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The 2002 Damen built LBY flag and owned tugboat EZZAROUK entering Misurata Port, Libya

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

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EVENTS, INCIDENTS & OPERATIONS



Seen fitting out at **ASTILLEROS ARMON VIGO** shipyard in VIGO, SPAIN the first 72 mtr long newbuilding for **Heerema Marine Contractors** named **BYLGIA** (IMO 9646314) the new AHT was launched in November 2012 at the same yard a sister ship is under construction which will be named **KOLGA**, each tug will have a bollard pull of 180 tonnes and can hold up to 2500 m3 of fuel, sufficient to sail

directly from Rotterdam to Cape Town, South Africa. The anchor winch capacity will be able to install anchors in water depths up to 1500 meters. Each tug will also have accommodation for 28 people. The two tugs are expected to be delivered in 2013.



upon completion the new AHT's will replace the present workhorses of Heerema of **HUSKY** and **RETRIEVER**



Photo's : Ruud Spijkerman ©

Oil-Tanker Hire Costs Fall for Eighth Session on Ship Supply

Charter costs for the biggest oil tankers hauling Middle East crude to Asia fell for an eighth session as vessels remained in ample supply in the Persian Gulf.

Booking rates for very large crude carriers on the benchmark Saudi Arabia-to-Japan voyage declined 0.5 percent to 31.97 industry-standard Worldscale points, figures from the London-based Baltic Exchange showed today. That's the lowest level since Feb. 18, according to data compiled by Bloomberg. Each ship can hold 2 million barrels of oil.

There are 85 tankers available in the gulf over the next 30 days, six fewer than yesterday, Marex Spectron Group said in an e-mailed report. Still, the region is "well supplied" with vessels, it said, weighing on rates. The fleet's total carrying capacity will rise 5.1 percent this year, above demand growth of 4.9 percent, according to Clarkson Plc (CKN), the biggest shipbroker.

"Rate sentiment remains negative near term due to still- high supply," Frode Moerkedal, an analyst at Oslo-based investment bank RS Platou Markets AS, said by e-mail. Daily losses for VLCCs on the benchmark voyage as determined by the exchange narrowed to \$3,987 from \$4,305 yesterday. The ships lost money on the journey for seven weeks

through March 14, according to its assessments, which don't account for owners' efforts to improve returns by securing cargoes for return voyages or reducing speed to burn less fuel.

25 Ports

The price of fuel, or bunkers, the industry's main expense, dropped 0.8 percent to \$628.21 a metric ton today, figures compiled by Bloomberg from 25 ports showed. The decline was the biggest since March 1.

The Worldscale system is a method for pricing oil cargoes on thousands of trade routes. Each individual voyage's flat rate, expressed in dollars a ton, is set once a year. Today's level means hire costs on the benchmark route are 31.97 percent of the nominal Worldscale rate for that voyage. The Baltic Dirty Tanker Index, a broader measure of oil-shipping costs that includes vessels smaller than VLCCs, added 2.7 percent to 677, according to the exchange. The increase was the largest since March of last year, figures compiled by Bloomberg showed. **Source: Bloomberg**

AFRIKDELTA MARINE LIMITED (ADML)



For 10 successful years, the **Jagal Group** has been in partnership with **Lamnalco Limited** in Nigeria. This partnership was designed to meet the industry's need to provide a world class service and deliver on the local content and cabotage requirements. As part of the commitment to constantly develop our portfolio and meet the

increasing needs of our industry, a new company has been established. **AfriKDelta Marine Ltd (ADML)**.

AfriKDelta Marine Limited (ADML) is a wholly owned indigenous company and is backed by Jagal Group's 40 years of experience in fabrication, manufacturing, production and logistics supporting Nigeria's offshore oil and gas production. Recognising the value of the **Smit Lamnalco** global experience, global reach and penetration into a global marine industry, and to build upon the long standing relationship, the **Jagal Group** has contracted Smit Lamnalco to provide Technical Services to ADML. **Smit Lamnalco** will deliver an international perspective on technical innovation, safety and reliability in service delivery. Moreover, the Smit Lamnalco reach across the marine industry influence and cost leadership will be funded back into Nigeria where **Smit Lamnalco** will continue in its long, proven history of capacity building and technology transfer.

Jagal's local market insight and world-class standards on service, safety and corporate responsibility, together with the technical services provided by **Smit Lamnalco** mean that ADML will offer an unrivalled, cost effective and quality assured marine and offshore services to its clients. As a Nigerian enterprise, the establishment of **ADML**, builds on the Local Content Directive and represents a proactive step towards supporting Jagal's strategy to build capacity in Nigeria's marine industry. Drawing on its access to global commercial, financial and technical partners, ADML has established an affiliate company **AfriKDelta Shipping Services Limited (ADSSL)** to operate contracted vessels under the Nigerian flag. In a proven and long standing stable and proactive relationship both **Jagal** and **Smit Lamnalco** look to develop further, through teamwork and entrepreneurship a safe, reliable and assured service which is underpinned by the integrity of our structures, management and staff. **ADML** is at your call to deliver a world class service in Nigeria for our Nigerian and International clients, by Nigerians: Our aim is to be the best in class marine service provider across the industry.

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05-04-2013 : The **SAGA RUBY** completed at **Swan Hunter Shipbuilders** in 1973 as the **VISTAFJORD** for Norwegian America Line arriving last Friday in Cape Town for her final visit - **Photo : Robert Pabst ©**

Maersk Tankers starts \$35m fuel saving retrofit programme

Maersk Tankers plans to spend up to \$35m as it pushes ahead with a fuel saving retrofit programme, with the first VLCC due in a Singapore yard this month. The initiative will focus on the installation of fuel saving devices and gadgets including Becker Mewis propeller ducts and propeller boss cap fins on a range of owned tankers. The programme includes screening and retrofitting around 70 tankers over the next two to three years or so. Tommy Thomassen, vice president of technical organisation at the Maersk group subsidiary, reveals that one of the company's "I-class" VLCCs – the **Ilma Maersk**, **Isabella Maersk** or **Ingrid Maersk** – will be the first to be fitted with the appendages at a Singapore yard later this month. Before-and-after sea trials will verify the expected improvement of around 5-8 %. The process of retro-fitting a VLCC takes roughly 15 days.

However, the company's drive to raise fuel efficiency will focus on as many as 35 separate measures which will all potentially contribute to fuel savings across the fleet. The chosen I-class vessel will have many of the measures installed on board. These will be verified in service over one or two quarters of operation, Thomassen explains. Not all of the devices will be suitable for all ships, however. Those involving changes to the flow of water through the propeller depend on a tanker's aft hull lines. Thomassen believes that retrofitted tonnage could yield fuel savings of as much as 8-10%. Each class of vessel in the company's fleet – ranging from VLCCs, to LR2s, MRs, handysize tankers and smaller chemical carriers – will be carefully assessed by company naval architects and specialists from the group's technology firm, Maersk Maritime Technology. In Thomassen's view, it makes no sense to order new ships against current backdrop of substantial overcapacity, and when existing vessels can be made significantly more efficient at a relatively low cost. **Source: Seatrade Global**



The **LEO OSAKA** manoeuvring at the Singapore Jurong anchorage –
Photo : Capt. Neil Johnston – Master Salvigilant ©



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The **BRITOIL 50** towing a barge down Selat Riau. (Indonesia)

Photo : Shaun Beal ©

Shipping Corporation to enter dredging business

Shipping Corporation of India (SCI), the largest shipping company in the country, plans to enter the lucrative dredging sector. Shipping Secretary P.K. Sinha said on Friday that the government-controlled company will either buy or hire dredgers to start the new venture.

Dredging is the process of excavating or removing soil or rock from below water using dredgers. The objective is to create deeper waterways to improve navigation of ships.

Dredging has tremendous business potential as almost all ports in the country need to undertake annual maintenance dredging to keep up their water depth. Besides, several new port projects including two Major Ports are being planned which require capital dredging. SCI will be the second public sector undertaking in the dredging business. Dredging Corporation of India, the largest player, is majority owned by the Union Government.

Speaking at a function organised to celebrate the 50th National Maritime Day here, Sinha said the capacity of the Dredging Corporation and those of the private players is not enough to meet the growing demand for dredging.

SCI could tie-up with one or two Major Ports for maintenance dredging. This will not only help the company have assured business but also help it raise funds for acquiring dredgers, Sinha explained later.

Dredging Corporation is also trying to tie-up with ports to raise funds for buying additional dredgers.

Referring to the developments in the ports and shipping sectors, Sinha said the government is considering an incentive scheme to boost coastal shipping. The objective is to divert part of the cargo now being moved by road to coastal shipping. The incentive could include direct financial assistance for developing smaller ports exclusively for handling coastal vessels, he said. **Source : The Hindu businessline**

NOL Names Its Largest Container Ship

The 14,000-TEU container ship was named '**APL TEMASEK**' by Mrs Mary Tan, wife of the Republic's President at a Singapore ceremony.



Model of the **APL TEMASEK** as seen during the Singapore Maritiem week 2013 – **Photo's : Piet Sinke ©**

The 368 mtr long and 51 mtr width **APL TEMASEK** is the first in a series of ten 14,000-TEU vessels on order by the Singapore-based shipping and logistics group. She is also the largest container ship to be registered in Singapore.

"Today, we celebrate a landmark in NOL's history," said NOL Group Chairman Mr Kwa Chong Seng. "We are modernizing our fleet, improving our cost structure, and investing in the future. To compete successfully in today's

marketplace, we must ensure that we have the most competitive product with the latest technology, design and sustainability features."



The delivery of NOL's first 14,000-TEU ship comes on the heels of ten new 10,000-TEU ships which joined the fleet between 2011 and 2012. These

newbuildings are part of a US\$4 billion fleet renewal programme aimed at improving NOL's slot cost. They are replacing older, less efficient ships that are either sold or returned to charter owners.

The 14,000-TEU series of ships feature several innovations that improve operational efficiency. For example, its S-type long-stroke main engine is equipped with electronic fuel injection which is optimised to operate at various loads efficiently.

In addition, its specially designed bow and broader hull form improve operating efficiency at various speeds, especially for slow steaming. NOL estimates that with the new design, it is able to improve fuel efficiency by about 20% to 30% per TEU for a speed range of 15-18 knots, compared to previous designs. The new vessel's fuel efficiency, measured by the Energy Efficiency Design Index (EEDI), is certified to be 33% better than guidelines set by the International Maritime Organization (IMO) **Source : Marinelink**



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The **BETONLEADER** is equipped with a new and unused Stetter concrete plant, connected to a Schwing concrete pump. On deck is a 34 meter Schwing placing boom and a Liebherr crane for taking in sand and gravel from other ships or from the shore.

The ship has enough storage capacity of sand, gravel, cement, additives and fresh water to produce 1000 m³ of concrete independently from external supply. Onboard there's also a concrete recycling plant and a lab for controlling

concrete quality. The ship can be used for as well onshore as offshore jobs and can be a great alternative for

traditional supply with truck mixers. This will cut out one of the big costs of supplying concrete: there is no cost for transportation with truck mixers. **Photo: Hans van der Linden - www.aerolin.nl AerolinPhotoBV ©**

For more information about the **BETONLEADER** please contact :

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Singapore's top seven harbour pilots honoured at eighth BIA ceremony

THE **Maritime and Port Authority of Singapore (MPA)** have presented the Biennial Incentive Award (BIA) to seven harbour pilots described as "Ambassadors of the Port of Singapore" for being the first to board ships upon their arrival in the Lion City. Speaking at the ceremony, MPA chief executive Lam Yi Young praised the harbour pilots for their professionalism and their role in being a "professional image representative of a premier global hub port and an international maritime centre.

"On top of specialist ship-handling skills, harbour pilots provide essential local navigational and operational knowledge to assist shipmasters. They play an integral role in ensuring the safety of navigation in our port waters.

"To recognise the important role they play in ensuring navigational safety in our port waters, MPA gives out the BIA to recognise outstanding harbour pilots and to encourage our harbour pilots to pursue high safety and professional standards," said Mr Lam.

The MPA, together with PSA Marine, the pilotage service provider, continue to promote safety awareness and a high level of professionalism among harbour pilots through various initiatives. These include the use of ship-handling simulator to train and assess harbour pilots, prompt review of pilotage operational guidelines, and keep harbour pilots updated on the findings of pilotage incidents with preventive actions to be taken. These measures ensure our harbour pilots are equipped with the technical expertise and service standards to meet the increasing demand of our port users.

The seven recipients of the BIA are Ambrose Tan Hung Ching, Bey Boon Kee, Lim Tauw Tock, Mah Yoke Kiong, Matthew Yeo, Png Eng Soon and Shapudin Bin Othman. They were selected from among 217 harbour pilots and assessed on a range of criteria that include professionalism, teamwork, technical expertise, safety awareness and shipmaster's satisfaction. They were each awarded S\$3,000 (US\$2,419) in cash, and a commendation plaque during the ceremony. **Source : Asian Shipper**



The **EXPEDITION** arrived in Cape Town from Anarctica – **Photo : Ian Shiffman ©**

Japan: Government to let ships carry armed guards

The government is set to submit a bill to the Diet that would permit armed guards on Japanese ships after their presence on other vessels in waters off Somalia led to a sharp fall in piracy.

Some 18,000 ships annually sail through the Gulf of Aden, which connects Europe and Asia, according to the Ministry of Land, Infrastructure, Transport and Tourism and the Japan Coast Guard. The total includes about 1,700 ships registered in Japan or operated by Japanese shipping companies. The total number of ships attacked by pirates in the gulf and nearby waters off Somalia jumped from 44 in 2007 to 111 in 2008 and 237 in 2011.

The spate of attacks prompted the United States, European and Asian nations to dispatch military ships to the area for the protection of ships, starting around 2009.

Japan assigned two Maritime Self-Defense Force vessels to the area, joined by eight Japan Coast Guardsmen. Even so, the number of pirate-related incidents continued to increase.

Since 2007, 13 Japanese ships have been attacked. In March 2011, the Bahamian-registered oil tanker Guanabara, operated by Mitsui O.S.K. Lines Ltd., was boarded in the Arabian Sea. The U.S. military seized four pirates and handed them over to Japanese authorities. They were brought to Japan, tried and three have been convicted. The remaining defendant's trial has yet to reach a ruling.

In 2012, the total number of attacks suddenly dropped to 75 after countries such as Britain and Italy began allowing ships to carry armed guards the year before.

Recently, more than 35 percent of ships sailing in the waters carried armed guards. Coupled with other measures, such as frequent course changes by ships, the presence of armed guards contributed to a fall in the proportion of vessels taken over to 18.7 percent in 2012 from 37.8 percent in 2008.

Current Japanese law prohibits Japan-registered ships from carrying armed private citizens.

If the Diet approves special legislation worked out by the transport ministry, Japanese ships will be allowed to carry armed guards from foreign private security contractors in waters off Somalia. Shipowners would be required to gain approval for such security plans in advance from the ministry.

"Ships with no armed guards aboard are likely to be targeted by pirate attacks. We will do our best to get the legislation passed in the current session of the Diet," a ministry official said. **Source: Japan Times**



Malaysian shipping industry to remain strong this year

The Malaysian shipping industry is expected to remain strong this year, supported by high demand for small and medium-sized ships, balancing off the decline in orders for tankers and container vessels.

Senior vice president – Industry Intelligence, Malaysia Industry Group for High Technology (Might) Datuk Kamarulzaman Zainal said medium-sized ships were now increasingly in demand, particularly from the oil and gas industry, both within and outside the country.

"We foresee that for these type of vessels that are our focus, there will be a flurry of new orders, noting too that under the Economic Transformation Programme (ETP), Petronas is responsible for finding deep sea oil wells and those that are marginal oil fields within the waters of the country.

"This underlines the need more complex medium-sized ships which we are capable of manufacturing at local shipyards," he told Bernama.

Kamarulzaman said last year, RM7 billion had been generated from the export of medium-sized ships to regional countries, Europe, the Middle East and Australia.

He added that in this regard, the potential to expand the export industry was vast, amid the slowdown in demand for large vessels caused by surplus tonnage of container ships and oil tankers in China.

Although slightly impacted, Kamarulzaman said the industry overall was still showing growth, albeit slowly, supported by the National Maritime Plan launched by Prime Minister Datuk Seri Najib Tun Razak at the Langkawi International Maritime and Aerospace Exhibition (Lima) 2011.

While officiating the recent Lima 2013, Najib unveiled the Maritime Industry Report (SBSR 2013) prepared by Might. In that report, Might said the maritime industry comprised shipbuilding, ship repairs and production of equipment. It also said the Shipbuilding/Ship Repair Industry plan had been included as a Entry Point Project (EPP) under the services sector and which supports Malaysia's development as a shipbuilding and ship repair hub.

The EPP in question had been implemented by two key SBSR industry players, Boustead Heavy Industry Corporation Bhd and Shin Yang Shipping Corporation Bhd, assisted by the Performance Management and Delivery Unit (Pemandu) and Might as the EPP driver. Kamarulzaman said by 2020, Might had set the target for the maritime industry to post a profit of up to RM19 billion, while offering 55,000 job opportunities to locals. **Source : Bernama / theborneopost**

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The stone / rock dumping vessel **"SEAHORSE"** departed from Cuxhaven heading to the Windfarm "Meerwind" in the North Sea - **Photo : Maik Ebel ©**



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St Ives crews put £1.5m new lifeboat through its paces

Members of St Ives lifeboat crew got the chance to test drive the RNLI's new £1.5m all-weather boat last week.

The St Ives station will be one of the first in the country to receive one of the charity's new **Shannon class** lifeboats. The Shannon, named after a river in Ireland, will replace the town's current RNLI Mersey class lifeboat, The Princess Royal, when she comes to the end of her operational life.

The charity has been testing a prototype of the Shannon, which is the first all-weather lifeboat to be powered by water jets, not propellers.



The craft is capable of 25 knots – 50 per cent faster than the lifeboats it replaces. Fleet staff coxswain, Lee Firman, who brought the prototype to Hayle beach on Thursday, said: "We are here just trialing the launch and recovery system. The Shannon is predominantly a beach launch boat so we have just been trialing the kit to see whether it is suitable in the different beach conditions around the UK." Mr Firman said the trials crew had already used the equipment on shingle and sloping beaches but wanted to see how it performed on the "flat, golden sands of Hayle". "It is working well," he said. "It copes with the beach

conditions... everything is performing as expected. "Hayle affords us the chance to show it off to the public but still have a bit of room to ourselves to trial the kit." Former St Ives coxswain Tommy Cocking has also been involved in testing the new craft. The lifeboat for St Ives will be funded by a generous legacy. **Source : thisiscornwall.co.uk**

28 Somali pirates identified

A naval officer, who is a witness in one of the cases involving Somali pirates, has identified all the 28 accused. He was part of the rescue mission on Prantalaya 11, and also interrogated the pirates. In February and March 2011, the navy caught the pirates after the coast guard alerted it about the hijacked vessels. The navy rounded up 120 pirates in several raids and rescued 70 hostages from Thailand, the Philippines, Bangladesh, Iran, Turkey, Myanmar and Pakistan.

The pirates hijacked ships like 'Vega 5' and 'Al-Murtuza' and held the crew hostage. The trials in all the cases are currently underway in court. The pirates have been booked under the stringent Unlawful Activities (Prevention) Act (UAPA) in addition to attempt to murder, unlawful assembly, criminal intimidation, criminal conspiracy, kidnapping and for carrying weapons under the Indian Penal Code. They have been booked for waging a war against the Indian government and under the various sections under the Arms Act. **Source: TNN**



Are ship owners committing the same newbuilding ordering mistakes time and time again?

A flurry of newbuilding ordering activity since the start of the year, has seen the ordering of 17 Capesizes, 7 Panamaxs, 42 MR product tanker and 10 LR2 Product tankers. According to the latest report from shipbroker Intermodal, "on one side we see giants like Maersk trying to delay their behemoths entering into service and on the other hand we witness bulker owners, backed by finance, ordering more container vessels while '98 built ships head

for the breakers. The MR ordering frenzy has no end and LR2s are making their new ordering debut for 2013. The Capes add to the party a mystery feeling making all of us wonder if those owners who order know something that the rest of us don't" rightfully wonders the shipbroker's analyst, Timos Papadimitriou.

Just during the course of the past week, Golden Destiny's reported that "in the tanker segment, Finnish owner, Lundqvist, has sealed an order for the construction of a 104,000dwt aframax tanker at Sumitomo of Japan for delivery in mid-2014 at a newbuilding cost in the region of \$45mil each. Last week Sumitomo announced that it won an order for the construction of an eco aframax tanker without revealing the contractor, but it remains unclear whether the Lundqvist order is the one announced. In addition, NYSE-listed Scorpio Tankers of Italy announced the construction of four eco 114,000 vessels at Hyundai Samho and two eco 114,000 vessels at Daewoo for delivery in 2014 at a newbuilding cost of \$50mil each. Furthermore, Canadian owner Teekay has signed a letter of intent with STX Offshore & Shipbuilding for the construction of up to 16 aframax newbuildings 113,000dwt worth about \$700mil. The contract is initially for four firm vessels, including three additional options each consisting for four more vessels, at a newbuilding cost of around \$45mil with delivery from the end 2015".

The same story goes on in the Sale and Purchase markets, where, according to Intermodal's analysis, "more than 350 reported second hand transactions took place since beginning of January and now that March has ended and the Japanese fiscal year is completed, we anticipate seeing more vessels marketed for sale. As such, the market is anything but quiet. These days the shipping world is slowly but steadily getting used to the idea that we are nowhere near a solid recovery. But just like everywhere else, in shipping as well "it's all relative". It all depends on how you perceive the notion of recovery. If you are waiting to see rates of US\$ 50,000/day for a Handymaxes, I wouldn't hold my breath. If on the other hand buying a 14 year old Panamax and trading her until she is beached sparks your investment interest, then you will find that there are plenty of good opportunities present in this financial environment" Papadimitriou wrote.

He added that "the shipping world is now adjusting to the never ending order book, the non-existing finance (for most), and the "daily special" predictions regarding the exact year that the market will turn around. We have seen owners buying and ordering the vessels they know to be best playing on their strengths. Some owners see value in the mid to end 90s units feeling that the hire market reflects the asset market, others are attracted to younger ships, and others to NB orders. Apart from the idea of exploiting the low asset prices for the sake of making profits in the future they are also in need to retain the wealth they already have. In other words, if there are not many things one can invest in, then why not order?", the report stated.

Papadimitriou continued his argument by noting that "but then again there are already too many ships to fall in the water and yes they are not ECO and they don't comply with the new regulations and of course one can argue that the 2nd tier market is a reality, but the truth is that all these ships are not going to be ignored by the charterers. It seems that the older designs will face discounts compared to their ECO counterparts, especially in the case of big ships like Capes, but realistically speaking the abundance of tonnage will cannibalize any really big premiums. Betting on the fact that the latest orders were contracted at lower prices, their respective owners will be more resilient to cope with lower rates even 2 or 3 years down the road it's a gamble, but then again that's what makes shipping interesting. In general we see actions that do not necessarily make obvious sense to all, but in the eyes of their investors they do. And maybe that's how shipping ought to be. Maybe it's not the time to follow trends but to look into making decisions based on strengths and previous success stories. After all every time there is change and uncertainty there is also opportunity", he concluded. **Source : Nikos Roussanoglou, Hellenic Shipping NewsWorldwide**

MOL introduces new onboard seafarer training program

Mitsui O.S.K. Lines, Ltd. (MOL) on Friday, announced the first container CADET training vessel have called TOKYO with 4cadets in the new training program. On March 6, MOL announced the launch of a training program called Cadet Actual Deployment for Education with Tutorial (CADET Training), the shipping company press release said.

The program covers not only safety education and basic/proficiency training, succeeding the training ship Spirit of MOL, but also focuses on acquisition of knowledge about loading/discharging operations. The company has started the program and 6 CADET Training vessels are conducting the program today and expanding.

On tankers, cadets will observe the actual operation of the cargo pump and valves. These loading/discharging operations require careful planning and high-level safety measures. Cadets aboard containership will experience on-

site loading/unloading operations on tight minute-to-minute schedules. These practical training sessions allow cadets to experience front-line operations on vessels in service transporting actual cargo.

MOL Executive Officer Masaaki Nemoto visited the containership in Tokyo. He observed the training, and noted, "Safe operation is the core competence of the company, and protecting yourself and protecting the vessel lead to safe operation," encouraging them to continue unrelenting study to become officers with a strong awareness of safe operation.

MOL continually expands the training to cadets with a wide variety of nationalities, recruit and develop highly capable seafarers, and strives to further improve the safety of its fleet. **Source : PortNews**

An advertisement for Franklin Offshore Europe. The background is a close-up of thick, dark mooring ropes. On the right, two workers in high-visibility yellow and orange gear and hard hats are looking at something off-camera. The text "FRANKLIN OFFSHORE EUROPE" is in large, bold, white letters. Below it, "Your provider of integrated mooring and rigging services!" is in a similar font. To the right of the workers is the Franklin Offshore logo, which is a blue circle with a white 'F' and a globe pattern. Below the logo, the text "FRANKLIN OFFSHORE" is in blue. At the bottom right, the contact information "tel. +31(0)78 - 618 78 77" and "www.franklin.com.sg" is displayed in blue.

NAVY NEWS

Royal Navy ship HMS Scott docks in Plymouth after Red Sea mission

ROYAL Navy survey ship **HMS Scott** has returned after more than three months on deployment. The ship docked in



Devonport after conducting survey work in the Red Sea and the Gulf of Aden. The ship, which has a crew of 78, supported coalition maritime security operations and surveyed more than 7,200 square miles of the sea floor – an area almost three times the size of Devon. The ship's commanding officer, Commander Pat Mowatt, praised his ship's company and emphasised the ongoing need for surveying the poorly known sea floor. He said: "The ship's company have done a good job. However, the work continues. "We are back for only a short time in Plymouth before we

deploy again - this time to the North Atlantic to continue deep water surveying during the calmer waters of the spring and summer. "The Royal Navy's deep water ships and deep-working submarines operate worldwide all the year round and therefore, we need to continue our important work ensuring the charts which use our data are up to date and provide safe navigation during their vital deployments and exercises." The ship operates around 300 days a year providing survey data, some of which is translated into three-dimensional computer graphics which show things like plate tectonics and volcanic activity. **HMS Scott** surveyed the aftermath of the devastating Indonesia Tsunami in 2004.

Lieutenant Chris Merriman, an exchange hydrographer officer of the United States Navy on board **HMS Scott**, said: "**HMS Scott** is one of the few ships capable of surveying the deep ocean floor thousands of metres down fast and accurately with our innovative sonar capability. "The more we can record how the sea floor is changing due to plate tectonics, volcanic activity and landslips, the easier it is to predict how it will change and the more military and civilian shipping can benefit." **Source : thisisplymouth.co.uk**

US Navy faces at least P58-M fine for reef damage

The US Navy will be fined at least P58 million for damaging 2,345.67 square meters of coral reefs in Tubbataha, according to a preliminary assessment conducted by the marine park authorities. A follow-up assessment will be conducted next week on damage to the reef caused by the US Navy minesweeper **USS Guardian** when it ran aground in Tubbataha last January. The Tubbataha Protected Area Management Board met yesterday to determine the extent of the coral reef damage and the fines the US Navy should pay based on the result of the preliminary assessment. Experts from the Tubbataha Management Office, World Wide Fund for Nature, University of the Philippines Marine Science Institute, National Institute of Physics, Bureau of Fisheries and Aquatic Resources, and De La Salle University were part of the team that sailed to Tubbataha last Monday to ascertain coral reef damage and if restoration efforts are feasible. The Protected Areas and Wildlife Bureau (PAWB) said the team employed georeferencing – a system used to make satellite images for mapping target areas – in determining the area damaged by the **USS Guardian**. "What the team did was just preliminary assessment. By next week, a final assessment of the affected area will be done. This will be more detailed," said PAWB director Mundita Lim. **Source : Philstar**

WELCOME TO USS PAMPANITO (SS-383)



The **USS Pampanito** is moored at Pier 45, Fisherman's Wharf in San Francisco. **Pampanito** is normally open to the public seven days a week. **Photo : Krijn Hamelink ©**

USS Pampanito (SS-383) is a World War II Balao class Fleet submarine museum and memorial that is open for visitors daily at San Francisco's Fisherman's Wharf. **Pampanito** made six patrols in the Pacific during World War II during which she sank six Japanese ships and damaged four others. Operated by the Maritime Park Association, Pampanito hosts approximately 110,000 visitors a year and is one of the most popular historic vessels in the country. In addition to day time visitors, over 15,000 kids a year participate in Pampanito's educational day and overnight programs. Pampanito is a National Historic Landmark. **USS Pampanito** completed her fourth maintenance drydocking since becoming a museum in Jan 2007. The association is now seeking funding and preparing for her next drydocking. Her moorings were replaced in Oct 2010.

South African Navy to return to Durban's Salisbury Island

The naval base is to be re-opened on Salisbury Island in the Durban harbour, 12 years after it was closed in a massive downscaling of the navy owing to government cost-cutting. This comes at a time when the navy has admitted it is unable to protect the coastline or patrol international waters because of problems in the dockyard in Simon's Town. At a media briefing in Simonstown, chief of the navy, Vice-Admiral Refiloe Mudimu, said the Durban base was urgently

needed to fight piracy along the east coast of Africa. Navy ships taking part in anti-piracy operations in the Mozambique channel and up the east coast needed a base from which to operate.

Asked when the base would be ready, Mudimu said it was needed “yesterday” but did not put an actual date on its completion.

Admiral Kasaval Naidoo, who is spearheading the process, said pirate activity meant resources had to be moved around.

“We were forced into a situation where we had to down- scale. The situation hasn’t changed but the threats have changed and we need to upscale to a base so we can increase our presence,” he said. Mudimu said the base would have a maritime squadron. More than likely three vessels would be based at Salisbury Island, each with 48 members.

Salisbury Island currently falls under the Department of Public Works with the army occupying much of the old navy accommodation. Naidoo said the navy was negotiating with the army to recoup some of this space.

He said the decision was a major boost for Durban as ships would need to be refuelled and restocked.

In Simon’s Town the capacity of the naval dockyard to support navy ships had become a major problem, Mudimu said.

The dockyard had not been able to attract the skills needed to fully maintain and service the fleet. The navy was seeking to take over the management of the facility, which had been run by arms procurer Armscor since September 2007.

“One is told that under the old dispensation, we had these capabilities in South Africa,” Mudimu said. “Today, if we want to fix any of our systems, we are foreign-dependent. The turnaround is very, very long.”

For the navy to stay afloat, it needed to have a working dockyard. “We have never recovered from the retrenchments that took place at the dockyard, even long before integration, and after,” he said. Director Fleet Logistics Monde Lobese said ineffectiveness in the dockyard had a “100 percent direct impact on the navy business of protecting the country”.

“We need to be able to produce (in the dockyard) otherwise we won’t be able to meet our national and international obligations,” he said. Ships were spending time tied up instead of being at sea. During the briefing Chief Director Maritime Strategy Hanno Teuteberg said:



The **SAS MENDI** moored in Simonstown Naval base – Photo : Piet Sinke ©

* One of the four frigates was operational. The **SAS Amatola** was in operation but the other three **SAS Spioenkop**, **Isandlwana** and **Mendi** were undergoing maintenance.

* Out of eight patrol ships only three were available. The **SAS Galeshewe**, **Umdloti** and **Umzimkulu** were operational but the other five were being refitted or maintenance was being done.

* Out of four submarines, only one was operational. The **SAS Charlotte Maxeke** was available but work was being done on the other three. - **The Mercury**

Indonesian Navy opens new base prepared for submarines

Indonesian Navy (TNI AL) chief of staff Adm. Marsetio opened on Friday the Palu Naval Base in Palu, Central Sulawesi, as part of an effort to secure Indonesian waters, especially in the eastern part of the country.

The naval base is located on a 13-hectare plot in Palu's Watusampu subdistrict, Ulujadi district, of which only 2.8 hectares have been built on.

The building, which faces Palu Bay, has been built over the past two years and cost around Rp 7 billion (US\$717,000).

"The naval base location is ideal and strategic, and there is no such dock in Indonesia like the one in Palu," Marsetio told the media after the opening ceremony.

He said the naval base was precisely located in Palu Bay and at an ideal depth. It is the third-deepest sea in the world.

It will also serve as the Navy's submarine base, where three submarines purchased from South Korea, will be stationed. "The **KRI Cakra 401** and **KRI Nanggala 402** submarines have often docked here, as the sea is very deep and suitable for submarines," said Marsetio.

Palu Bay was picked as one of TNI AL's submarine bases because the bay is quite strategic in Indonesia. It is 10 kilometers wide and its coastline stretches for 68 kilometers while its depth reaches 400 meters. Natural protection against extreme ocean currents is also considered to be adequate and advantageous for a submarine base.

"At such a depth, large vessels, such as aircraft carriers from the United States could easily navigate through the bay," said Marsetio.

The Palu Naval Base will in the future not only serve as a forward base, but a main naval base. Therefore, the navy will equip it with various facilities given the base's close proximity with the Malaysian border.

"The Ambalat waters remains vulnerable, so the submarine base in Palu is most strategic to secure the region," he added.

Meanwhile, Central Sulawesi Governor Longki Djanggola said that based on documents belonging to the Palu city administration, in terms of defense strategy, Palu Bay is centrally situated between the Indonesian border in the north and the Java Sea in the south, so submarines stationed there could cover the region effectively.

The area is also part of the second Sea Lane of Communications (ALKI II), where large merchant ships could traverse under the UNCLOS international maritime law.

"Malaysia, the Philippines, Japan and China, which are very strategic for Indonesia from the geopolitical and geoeconomic aspects, are located north of the ALKI II. So, Palu Bay is very suitable as TNI AL's submarine base," said Longki.

Indonesia's current submarines, the U-206 type **KRI Cakra** and **KRI Nanggala**, were made by German shipyard **Howaldtswerke** in Kiel, Germany, and were commissioned in 1981.

The three U-209 type submarines, worth some \$1.07 billion, will be delivered in 2015 and 2016. Two of the submarines will be built at **Daewoo Shipbuilding and Marine Engineering (DSME)** facilities in Busan, South Korea. The third would be completed at the state-owned shipyard **PT PAL Indonesia** facilities in Surabaya, East Java.

Initial reports said the submarines would weigh 1,400 tons and be 61.3 meters long. Each submarine will carry up to 40 crew members and have eight weapons tubes for torpedoes and other weapons. **Source : Jakarta Post**

SHIPYARD NEWS

German Shipyard Launches World's Largest Private Yacht At 591 Feet

A German shipyard launched **AZZAM**, the world's largest private yacht, eclipsing the previous record holder, Russian oligarch Roman Abramovich's 533-foot **ECLIPSE**.

Photos of the ocean-liner-sized cruiser were posted on the Superyachts.com website, which has tracked the progress of the yacht during its construction at Germany's Lürssen yard. The stats for this yacht built reportedly for a Saudi buyer are impressive:

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 097

Length: 180 meters, or 590.55 feet. - Beam: 20.8 meters, or 68 feet. - Speed: 30 knots.

Guests: Classified, although with at least seven levels and 500 feet for staterooms, one imagines a lot.

Cost: **If you have to ask...**



Construction costs vary widely at the superyacht end of the boat-building business, but a rough minimum for Azzam-class yachts is \$1 million per meter. Ambramovich's

Eclipse was estimated to cost at least \$300 million, or more like \$1.9 million per meter. Assuming a similar or higher level of luxury for **AZZAM**, this was likely a \$400 million project at least.

And that's just the starting point. As I noted in this 2011 article, captains cost \$1,000 a foot – a half-million a year for this baby, then — and maintenance and

operating costs likely will run at least \$5 million a year.

The yacht was constructed under the supervision of one Mubarak Saad al Ahbabi, Superyachts said, and has a relatively shallow, 14-foot draft. That will allow her to anchor in some of the quieter harbors of the Mediterranean, assuming her 591-foot mass will fit. **Source : Forbes**



04-04-2013 : The yacht **ANTALIS** entering **PALUMBO MALTA SHIPYARD** Photo : Mario Schembri ©

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The Tug "**Ryan Leet**" under Canadian Flag is off to Deep Panuke,
Photo : René Serrao, Portuguese Cove, NS.

Port expansion plans watered down

Ports of Auckland has bowed to public criticism of its desired expansion into Waitemata Harbour and released a new, more conservative development plan.

The ports company has spent the past year working on two proposed expansions to meet future demand after a plan to expand 250 metres into the harbour, reclaiming 22.6 hectares of land, was shelved due to public backlash.

Either of the new development options would still expand its existing consented land of 78.5 hectares by several hectares.

Under the first option the port would expand its land area by 5.5ha but retain Captain Cook Wharf.

Under the second, the wharf would be opened up for public use but the port would expand off Bledisloe Wharf by 6.6ha.

However, Auckland councillor Mike Lee, who opposed the original plan, warned that the wharf would be released only if the port was paid a "very large sum of money" by the council. Lee, former chairman of the Auckland Regional Council when the ports company became 100 per cent publicly owned, supported the watered-down version, saying the plan was now "a lot more realistic".

He said there was no urgency to release Captain Cook Wharf, as the public already had access to wharves in downtown Auckland.

When the wharf was released from the port, it would be important to use it for "authentic maritime activities", he said.

"I don't see a reason to separate the public from working ships." Since the ports company handed over Queen's Wharf for public use, it had become a hub for cruise ships and an important part of Auckland's infrastructure.

The limited space on existing port land meant development was necessary, but not to the scale previously proposed, Lee said.

The plan still has to gain public support and the necessary consents. Professional services firm PwC has projected Ports of Auckland would experience a 71 per cent to 88 per cent freight increase by 2041. The main aim was to reorganise the port to become more efficient while acknowledging opposition to its original expansion plans, the ports company said. The revised version took into account environmental and social impacts, efficiency, consents, expenses, and whether the company was able to continue operations during the building process.

The development could take up to 30 years to complete, and it be five years before the wharf was freed up for public use. Ports of Auckland chief executive Tony Gibson was unavailable for comment. **Source : Fairfax NZ News ©**



Installation vessel **SKANDI ACERGY** seen operating West of Shetlands

Photo : Bert de Ruijter ©

Evergreen in black with US\$4 million profit after \$103 million loss

TAIWAN's **Evergreen Marine** posted a net profit of TWD128.5 million (US\$4.3 million) compared to a loss of TWD3.1 billion in 2011. The world's fifth largest container carrier said in an income statement provided to the Taiwan Stock Exchange that it had operating income last year of TWD16.2 billion compared to TWD15.4 billion the year before.

Evergreen has confirmed it will not pay a dividend, reported the Taipei Times. Industry observers have attributed container shipping's improving profitability last year to carriers' consensus in controlling supply and higher freight rates last year. **Source : Asian Shipper**



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Kadin builds training center for eastern RI fishermen

Indonesian Chamber of Commerce (Kadin) has built a training center for fishermen in the eastern region of the country with an investment worth up to Rp 2 billion (US\$205,130). Deputy chairman of Kadin for maritime and fishery affairs Yugi Prayanto said on Friday that the training center was built on a 20,000 square-kilometer plot of land in Seram Island, Maluku, and was funded by Kadin and several private enterprises.

"We are seeing that Maluku has huge untapped potential for the fishing industry. The building was completed in March and we're now working on the training curriculum," he added.

Based on figures from the Maritime Affairs and Fisheries Ministry, the total annual production of captured fish in 2011 hit 5.34 million tons, of which 20.66 percent were from Papua and Maluku waters, the biggest contributor, followed by the northern coast of Java with a contribution of 11.16 percent.

Erwin Hartono Suminto, permanent chairman of research and development of the fish processing industry for the maritime and fisheries affairs of Kadin, argued that the fishing industry's national annual production — both capture and culture — had only hit dozens of million tons, far less than its potential.

"We have targeted that we could achieve more than 30 million tons in annual production as we believe that there is still a lot of untapped potential for fishing in eastern provinces, including Maluku," he explained.

In agreement, the chairman of Kadin said that about 50 percent or more of the potential in eastern regions had not been fully explored.

Based on data released by the Maritime Affairs and Fisheries Ministry, Maluku produced 1.18 million in its annual fish production of which 48 percent was captured fish. It valued Rp 4.52 trillion, increased 22 percent from Rp 3.7 trillion in the year earlier. The increased total production and total value was in line with the increasing number of fishing enterprises in the province. It was recorded that the number of both small medium enterprises (SMEs) and companies was up 16 percent from 37,163 units in 2010 to 44,567 in 2011.

Finnish Ambassador to Indonesia Kai Sauer said on the sidelines of the event that Finland was interested in improving its business-to-business relationship with Indonesia.

"We are interested in becoming trading partners with Indonesia, particularly in the area of clean technology, information technology and games. Fisheries are one aspect, but not a priority," he said.

Yugi said that Kadin was reviewing the possibility of cooperating with Finland on fisheries, especially in regards to technology such as fishing and surveillance technology to survey illegal fishing. **Source : Jakarta Post**



AHT **RETRIEVER** leaving the **Noble Alan platform** in Equatorial Guinea bound for Flushing towing barges **H-541** & **H-122** after taking over barge **H-122** from AHT **PRESIDENT HUBERT**.

Photo : Crew President Hubert. ©

Diana Shipping Announces Time Charter Contract For M/V Melia With Rio Tinto

Diana Shipping Inc., a global shipping company specializing in the ownership and operation of dry bulk vessels, has reached a time charter contract with Rio Tinto Shipping Pty, Ltd., Melbourne, Australia, through a separate unit, for one of its Panamax dry bulk carriers, the **m/v Melia**. The gross charter rate is \$9,700 per day, minus a 3.75% commission paid to third parties, for a period of about 11 months to maximum 13 months. The charter may begin on April 16, 2013. The **Melia** is a 76,225 dwt Panamax dry bulk vessel built in 2005.

This employment is likely to generate nearly \$3.05 million of gross revenue for the minimum scheduled period of the charter. **Source : nasdaq.**



The Bulgarian flagged floating crane **ATLAS** operating in Sochi (Russia) – **Photo : Dirk van Uiter** ©

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Most Chile ports to end strike

A deal has been reached to end much of the massive port strike that has slammed exports from the world's top copper metal producer Chile but two ports are still negotiating, a union leader told Reuters in the wee hours of Saturday.

Workers at the key ports of Angamos, Antofagasta and Iquique in the mineral-rich north will return to work on Saturday, Richard Orellana, head of the Angamos port union told Reuters.

They will, however, walk off their jobs on Saturday if the two outstanding ports don't reach a deal, Orellana added.

Unions at the central ports of Valparaiso and San Antonio are still negotiating a deal amid worry there could be retaliation for the stoppage, sources close to the deal said.

Mining industry sources say it will take weeks to return to normal shipping operations once the strike is lifted because of the congestion in ports.

Other ports in export-dependent Chile had joined the strike in the northern port of Angamos in Mejillones, which started roughly three weeks ago, out of solidarity.

Angamos launched the labor action to seek a 30-minute lunch break and other minor benefits. What some observers call poor management of a simple, specific worker issue then ballooned into a serious drag on miners and export-dependent Chile.

The strike halted around 9,000 tonnes of copper from leaving Chilean ports every day, the government had said.

The Andean country has lost more than \$200 million a day due to the conflict, according to the country's business chamber. **Source : Reuters**



The **C PHOENIX** inbound at the Westerscheldt River – **Photo : Henk de Winde ©**



Aerobridge in Chennai port soon

With an objective to include Chennai in the global cruise ship map, the **Chennai Port Trust (CPT)** has embarked on a major expansion plan to construct an aerobridge similar to an airport, where passengers can board the ship directly without the need to walk on the wharf. The port has also decided to install scanning machines to do away security threat to luxury liners.

"We have also planned to air-condition the entire cruise terminal and put escalator and aerobridge to facilitate passengers. Further, we will also get passport reading machines, which will facilitate the immigrations officials and quicken the whole process," CPT chairman Atulya Misra told Deccan Chronicle.

He added that the port would also have other facilities like fire fighting services, water and maintenance services in place. "We will also provide bunkering facilities in the jetty, once the barge terminal gets commissioned," he added. The basic facilities for disembarking passengers like restaurant, coffee shop, duty-free shops as present inside an airport, will also be set up on a temporary basis when the cruise ship reaches the city, he said.

The total cost for the expansion of the cruise terminal has been estimated at `22.14 crore. "We have got `8.5 crore from the Central government for development of cruise tourism facilitation centre, as the ministry of tourism has identified Chennai port as one of the ports for development of cruise tourism in India. We will source the remaining money by developing the terminal in a PPP model," Misra added.

Capt C. Sathyanarayana, general manager, GAC Shipping, which in February this year handled a cruise ship Pacific Venus at Chennai port told Deccan Chronicle that the cruise terminal had wonderful infrastructure.

"If the port is able to tie up with local tour operators and market the terminal cruise tourism will prosper in Chennai," he added. The city port received five cruise ships in 2012-13. **Source : Decan Chronicle**

Container port operator 'trying to divide us'

By : Ada Lee and Amy Nip

Strikers say **Hongkong International Terminals** is using an offer of a HK\$5,000 bonus for compliant workers to weaken solidarity. Strikers accused Hongkong International Terminals of trying to divide them yesterday after the port operator offered a HK\$5,000 bonus to workers who performed their duties in the past week or resumed work today.

HIT's move came on the ninth day of the strike at Kwai Tsing terminals, and as the High Court allowed up to 80 strikers to return to the terminals to continue picketing. The port operator said last night it would hand out HK\$3,000 within three days to each docker who had worked in the past week and another HK\$2,000 if the port's operation "returns to normal" one month later. Its statement said the arrangement applied to both contract workers and those directly employed under HIT. A spokesman added that if a worker resumed duty today, he would receive the same money. But workers who returned later would get nothing.

According to union figures, the total number of dockers working at the sections of the port operated by HIT is about 2,300. About 500 of them are on strike. That means the offer could cost the company at least HK\$9 million.

Managing director Gerry Yim Lui-fai had said the strike was costing the company HK\$5 million a day.

Chan Lit-ki, a checker on ships employed by contractor Everbest, said some workers might be tempted by the offer. "But for me, [the offer] means nothing," he said. "The HK\$3,000 is only equal to 10 days' salary. Why should I care?"

Chan criticised the company for using money to divide the workers. He said the contractor had texted him and a few colleagues, telling them to go to work last night, but they ignored the message. Another worker, a Mr Chan who is employed by Lem Wing as a crane controller, said he expected the workers to continue to strike. "If HIT is giving out money like that, why doesn't it just increase our wage?" he said. "I won't give in. It's not like HIT is giving us HK\$3,000 every month." A fund set up to support the strike had received more than HK\$2 million by yesterday, and each striker has received HK\$1,000.

The Federation of Hong Kong and Kowloon Labour Unions refused to comment and HIT Group Employees General Union, which organised a work-to-rule campaign among workers directly employed under HIT, could not be reached for comment last night. Meanwhile, the Communications Authority had received 1,800 complaints by Thursday about TVB programme Scoop's reporting on the strike. Its episode on Monday received 486 complaints.

The complainants said the programme was biased, misleading and did not give enough airtime to the strikers.

TVB said it had received 47 complaints from the audience, and the broadcaster had no particular stance.

Source : South China Morning Post



The **"NEPTUNE MARINER"** departed on Saturday 30-03-2013 from Brevik (Stathelle) with a total of 11 pipes,



varying in lengths from 506 upto 571 meter, bringing it to a total of about 5,5 km and a weight of 2100 tons. The voyage will go from the beautiful Norwegian fjords to Morocco, where the **"Neptune Mariner"** is expected to arrive around the 15th of April. **Photo's : Edwin Oostdijk - LANDFALL Marine Contractors bv ©**

Oman Shipping Company takes delivery of forth VLOC 'Vale Shinas'

Oman Shipping Company (OSC) took delivery of its third Very Large Ore Carrier (VLOC) **'VALE SHINAS'** in China on 30th March 2013, which will be used in the transportation of iron ore from Brazil to Sohar, Oman. With this vessel Oman Shipping Company has completed delivery of all the 4 VLOCs which were ordered with Jiangsu Rongsheng Heavy Industries Company in Nantong, China. **'VALE SHINAS'**, the new Rongsheng-built VLOC delivered to OSC adopts an environmentally friendly design to lower oil consumption and reduce the emission of CO₂, while its operating efficiency exceeds that of most existing ore carriers. With Energy Efficiency Design Index 'EEDI' recorded at

approximately 1.99 during sea trials, Rongsheng-built VLOCs are in line with low-carbon green product initiative and meets the benchmark requirements on emission reduction set by International Maritime Organization 'IMO', which came into effect as of 1 January 2013.

Since the launch of the commercial operation of OSC in 2003, the company increased its fleet to 43 vessels, including taking delivery of 17 vessels in 2012. In addition, one LNG carrier still under construction increasing the fleet to 44 vessels and around 8 million deadweight tonnes by 2014, as per the current plans of the company. **Source : AME info**

CONCLUSION OF SALE OF SUPERFAST VI

The Board of Directors of Attica Holdings S.A. wishes to announce that it has concluded the sale and delivery of its RoPax vessel **Superfast VI** to Genting Group. The delivery of **Superfast VI** to her new owners took place last Friday in Patras, Greece. The total sale proceeds of **Superfast VI** of Euro 54mln generate for Attica Group additional cash of approximately Euro 21mln. The book capital losses of approximately Euro 6.3mln are included in the Group's full year 2012 results. **Source : Ferries of Southern Europe**

.... PHOTO OF THE DAY



Heerema's newbuilding **BYLGIA** under construction at Armon in Spain - **Photo : Ruud Spijkerman ©**

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