

## **++ Shipbuilding News ++**

### **Chinese H1 profit fell 24%**

([http://www.asiasis.com/view\\_new.php?bbs\\_id=news&doc\\_num=17561](http://www.asiasis.com/view_new.php?bbs_id=news&doc_num=17561))

During the first half of 2012, operating income of China's shipbuilding-related companies above certain level increased by 2.3% year-on-year to CNY 342.8bn (\$54bn). Among them shipbuilding and ship repair businesses declined by 2.4% and 0.1% to CNY 257.2bn and CNY 6.74bn each, while marine equipment grew by 30.1% to CNY 50.9bn. During the same period, total profit fell to CNY 17.7bn by 23.9%, comparing with the same period of last year, of them shipbuilding decreased by 28.5% to CNY 14.7bn, ship repair marked CNY 16m of losses and marine equipment slightly lowered by 1.9% to CNY 1.97bn.

### **Chinese wins Eco Cape**

([http://www.asiasis.com/view\\_new.php?bbs\\_id=news&doc\\_num=17572](http://www.asiasis.com/view_new.php?bbs_id=news&doc_num=17572))

China's Qingdao Beihai Shipbuilding Heavy Industry has bagged a newbuilding order for an eco-design capesize bulker. Abu Dhabi-based Eships has taken advantage of the current low newbuilding prices to order a newbuild at the yard under the umbrella of state-owned China Shipbuilding Industry Corp. Qingdao Beihai has inked one 180,000-dwt vessel for delivery in the second half of 2014. The deal is said to include an option. Industry players say Eships is paying around \$44m for the vessel.

### **India picks Rolls-Royce**

(<http://www.tradewindsnews.com/offshore/282262/india-picks-rollsroyce>)

Rolls-Royce has secured an £8m (\$12.7m) contract to design and power a highly specialised buoy tender vessel for India. The ship will be operating in remote waters off the east coast of India and around the Andaman & Nicobar Islands maintaining and replacing navigational aids and buoys. The vessel will be built at the Cochin Shipyard Ltd. in India, and is due for delivery sometime in 2015, Rolls-Royce said. The newbuilding order and equipment specification has been made by India's Directorate General of Lighthouses and Lightships. The buoy tender vessel is a Rolls-Royce UT 755 S, which is a development of the British companies' well proven UT 755 series.

## **++ Shipping News ++**

### **Vopak seals Shell deal**

(<http://www.tradewindsnews.com/tankers/282268/vopak-seals-shell-deal>)

Vopak has signed up Royal Dutch Shell as the launch customer for its new LNG break bulk facility in Rotterdam. The LNG facility constitutes the start of a small scale LNG chain in the Netherlands and Northwest Europe. It is supported by the Dutch government and fits in with the recently announced 'Green Deal' for the Wadden and river Rhine area. Vopak is working with European gas infrastructure company Gasunie to build the terminal at the Maasvlakte. The purpose of this terminal is to make LNG available for distribution to marine bunkering and truck fuelling stations. The new terminal is planned adjacent to the Gate LNG regasification terminal and both terminals will be connected by pipeline. The Gate terminal, which is also a joined initiative of Gasunie and Vopak, receives large shipments LNG from all over the world.

### **Heavy Shipping Poised For Takeovers As Financing Fades: Freight**

(<http://www.bloomberg.com/news/2012-08-23/heavy-shipping-poised-for-takeovers-as-financing-fades-freight.html>)

Shipping lines that carry generators and giant trucks for General Electric Co. (GE) and BHP Billiton Ltd. (BHP) are becoming takeover targets amid a lack of funding for the vessels needed to tap one of the most resilient cargo markets. The withdrawal of lenders such as Commerzbank AG, Lloyds Banking Group Plc (LLOY) and Societe Generale SA (GLE) from maritime finance as credit policies tighten is making life tougher for specialist lines that dominate heavy-lift shipping, while arousing interest from potential consolidators including private-equity firms. The heavy-lift ship Ocean Charger, part of the Intermarine LLC fleet, is seen in this undated handout photograph provided to the media on Thursday, August 23, 2012. Source Intermarine LLC via Bloomberg. A merger last week between U.S.-based Intermarine LLC, owned by New York buyout specialist New Mountain Capital, and Scan- Trans Holding of Denmark created the world's No. 2 heavy-lift shipper and may herald a spate of takeovers in the sector, according to Al Stanley, who will head the enlarged company.

### **CSDC delays deliveries**

(<http://www.tradewindsnews.com/shipsales/282216/csdc-delays-deliveries>)

China Shipping Development Co is renegotiating the delivery schedule of its entire order book after plunging into the red in the first half. The VLOC CSB Glory delivered earlier this year by Dalian Shipbuilding. The company aims to delay acceptance of 20 ships including VLCCs of up to 320,000-dwt and ore carriers of up to 315,000-dwt by between six and 18 months to slash financing costs. The Hong Kong and Shanghai quoted shipowner reported a loss of CNY 495m (\$78m) for the first six months of the year earlier this week. Delay in the delivery of ten vessels has already been agreed at a saving of CNY 800,000 (\$125,000) per vessel each month the company's chief financial officer, Wang Kangtian, told Chinese media.

### **Sinotrans mull BC newbuild**

([http://www.asiasis.com/view\\_new.php?bbs\\_id=news&doc\\_num=17563](http://www.asiasis.com/view_new.php?bbs_id=news&doc_num=17563))

Sinotrans Shipping, a Hong Kong-listed subsidiary of China's state-owned Sinotrans & CSC group, is looking into opportunities to order new fuel-efficient bulk carriers. But the shipowner is not very hurrying and may ink newbuildings toward the end of this year. Particularly, it is interested in eco-friendly supramax and handysize bulkers. Sinotrans Shipping now has no newbuildings on order after taking delivery of two bulkers in the first half of this year.

## **++ Finance News ++**

### **GC Rieber down in Q2**

(<http://www.tradewindsnews.com/offshore/282271/gc-rieber-down-in-q2>)

GC Rieber Shipping has seen second quarter profits drop by over 20% compared to a year ago, the company revealed Friday. The Oslo-listed shipowner said profits were NOK53.7m (\$9.2m) against the NOK67.6m achieved in the second quarter of 2011. GC Rieber saw revenues increase year-on-year by 11.6% to NOK191.2m, but costs rose by virtually 19% to NOK104.5m. It suffered a 44% increase in finance expenses, while profits from 50 % owned company Reef Subsea AS more than halved to NOK13.2m. Despite this GC Rieber said the market outlook for Reef Subsea is considered good, with expectations for a "continued positive development" in the company. Utilisation levels for the second quarter came in at 92 %, due mainly to planned dry-dockings in addition to some technical downtime. GC Rieber's contract backlog stands at NOK1.7bn thanks to a portfolio of charter parties, with average contract duration of 2.2 years. The Irene Waage Basillid company said contract coverage for the period 2012-2014 is 92 %, 72 %

and 45 %, respectively.

### **Whitehaven Says Tinkler Won't Proceed With \$5.5 Billion**

(<http://www.bloomberg.com/news/2012-08-23/whitehaven-says-tinkler-won-t-proceed-with-5-3-billion-offer.html>)

Whitehaven Coal Ltd. (WHC) said Australian mining magnate Nathan Tinkler scrapped his takeover proposal that valued the company at A\$5.3 billion (\$5.5 billion), triggering the biggest drop in its shares in more than a year. Whitehaven was advised that a “formal binding proposal of A\$5.20 a share will not be forthcoming,” the Sydney-based company said today in a statement. The shares have traded under the offer price since a group led by Tinkler, Whitehaven’s biggest shareholder, made the conditional cash bid on July 13. Tinkler, an electrician-turned-miner, had been in talks to raise funds to acquire Whitehaven, owner of seven coal assets, as coal prices fell and banks tightened lending. The deal, the biggest announced in Australia this year, according to data compiled by Bloomberg, fell over as Resources Minister Martin Ferguson called an end to the nation’s mining boom.