuilding** is the nation's only builder of aircraft carriers and one of two submarine builders. Source : **Bloomberg**

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30-03-2013 : **Stena Line** tanker **STENA CONCERT** inbound to Vancouver harbour assisted by the smit tug **SMIT ORLEANS** march 30 2013 Photo : **Robert Etchell** ©

## Blue Line Shipping invades further into the Middle East

After successfully accomplishing the shipping services to majority of the parts of the world, **Blue Line Shipping** is going further into Middle East this time. Extending its service further into the remote regions of Saudi Arabia, and this time it is Jeddah.

Jeddah port is a prospective niche for all the traders and businessmen. The place itself defines business prospects to its full extent with its rich natural resource. Also known as the **King Saud International sea port**, Jeddah is an important sea port connecting the east and the west. But shipping of cargoes to this place isn't an easy task with the unavailability of a reliable shipping service. And in this moment where emergency clashes with crisis, Blue Line Shipping services stand as the most reliable shipping service source for many traders and businessmen.

Jeddah port is undoubtedly one of the most promising ports in the world and it wouldn't be futile to remark it as one among the largest sea ports of the world. It has 58 berths of international reputations and for accommodating cargoes and ships. Adding more to its unique features, the shipping area is around 15 kilometers which is large enough to hold



a large number of ships. Above all the port is quite less congested and is very systematically maintained. But inspite of all these advantages it is very much less accessible by the traders, it is because of the hostile nature of the shipping conditions and this main reason for which there is no supportive shipping service here. Blue Line Shipping Service stands apart from all its counterparts in providing sophisticated and customer oriented shipping service to this sea port of Saudi Arabia. Being obliged to all the standards and regulations of the port, Blue Line Shipping stands as a savior for the traders.

The shipping services of **Blue Line Shipping** are very unique and viable if looked from the customer's point of view. All the aspects of shipping like packing, storing and delivering the goods to the right place in the required time. Lower freights, easy and fast shipping are the chief aspects of **Blue Line Shipping Services**. Strict supervision is maintained in order t avid any form of liabilities. In addition to this, the company also offers an insurance coverage to the client for all the goods concerned.

**Blue Line Shipping** service is the most suitable option for any case of goods transportation, whether it is household or heavy containers or even cargoes.

Blue Line Shipping was initiated in the year 1978, with an intention of providing shipping services from USA to across the globe. Since its inception it has been striving to satisfy the needs and requirements of the clients in a very unique way with satisfying strategies. All the responsibilities required in the transportation of goods like the storing, packing and avoiding breakages and liabilities are systematically performed by the company. Learn more about the company and the services at <http://www.worldwideshipping.com/shipping-to-jeddah.php>

LAN Services is an Online Marketing partner of **Blueseas Shipping Lines, Inc.** The webmasters at LAN Services optimize the websites for their customers effectively to increase the visibility in all the major search engines like Google, Yahoo and Bing. At LAN Services, the team ensures that one's website seen by millions of people worldwide.

Source : PRWeb

## **NORTHWIND ARRIVED IN PORT ELIZABETH**



After spending 49 days at seas, and covering a distance of 5700 nm AVRA'S tug **NORTHWIND** arrived in Port Elizabeth to take bunkers before continuing her trip with her tow to Rotterdam and Stavanger.

**Photo : Capt Radboud Polee – Master NORTHWIND ©**

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# THE NOBLE BYRON WELLIVER ARRIVED IN ROTTERDAM



With as leading tug the **NORMAND SKARVEN** and assisted by the **STEVNS ARCTIC** and **VORTEX** the jackup rig **NOBLE BYRON WELLIVER** is above seen passing Maaspilot station where the Rotterdam pilots **Marijn van Hoorn** and **Brian Schillemans** boarded the transport bound for **Keppel Verolme** in Rotterdam Botlek

Photo : **Marijn van Hoorn** ©



The transport between the breakwaters – Photo : **Hans Hoffmann** ©



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At the River the KOTUG tug's **SD ROVER**, **SD JACOBA**, **RT LEADER** and **RT ADRIAAN** joined the transport  
**Photo top : Frans de Lijster © Photo below : Jan Oosterboer ©**



Passing Maassluis – **Photo : Monique Davis-Mulder ©**

## Medco Inks a Deal With GOM

Indonesia's largest listed oil and gas firm, **Medco Energi International**, announced on Wednesday that it had reached a deal with Malaysia-based GOM Resources. **Medco** said in a statement that both companies had agreed to develop oil and gas projects in Malaysia and opportunities in exploration and production in other countries.



**GOM Resources**, a subsidiary of **Puncak Oil & Gas**, is a company that provides services in the construction and transportation of offshore resources facilities.

"The agreement signing showcases our constant attempts to explore opportunities for new business development, especially in exploration and production," **Medco** president director Lukman Mahfoedz said in the statement.

Medco president commissioner Hilmi Panigoro said the company expects to bring to Indonesia its successful experiences in operating maturing oil and gas fields in Malaysia.

In addition to its assets in Indonesia, Medco also has interests in oil and gas blocks in Yemen, Oman, Libya and the Gulf of Mexico.

In a separate announcement, Medco said on Monday that development activities in Area 47 oil and gas block in Libya has started. Medco said it planned to invest \$220 million to develop the block, which is 24.5 percent owned by the company.

**National Oil Corporation Libya** owns a 51 percent interest in the block while the Libyan Investment Authority controls the remaining 24.5 percent.

The block is expected to go on stream in 2016, with output is estimated at around 50,000 barrels of oil per day. Reserves at the block are around 300 million barrels of oil-equivalent.

Medco's net income fell 86 percent to \$12.6 million last year due to a 10 percent increase in the cost of goods sold, among other factors. Shares in Medco fell 0.6 percent to Rp 1,620 in Thursday trading in Jakarta. **Source : Jakarta Globe**



The **ELBFEEDEER** at the Westerscheldt River – **Photo : Walter de Groot ©**

## Old ships refused by ship demolishing companies

Ship owners have put their old ships on sale to get money to stop loss. However, it's very difficult to find buyers at this moment, when even ship demolishing companies also refuse with a shake of the head.

Dai, the representative of Dai Huy, a well-known ship demolishing company in the sea city of Hai Phong, said every day he receives no less than 10 calls from commercial banks and finance companies which offer to sell old ships to him. However, Dai said he had to refuse the deals.

The old ships are the borrowers' assets mortgaged at the banks and finance companies for the loans. Since the borrowers cannot pay debts, their ships have been distrained by the lenders.

According to Dai, the lenders have been trying to bargain the old ships away, offering to sell ships at the prices for scrap iron. However, Dai keeps indifferent to the offers, because if noting that he has to pay 17-18 percent per annum in bank loan interest rate, he would not make profit with the deals.

Besides, he would have to pay fine, if competent agencies discover that the old ship demolishing would cause the environment pollution.

Therefore, Dai said he has stopped buying old ships for demolishing over the last few months, no matter the ships flying the Vietnamese or foreign flags.

Dynamic Bright ship of ALC II finance leasing company was seen on the way to the Dinh Vu ferry landing, with no sailor. Dynamic Bright is a dry cargo ship with the tonnage of 5,300 tons, which was built in 2007 in Vietnam.

After one year of lying idle, Dynamic Bright now looks like an old man, covered with corrosion and moss. The ship once belonged to a HCM City-based company. However, since it could not pay debts to ALC II, the ship has been put on sale to get money back.

Sources said that ALC II now offers to sell the old ship at VND16 billion, not including tax. The price is "reasonable", if noting that it is a young ship (5-year old). However, despite the offered attractive price, ALC II still cannot find the buyers.

"The price level is equal to VND10,000 per kilo of iron, which is just VND1,000 per kilo higher than the scrap iron price. If counting all the demolishing expenses, the loss for demolisher is foreseeable," Dai said.

The situation is even worse for Phu Hung 03. The ship owner many times called for auctions, but no buyer has been found. Only several investors attended the auctions, which set too low prices.

In late 2012, the information that Vietship bought AMC 03 ship (64,794 tons, built in 1986) at VND68 billion only, stirred up the public. The price was described as "very reasonable." However, AMC 03 has been lying ashore since then, and it's unclear when it can go out to the open sea. Meanwhile, the new ship owner has to pay VND100 million every day for the bank loan interests. Especially, since AMC 03 flies with Mongolian flag, it cannot be demolished in Vietnam.

Nguyen Van Dang, a senior executive of Vinashin, said demolishing ships is the final thing in the life circle of a ship. However, he complained that since there has been no legal framework on this, demolishing ships in Vietnam is considered illegal. Heaving realized the problems of ship owners, the Ministry of Transport has asked competent agencies to amend the current regulations to pave the way for the ship demolishing. And while waiting for the regulations to be amended, ship owners have been put on tenterhooks, because they have to pay big money just to keep the scrap iron. **Source: VietNamNet Bridge**



The 1993 built 50764 GRT **SUPERSTAR GEMINI** (ex Norwegian Dream) is a regular visitor to Ha Long Bay  
**Photo : Huib Lieverse ©**

## EU steering ships towards safer recycling

A levy should be imposed on all ships visiting EU ports to cover the costs of recycling ships safely, Brussels lawmakers have said. The European Parliament's Environment Committee voted yesterday in favour of the scheme, along with proposed fines for owners of EU ships who sell vessels to be scrapped on beaches in developing countries.

The draft regulation aims to reduce the adverse effects of careless scrapping, such as accidents, injuries or damage to human health and the environment, by ensuring that EU ships, and non-EU ships calling regularly at EU ports, are scrapped in EU-approved facilities worldwide.

The proposed levy – paid annually or per port call – would create a fund to make this economically viable.

Ships hailing from member states would also be required to have an inventory of hazardous materials on board or risk penalties, while non-EU ships would also have to produce a list should they dock at an EU port.

Carl Schlyter, the Swedish Green MEP who is behind the proposals, said in a statement the plan would "steer ships that trade with the EU into proper ship recycling facilities".

"Today's vote will hopefully put an end to EU ships being recklessly scrapped in developing countries," he said. "Currently, most EU ships are sent to South-East Asia at the end of their lives, where they are beached and their hazardous materials harm human health and the environment." The full parliament will vote on whether the proposals should be included in the final legislation at a forthcoming plenary session. **Source: BusinessGreen**



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



**DEEP PIONEER** operating in Simops with the **NOBLE BULLY 2** in the Santos Basin field in Brazil on the Shell BC-10 Phase #2 project. **Photo: Dennis Rab C/O Noble Bully 2 ©**

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