



Number 014 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 14-01-2013**

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



The 7300 hp (95 ton BP) SMIT SERAYA under construction at the Lingsian Yard in Wuzhou China Photo : Capt John Bruinsma ©

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last Saturday spotted at the Westerscheldt river for the first passage the "SEAGO BREMERHAVEN" from Antwerp to the Mediterranean. She was recently renamed, before she was sailing under the names "Maersk Beaumont" and "Beaumont" for Maersk Line. Now she is trading for Seago Line, a liner company dedicated short-sea hauls throughout the European and Mediterranean region. Seago Line is 100% owned and backed by A.P. Moller - Maersk. To make her more suitable for slow steaming, her bulbous bow was modified in the Far East before heading to Europe. Photo : P., M. & Ph. van Luik - www.shipsoffterneuzen.nl

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SMIT SERAYA LAUNCHED In China



At the [Lingsian Yard](#) in Wuzhou (China) the [SMIT SERAYA](#) (sister of the [SMIT SENTOSA](#)) was launched into her element, the [SMIT SENTOSA](#) is due for delivery at the end of this month whilst the [SERAYA](#) will be delivered by the yard at the end of March, both AHT's are powered by 2 [Wartsila diesels](#) with total output of 7300 HP for 95 ton BP furthermore [RollsRoyce winches](#) are installed the AHT's are having 220sqmtr deckspace available and are equipped with 2 x tugger en 2 x Capstan on deck [photo's Capt John Bruinsma](#) ©



Taiwan mulls shipping water from China as ties improve

Officials on a Taiwan-controlled island group near the Chinese mainland said on Sunday they are considering importing water from China in yet another sign of warming relations. The move would mark another significant step forward in the improvement of ties, since the fortified Kinmen island group was a flashpoint during the Cold War and was shelled from the mainland at onessource : [Sunday Times](#)



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The tug **BUGSIER 10** ready to assist the **CMA CGM PEGASUS** on arrival to Hamburg. Alongside on the background the bulkcarrier **PREMA ONE** Photo : B v/h Padje ©

Hosco boss calls for acceleration of ship scrapping

Gao Yanming, chairman of **Hebei Ocean Shipping Corporation (Hosco)**, has sent a letter to Ministry of Transport to call for more policy support to increase the volumes of old local ships being scrapped as well as to improve the level of Port State Control (PSC), SinoShipNews reports. "China should accelerate phasing out old vessels to promote the restructuring of the shipping industry," Gao said in the letter.

The government should release policies to encourage scrapping old vessels, for example, exempting income tax on scrapping vessels for a certain period, Gao reckons. Also, the ministry should lower the mandatory scrapping age of vessels, Gao said.

Currently the mandatory scrapping age of tankers, bulkers and boxships in China is 31 years, 33 years and 34 years respectively which makes China among the countries with the highest ship ages. Gao, one of the shipping industry's most vocal champions of scrapping during the downturn, has suggested the scrapping age of bulkers and boxships should be lowered to 27 years, and tankers to 25 years.

In the meantime, Gao, in what might be viewed in international circles as a protectionist move, has also suggested the government should have stricter regulations on foreign vessels with ages of more than 20 years entering inland rivers and seas to protect the safety and environment of Yangtze River, Pearl River and Bohai Sea.

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The **KOTA WANGSA** outbound from Melbourne in the River Yarra Photo : Bill Barber ©

Tanker that struck Bay Bridge is cleared to sail

The U.S. Coast Guard has completed interviews, evidence collection, and a thorough safety inspection onboard the



OSG oil tanker **OVERSEAS REYMAR** which has been anchored in San Francisco Bay's Anchorage 7 since the vessel's allision with a support tower of the San Francisco-Oakland Bay Bridge Monday morning.

Coast Guard inspectors and representatives

from the vessel's Flag State have determined the **OVERSEAS REYMAR** is safe to sail. This determination was based

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2012 – 014

on a careful assessment of the vessel's structural damage, and the inspection and testing of critical propulsion, auxiliary, navigation, safety, and environmental protection systems. The ship is expected to depart from San Francisco Bay Friday with tug escort at approximately 10 a.m. Friday. The tanker will require repairs before returning to service.


Although evidence collection onboard the **OVERSEAS REYMAR** is complete, the Coast Guard's investigation into the incident continues. Dr. Barry Strauch of the National Transportation Safety Board has joined the investigation.

While the investigation may require several months to complete, the Coast Guard has immediately engaged local maritime stakeholders to identify potential safety improvements in the wake of this incident. For example, Coast Guard Capt. Cyndi Stowe, commander of Coast Guard Sector San Francisco, Thursday called on the Harbor Safety Committee of the San Francisco Bay Region to conduct a swift review of the Critical Maneuvering Areas (CMAs) established in the wake of the 2007 **Cosco Busan** incident.

Nine "Critical Maneuvering Areas" (CMAs) were designated by the Harbor Safety Committee in 2008. In accordance with CMA guidelines, vessels 1,600 gross tons or larger should not transit a CMA if visibility is less than one-half nautical mile. Stowe asked the committee to review the CMAs with a particular focus on the Bay Bridge which is not currently included.

The **OVERSEAS REYMAR**, a 752-foot Marshall Islands-flagged oil tanker, allided with tower six, also known as the "echo" tower, of the Bay Bridge as it was heading out to sea. The Coast Guard and other agencies immediately dispatched response assets to the scene, which included Coast Guard response boats, a cutter, and helicopter as well as additional resources from other federal, state, and local agencies. There was no pollution as a result of the allision.

Source : [Marinelog](#)



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The **AM LARAFLE** at the River Seine – Photo : [Fabien Montreuil](#) ©

23 crew of ship stranded since Oct brought ashore

In a huge relief for the crew of **MT PRATIBHA TAPI** 29 members including the captain, Kavi Dewan and his wife Pooja, who were stranded off Mumbai harbour since October, were brought ashore to Mumbai on Friday following orders of the Director-General of Shipping Gautam Chatterjee. With the private sector company Pratibha Shipping suffering unprecedented losses, over the past few months nine of their tankers have been stranded at ports in India and abroad. Their statutory and mandatory certificates have expired, and the crew who have been short of supplies and with salaries unpaid, have been demanding they be rescued. Of Pratibha Shipping's nine vessels, MT **PRATIBHA TAPI** is anchored off Mumbai harbour.

The crew of Tapi was to be relieved first on January 5, and then on January 7, which did not materialise for want of funds. However, the DG issued a final warning, following which the company brought the crew ashore on Friday.

Captain Dewan said, "I was in constant touch with the Nariman Point head office to ensure the crew was paid, but was told this would only be possible after some vessels were sold. My wife was ill and had to survive on medicines given by the Coast Guard. For 10 days, we were in complete darkness as there was no diesel oil on board." Dewan and his wife were given tickets for Delhi, but most sailors are still unsure of when they will reach home. The officers are lodged in Hotel Sealord at P D'Mello Road, the sailors at Seamen's Hostel in Masjid. "There was no milk. For weeks we ate only dal chawal and dal khichdi and had no breakfast," said an officer hailing from Bhopal. Boiler attendant Harkesh said, "We haven't received wages for three months, Rs 90,000 is due to me. We joined this profession for the money, but our company is in bad shape." Cook Hareram Singh said, "I got the most abuses for cooking only dal chawal and khichdi for weeks. I will never take up a shipping job again." Most of the sailors have been told they will be sent home on Monday. Meanwhile, a Pratibha Shipping spokesperson said the 20 crew members of **MT Pratibha Indrayani** will be brought ashore next week. As per the DG Shipping's order, the company has to retain six crew - two in each department - or organise alternative crew. *Source : Mumbai Mirror*

CASUALTY REPORTING



ship stuck dangerously close to 100-year-old rail bridge in Tamil Nadu



A ship continues to remain stuck dangerously close to the century-old Pamban Rail bridge that connects Rameswaram and the mainland in the Ramanathapuram district of Tamil Nadu.

Officials say the ship was towing a naval barge when it ran aground after hitting a rock because of bad weather on January 10. The ships were heading to a port near Mumbai from Kolkata when the accident occurred. This ship's position is causing concern among several people as it is stuck as close as fifty metres from the 100-year-old Pamban Rail Bridge that's vying for

UNESCO's Heritage status. Also, any damage to the bridge would cut off rail services to the temple town of Rameswaram.

"We have deployed four fishing trawlers to rescue the vessel and if everything goes well we should be able to tow the vessel by early morning," Mr Mari Selvam, the Port Officer, told NDTV. "The naval barge is afloat," he added. **source NDTV**

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Joint exercise to strengthen ties between Pak, Saudi navies'

Maritime security operations against asymmetric threats as well as contemporary challenges like piracy, terrorism, narcotics, arms and human smuggling have a great impact on the maritime environment, Rear Admiral Muhammad Zakaullah said at a press briefing on Saturday.

"It needs no emphasis that present day navies are increasingly focused on policing roles and sharing of resources for countering these multifarious maritime security challenges requires collaborative approach at regional as well as international level," he observed.

"To this end, the Pakistan Navy as a responsible maritime power is contributing relentlessly in maintaining legitimate maritime order at sea through the conduct of maritime security operations in the Arabian Sea and beyond."

He said the Pakistan Navy regularly conducted bilateral and multilateral exercises with regional and extra-regional navies to improve its interoperability with international navies.

"These exercises are a clear manifestation of Pakistan's commitment towards maintaining peace and stability in the region." Naseem Al Bahr is one such bilateral maritime exercise conducted with a brotherly navy, the Royal Saudi Naval Forces (RSNF). Pakistan and the Kingdom of Saudi Arabia not only enjoy deep-rooted fraternal ties, but also share historic maritime traditions.

Naseem Al Bahar is a biennial exercise evolved as a manifestation of the unique Pak-Saudi interpersonal relationship and mutual resolve to enhance bilateral cooperation in facing the common challenges.

“The participation of RSNF ships in the exercise will further strengthen the existing bilateral relations between the two brotherly navies. At this juncture, we thank the Kingdom of Saudi Arabia and particularly, the Royal Saudi Naval Forces, for their participation in the exercise, Naseem Al Bahr-X, which is scheduled from 12 to 22 Jan 13 off the coast of Makran,” Zakaullah said.



“It is also a milestone in history of the Pakistan Navy in which the complete exercise will be conducted from Jinnah Naval Base, Ormara. Naseem Al Bahr series of exercises is indeed a concerted effort from Pakistan and Saudi Arabia to promote maritime security awareness for collaborative maritime security in the region.”

The rear admiral said first Naseem Al Bahr exercise was conducted in January 1993 and the present exercise also marks the twentieth year of this interaction with the RSNF. Zakaullah

said the aim of the exercise was to foster friendship, develop common understanding and increase interoperability with the RSNF in the domains of traditional as well as non-traditional warfare in order to maintain peace and stability for the larger good of the region. He said in the traditional warfare domain, the objective was to share and refine tactics, techniques and doctrines through jointly undertaking anti-surface, anti-submarine and anti-air operations with RSNF units.

In the non traditional domain, he added, the exercise would mainly focus to improve interoperability and tactical proficiency in the execution of combined maritime security operations against asymmetric threats like piracy, counter terrorism and defence of port infrastructure to mention a few.

He disclosed that four RSNF ships which include frigate (**HMS Makkah**) embarked with a Dauphin helicopter, a guided missile equipped patrol craft (**HMS Tabuk**), Mine counter measures vessel (**HMS Shaqra**) and a tanker (**HMS Boraida**) were participating in the exercise.

In addition, he said a platoon of the RSNF Marines and a Special Operations Force team along with explosive ordnance disposal elements had also arrived in Pakistan for various exercises.

Three PN destroyers/frigates, missile boats, mine hunters, submarine, PN long range maritime patrol aircraft, helicopters, elements of Pak Marines, Special Services Group (Navy) and PAF fighters are representing Pakistan in the exercise.

After the arrival of the RSNF ships, the exercise will progress through phased activities in harbour and at sea for gradual improvement and coordination in all professional realms. The exercise will culminate with live weapons firing by RSNF and PN units. The activities in harbour include professional seminars on information security, counter piracy, mine counter measures and host of other events which will provide opportunity to share experiences and knowledge.

The sea phase of the exercise is planned from January 15 till 20 in which RSNF and PN units will operate together and will exercise all facets of modern warfare. Zakaullah said the good thing about the exercises was that each series was refined and improved based on the lessons learnt from the previous ones. source [the news](#)

Frigates could see a new lease of life as artificial reefs

Frigates could see a new lease of life as artificial reefs

The Ministry of Defence's Defence Equipment and Support agency is now looking at what to do with the Type 22 frigates which are rusting away in Portsmouth Harbour.



The decommissioned **HMS Cumberland, HMS Cornwall, HMS Chatham and HMS Campbeltown**. Photo: **Paul Jacobs**

FOUR decommissioned frigates could be cut up for scrap or used as artificial reefs under plans drawn up by the Ministry of Defence.

HMS Cumberland, HMS Cornwall, HMS Chatham and HMS Campbeltown were all axed in the coalition government's 2010 defence cuts. The 5,300-tonne ships have since been moored in the area of Portsmouth Harbour known as Rotten Row, where decommissioned ships are put out to pasture. Now DE&S is preparing to host interested parties on board the ships in the next couple of months.

The government is hoping to see them either being kept intact and given a new use, cut up for scrap and recycled or sunk as artificial reefs.

The government's Disposal Services Authority, which deals with the interest in the warships, says it will award at least one vessel to a UK ship recycler.

It is hoped this could boost knowledge of the country's ability to recycle vessels. Portsmouth North MP Penny Mordaunt, a navy reservist who sits on the defence select committee, said she backed the ideas. 'I think this is a good idea and I would support it,' she said.

'People want to get best value for the defence budget when these ships come to the end of their life, to make sure we get the most bucks back to get new kit and equipment for our armed forces.

'People get quite sentimental about our ships and we like to think they will go on to do something that befits their long service. But you have to get good value.' The Disposal Services Authority is planning to host viewings of the warships in the next two months.

The closing date for expression of interest in the warships is 5pm on January 23. Commissioned in the late 1980s, the frigates were originally designed as a specialist anti-submarine platform but evolved into powerful surface ships armed with anti-surface, anti-submarine and anti-aircraft weapons systems. They were committed to all operations, but were particularly useful in the Mediterranean because of their sophisticated listening and surveillance equipment. **source :**

The News

SHIPYARD NEWS



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The hull of August 2009 launched **EDT JANE** spotted at Astilleros in Sevilla – [photo : Jan van Vuuren](#) ©



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ABG Shipyard to invest Rs 5,000-cr in new facility

ABG Shipyard plans to invest Rs 5,000 crore to build a greenfield shipyard in three phases along the Gujarat coastline. The company said that it has submitted its proposal to the State Government during the ongoing Vibrant Gujarat Global Investors Summit 2013. This will be **ABG Shipyard's** third facility in Gujarat and is likely to generate jobs for about 4,500 persons. It also plans to expand its facilities at Dahej and Magdalla in three phases, with an estimated investment of Rs 2,000 crore. **Source : Hindu business line**



The **DCV Balder** leaving **Keppel Verolme** drydock on Saturday 12 January 2013. The **DCV Balder** has been in drydock since end of last year. Photo was taken from **Saipem's S7000**, by **Pieter Koning, Offshore Method Lead (Saipem Ltd)**. The **S7000** will be in drydock for the five yearly inspection after the **Balder** has left drydock.
Photo : Pieter Koning ©

Shipyards faced challenging year in 2012, conditions to remain harsh in 2013 as well

With many ship owners refraining from a hefty newbuilding investment strategy during 2012 for a number of reasons, like tight ship financing conditions and oversupply of vessels in many subsectors, 2012 proved to be a rather challenging year, at least for the conventional newbuilding market. According to a recent report from **Clarkson Hellas**, "end 2012 results for the major Korean yards struggled to meet targets, with HHI 23% down on its 2011 results and only DSME reported to have met their 2012 target of USD 11 Billion. The focus for the Big 3 Korean yards is likely to again veer more towards offshore in 2013, with increasing management and physical capacity being committed to this sector - however with a low volume of large asset class conventional ordering in 2012 and a heavily weighted reliance on the offshore markets to deliver new orders and fill capacity, there will certainly be some pressure and opportunity for business here in 2013 for the conventional markets, albeit against a continually challenging economic and trading environment" said the shipbroker.

Clarkson Hellas added that "in China and despite a push for diversification away from conventional sectors into the potentially more profitable offshore and gas markets, there still remains a significant focus on their bread and butter business of Dry. Values in this sector have remained flat for some time now and there are no immediate signs that the Chinese yards are gearing for another push down on price to leverage new business. With Dry orderbooks now starting to diminish and new eco-efficient designs available at competitive pricing, it will be interesting to note whether values have plateaued for long enough to bolster confidence and catalyse further activity in this sector" it noted. Meanwhile, according to the report, the past couple of weeks have seen a notable activity, mainly in the tanker newbuilding market. "Clients of India's Great Eastern Shipping have signed a single MR newbuilding at STX Dalian for delivery late 2015, with options for further additional sister vessels. Responding to the low ordering levels since 2010, BP have placed an order for 10 Aframax and three Suezmax tankers at STX Offshore & Shipbuilding, reportedly worth USD 694 Mill for the firm units. With delivery from late 2014 to 2015, BP reportedly have options that could take the deal up to USD 1.1 Bln.

Having experienced the first year since 1987 when the BDI averaged below 1000 points, there was some positivity as a number of year end Dry Bulk orders were placed. Clients of Thenamaris are reported to have placed an order for two 180,000 DWT capsize vessels for delivery 2014 at SWS which we understand is to replace the previously ordered singular VLCC in 2010. To start 2013, Jiangsu Ocean Shipping (JOSCO) have signed a contract for two 61,000 DWT bulk carriers at NACKS also for delivery in 2014.

In the gas sector, Clients of Ultragas have ordered two semi-ref 22,000 cbm LPG vessels from STX SB, with Clients of Tomza following suit with an order for a single 82,000 cbm VLGC unit at HHI reportedly costing USD 73.50 Mill. Both orders are due for delivery in 2014. Client of Maran Gas have ordered four firm plus two 174,000 cbm LNG vessels at Hyundai Samho for a reported USD 210 Mill each with delivery in 2015. Clients of Brunei Gas Carriers have ordered a single 154,800 cbm LNG unit at HHI with delivery again in 2015, pricing for this order is as yet unknown.

In other sectors, Royal Caribbean places an order for one plus one 225,000 GT Oasis class vessels with STX France at USD 1.32 Bln per Vessel. In small tankers, it has now come to light that United Petroleum have placed an order for four 7,000 DWT product tankers with Russia's **Krasnoye Sormovo Shipyard** with delivery dates in 2013" Clarkson Hellas concluded.

In a separate report, shipbroker Intermodal noted that "although it has been a very difficult year for the dry bulk sector, and some market players are still looking at scenarios in which the long awaited recovery gets postponed for a few years, it looks like the continuous iron ore price strengthening has lifted the spirits of some leading shipowners. Greek based Thenamaris and Norway's Frontline were reported to have placed significant orders for Capesize vessels of fuel efficient design. Both orders were placed in Chinese yards, providing both shipbuilders with much needed newbuilding contracts after what has been an extremely painful year for this sector. In terms of reported deals this week, Frontline2012, placed an order of 4 firm plus 2 optional Capes at Shanghai Waigaoqiao for \$45m each and in addition to that, they have also contracted **STX Dalian** to build a further 4 firm plus 4 optional Capes. This brings the total order, if options are exercised, to 14 Capes, which is an overwhelming number for sure, especially in the times we are living, with overcapacity causing the majority of Cape owners bleeding cash" the shipbroker's report concluded.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



the **'DEEPWATER ASGARD'** together with the **'SONANGOL CABINDA'** last Saturday at the **DSME** yard in Okpo . The last vessel is prepared for the name giving ceremony- [photo : Willem Ooms ©](#)

State to get new shipyard: Ganta

Union minister for shipping G K Vasan has promised to sanction a new major port-cum-shipyard to coastal Andhra, minister for ports Ganta Srinivasa Rao said here on Thursday.

Vasan has also assured funds for a 895 km stretch of National Waterway 4 and also for reviving disused ports and jetties in the state, Rao said adding that the Central government had also agreed to sanction staff for the Indian Maritime University in Vizag. [source : indiatimes](#)

Mulder Shipyard Expands Facilities To Meet Demand

Mulder has released an update surrounding the new advancements currently underway at their shipyard in Zoeterwoude Rijndijk which will be ready to start building three new yachts this year. According to the report from the yard, the large overhead doors have been installed and the first dry dock is now in use. The outer facades and remaining exterior work is completely finished and final construction phases are being executed on the interior; including the installation of machinery and cranes, the finishing of the canteen and sanitary facilities alongside the furnishing of the master office.

Moreover, the 100-tonne crane, which will later be used for launching the creations under construction at the yard, was recently taken into use. **Mulder** has also started moving old machinery to the new site and is expecting to be fully operational by the start of February this year.

While everything is in the final phases of construction, the first hulls have already begun to arrive at the new facility. The hull of the **Mulder 98 Flybridge** was taken into the dry dock at the end of 2012, and the hull of the new **Mulder 75** arrived at the new location last week. Both yachts will have an aluminium hull and superstructure, and will be the first yacht completed at the new facilities.

The hull of the special edition **Mulder 94 Voyager** will also arrive at the new site later this year ready for construction [source superyachts.com](#)

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12-01-2013 the ANNIKA N seen departing in Vancouver harbour - Photo : Mike Zelt ©

Gail eyes gas shipping; may buy 6-7 vessels

State-run Gaihas said it is looking at foraying into the gas shipping segment, primarily to bring in gas from its Sabine Pass fields in the US as also for shipping in gas from Gazprom's Shtokman project in the Arctic region. "We are planning to make a foray into the liquefied natural gas shipping business, mainly for importing gas contracted in the US," Gail Chairman and Managing Director B C Tripathi said after announcing the commissioning of the Dabhol LNG terminal over the weekend, Tripathi also said towards this, the company is planning to either take six-seven vessels on long-term charter hire or outright purchase. "We will finalise a decision on this in the next three to four months," Tripathi said. Gail in December 2011 had signed a pact to source LNG from the Sabine Pass project's fourth train in the US' Louisiana state for 20 years, beginning 2016-end or early 2017.. Source :indiatimes

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TheMIRO D outbound from Rotterdam – Photo : Paul Gerdes ©

CMA CGM moves Moroccan fruit, veg via Agadir, Dunkirk, St Petersburg

FRENCH shipping group CMA CGM Group has commenced a new container shipping service between Morocco and Europe, the Dunkrus Express, for Moroccan citrus fruit and fresh vegetable exporters.

The new service for the upcoming 2012/13 shipping export campaign is being launched as part of a revamp of its Agadir Express service, and also aims to strengthen the Agadir-Port of Vendres service. It offers customised door-to-door delivery services for European customers to receive fresh produce.

The Dunkrus Express is a weekly service operated by CMA CGM with two 1,000-TEU vessels equipped with 220 reefer plugs. The port rotation is Casablanca (Sun), Agadir (Tues), Dunkirk (Sun), Antwerp (Mon) and back to Casablanca.

The service offers same-day transshipment connections at Dunkirk for St Petersburg with the container line's Baltic service to St Petersburg. It links Agadir to Dunkirk in four days and to St Petersburg in 10.5 days.

The weekly Agadir Express operated by two 1,000-TEU ships, with 220 reefer plugs and rotates through Casablanca (Tue), Agadir (Thu), Portsmouth (Mon), Rotterdam (Wed), Le Havre (Fri), and back to Casablanca (Tue).

The Agadir-Port Vendres is a twice-weekly service, with the second call a week added, that uses two 900-TEU vessels with 220 reefer plugs. [source Asian Shipper](#)



12-01-2013 NYK line car carrier **KAIJIN** downbound on the Fraser river
photo : Robert Etchell ©

Essar to invest 14k cr in Gujarat's port sector, water projs

Having already invested Rs 88,000 crore in Gujarat so far, **Essar Group** will make a fresh investment of Rs 14,000 crore in the state's port sector and water supply projects, the company's Chairman Shashi Ruia said here today.

"I am pleased to announce that **Essar** will invest further Rs 14,000 crore in the port sector and water supply projects," Ruia said at the sixth edition of 'Vibrant Gujarat' here.

Of the proposed fresh outlay, he said, Rs 10,000 crore will be invested to develop ports in Hazira and Salaya in Jamnagar capable of handling dry bulk, liquid and container cargoes. "Further, we propose to invest Rs 4,000 crore in bulk water supply projects in the state," Ruia added.

The fresh investments will have the potential to generate 15,000 jobs directly and indirectly as well as form a critical part of the state's maritime infrastructure.

Ruias-controlled Essar Group has a huge investment in Gujarat spreading across sectors such as oil refining, port, steel and power. In fact, majority of the company's investments are in Gujarat.

The group accounts for 20 per cent of Gujarat's refining capacity, about 20 per cent of its power generation capacity and 30 per cent of port capacity. Essar's 10 million tonne per annum steel plant is also located in Guajart.

Congratulating Modi for his recent electoral success, Ruia said Modi has "once again proved that good economics can co-exist with good politics. "Under Modiji's leadership, Gujarat will surely remain a torch bearer for the economic growth of the country. He is a man with a vision. He is a man with a mission. He is a man with a conviction," Ruia said. **source : IndianExpress**

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The **MSC ALEXIA** at the Westerscheldt River **photo : de Groot ©**

Hellas: Shipowners to pay taxes under new deal

Greek shipowners will pay taxes on their vessels registered abroad the first time in decades although their other fiscal advantages will remain unchanged, a source from the Merchant Marine Ministry said.

An agreement between the government and the shipowners that will be part of the new tax bill the Greek parliament is expected to approve late on Friday night will alter a fiscal system virtually unchanged since 1955 said the source.

According to the new provision, the tonnage tax currently in force for the Greek merchant fleet will now apply to "foreign shipowners or companies for ships sailing under foreign flags that are managed by companies based in Greece."

According to the same source, a large part of the Greek fleet sailing under foreign flags falls under this category. Authorities are hoping that the new provision will not result in companies fleeing the country, as the tax imposed on the new contributors will be relatively small.

The ministry was not able to give an estimate of the money expected to be collected, while the fiscal contributions of the entire sector have remained unknown for some time.

According to sources, revenue from the tax should be around 100 million euros (\$133.4 million) per year.

Greek shipowners are leaders in their sector internationally, but only nearly a third of their fleet sails under the Greek flag. In a country that is entering a sixth year of continuous recession and is implementing major spending cuts, Greek shipowners have often been a source of resentment because of their privileged fiscal status. Greek shipowners are also exempt from paying tax on profits generated by their Greek-flagged vessels, paying only the tonnage tax.

Source: AFP



HAL's **ROTTERDAM** moored in Lisbon
Photo : Fred Claessen - www.MaritimeMemories.nl ©

Diana Shipping Inc. Announces Time Charter Contract for m/v Polymnia With Augustea Bunge

Diana Shipping Inc., a global shipping company specializing in the ownership and operation of dry bulk vessels, yesterday announced that it has entered into a time charter contract with Augustea Bunge Maritime Limited, Malta, through a separate wholly-owned subsidiary, for one of its Post-Panamax dry bulk carriers, the m/v **Polymnia**. The gross charter rate is US\$7,600 per day, minus a 5% commission paid to third parties, for a period of minimum eighteen (18) months to maximum twenty-four (24) months. The charterer has the option to further employ the vessel for about eleven (11) to maximum thirteen (13) months at a gross charter rate of US\$11,000 per day, less a 5%

commission paid to third parties. The optional period must be declared by the charterer no later than twenty-two (22) months after the delivery of the vessel to the charterer. The charter is expected to commence in mid-January 2013 and the optional period, if exercised, will start as of the end of the twenty-fourth (24) month. This employment is anticipated to generate approximately US\$4.1 million of gross revenue for the minimum scheduled gross revenue for the minimum optional period. The Polymnia is a 98,704 dwt Post-Panamax dry bulk vessel built in 2012. period of the charter. If the charterer exercises its optional period, the charter is expected to generate an additional US\$3.5 million of

Diana Shipping Inc.'s vessels expected to be delivered to the Company during the fourth quarter of 2013. As of today, the combined carrying capacity of our current fleet currently consists of 30 dry bulk carriers (17 Panamax, 3 Post-Panamax, 8 Capesize and 2 Newcastlemax), as well as 1 new-building Kamsarmax vessel expected to be delivered to the Company during the first quarter of 2013 and 2 new-building Ice Class Panamax fleet, excluding the three vessels not yet delivered, is approximately 3.4 million dwt with a weighted average age of 6.0 years. **Source: Diana Shipping Inc.**

Shipping lines want to embrace low-sulphur diesel but cost, technical challenges and fears their rivals won't switch are holding them back

By Keith Wallis

Cost, technical and commercial issues are among the reasons more shipping lines have not joined marine fuel switching initiatives that aim to cut air pollution from ships in Hong Kong, experts say. Ship owners and operators have registered more than 560 ships with the Environmental Protection Department's incentive programme to use low-sulphur fuel since it was launched in September.

Around 18 shipping lines also signed the **Fair Winds Charter**, a voluntary scheme in which they agreed to switch to low-sulphur diesel "to the maximum extent possible" for two years from January 2011.

In return, the firms wanted the Hong Kong and Guangdong governments to introduce laws mandating the use of cleaner low-sulphur diesel by December 31, 2012. While regulations have yet to be introduced, several carriers including Maersk and CMA CGM indicated they would continue to support the charter in return for a government commitment to regulation.

Under the EPD scheme, ship operators get a 50 per cent reduction on port and navigation charges if registered vessels switch to burning low-sulphur diesel while berthed or anchored in Hong Kong. But low sulphur diesel is about 40 per cent more expensive than more heavily polluting marine diesel and the EPD scheme only covers between 30 and 45 per cent of this higher cost.

As a result, while shipping companies including **Maersk**, Orient **Overseas Container Line**, **Mitsui OSK Lines** and Hyundai Merchant Marine have registered fleets of 10-90 ships, other cost-conscious carriers have been more reticent.

APL and **Hanjin Shipping** were among the firms that signed the **Fair Winds Charter**, but neither has registered any ships with the EPD incentive scheme.

Hanjin spokeswoman Sonya Cho said: "I've been informed that we are in the middle of reviewing which vessels to register for the programme."

Singapore-headquartered **APL** did not respond to requests for comment. Evergreen Marine spokeswoman Crissy Liu said just one container ship was registered because of "cost saving considerations". Figures compiled by the South China Morning Post show just 13 per cent of ocean-going ships calling upon Hong Kong each day have been registered, although the figure rises to 24 per cent of massive container ships using Kwai Chung port.

Roberto Giannetta, representing the **Hong Kong Liner Shipping Association**, outlined reasons why shipping lines did not. He said some carriers might have non-commercial or non-operational reasons for not participating. "I know one prominent carrier who is switching fuel in Hong Kong, but does so quietly without joining the charter or the

government scheme because if they do so here in Hong Kong, they would face tremendous pressure in their home country to do the same. Yet there are specific reasons why they don't want to do that at home." Veronica Booth, Civic Exchange senior project manager, said: "In my mind, it's less important how many vessels actually switched in a two-year period compared with the public declaration of support for regulation which would be permanent." **Source South China morning post**

sign the charter or register ships with the EPD. He said: "There is a significant financial commitment to switching fuel" and estimated using low-sulphur diesel cost lines an average of US\$500,000-US\$800,000 extra per year even with the EPD rebate. With today's thin margins, there could be a significant competitive disadvantage if one's key competitor on a given market is not switching fuel." **Source South china morning post**

.... PHOTO OF THE DAY



Scale models of the tugs **SMIT ROTTERDAM** and **COMPASS** moored alongside in a display
Photo : Dirk Jan van Mourik – AVRA towage ©