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**The self propelled cutter dredger ARTEMIS moored at the Wilhelminakade in Rotterdam - Photo : Hans Elbers, [www.fotovlieger.nl](http://www.fotovlieger.nl)" (c)**

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## EVENTS, INCIDENTS & OPERATIONS

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Rederij Groen's **AQUARIUS-G** arriving in Stellendam, - Photo : Wim Kosten sr ©

## Carrier lobby groups secure nod for merger

**Tie-up of TSA and WTSA draws muted response from cargo owners and exporters**

**By : Keith Wallis**

The Federal Maritime Commission in the United States has approved the merger of two container line lobby groups that together control most of the containerised cargo shipped between Asia and America.

Sources said a formal announcement would be made today in the US following a vote by FMC commissioners last week.

The move will allow the Transpacific Stabilisation Agreement to join forces with the Westbound Transpacific Stabilisation Agreement.



The 15 TSA members, which include Orient Overseas Container Line, Cosco Container Lines, China Shipping Container Lines and Maersk Line, control about 85 per cent of the freight transported from Asia to the US.

Members of the WTSA, which has seen membership drop to eight members from 10, including OOCL, Cosco and Evergreen Line, ship about 60 per cent of the freight from the US to Asia.

Cargo owners and exporters have given a muted response to the merger.

John Lu, the chairman of the Asian Shippers' Council, which represents 18 shippers' groups in Asia and has complained previously about cartel-like behaviour by carriers, did not give a firm opinion on the merger.

The National Industrial Transportation League, which represents cargo owners in the US, did not object to the merger. Instead, it called on the FMC to "exercise all due diligence" to ensure the merger "does not impede the ability of US companies to have fair and competitive services in these important trade lanes".

Carrier-line members of the TSA and the WTSA are banned from colluding to fix freight rates under US antitrust laws, but the two groups can set voluntary rate guidelines and make recommendations about how much carriers can raise rates and other charges.

One Hong Kong-based transport analyst said: "I don't think the TSA is relevant. These guys suggest rate [rises] that are completely detached from reality. If they mattered, the Department of Justice would shut it down."

The TSA said the pact would cut costs and jobs because it would eliminate the need to keep two separate carrier agreements.

## Susanne A Refloated M/V Ivan Shchepetov



16.04.2013 at 05:00 the **Ivan Shchepetov** was refloated by J.A. Rederiet's MPP Salvage Vessel '**Susanne A**', Danish flag, PoR Horsens. **Ivan Shchepetov** is now waiting berth, for discharge. **Susanne A** will proceed back to Horsens, in anticipation of next job. **Susanne A** has for the 2nd time now in 2013, in 3 weeks, successfully refloated 2 Vessels, by modest pulls of ard. 100 tons. On 25.03.2013 **M/V Jago** outside Aeroeskoebing, and on 16.04.2013 **M/V Ivan Shchepetov**. Vessel's design allows pulling upto several times 100 tonnes, with short preparation time.

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The port of Sohar (Oman) is getting more busy - Photo : Rik van Marle ©

## Gas Technology Report issued by Lloyd's Register

Adoption of, and interest in, LNG-as-fuel for ships is gathering pace but challenge is as much in safe bunkering and port operations as in ship design: LNG bunkering guidance is one of the key subjects addressed in LR's latest Gas Technology Report

The growth in gas production is important for shipping and LR's gas technology insight in to the issues being faced today is more relevant than ever.

"It has been a big year so far for gas in shipping," comments Luis Benito, LR's Global Marine Marketing Manager. "We are seeing robust demand for LNG carriers; the world's biggest LNG fuelled passenger ship, the LR classed **Viking Grace** is now in operation in the Baltic Sea carrying 2,800 passengers; we have a growing number of gas-as-fuel projects underway or maturing; and late last month Shell took delivery of a brand new inland waterway tanker. Our marine stakeholders are looking to understand how to manage the risks involved with gas. We have the experience and the expertise to help them make informed decisions whether they are looking for off-the-shelf solutions or first principles."

As the **Viking Grace** operations show, the port operations are as important as those on-board ship. LR's LNG bunkering guidance can help ports worldwide address the risks involved.

"This is a critical area," says Benito. "When you have large centres of population and passenger and freight operations underway, all stakeholders need to get themselves in a position where they can make commercial decisions on the basis that they have addressed the risks involved. Having been involved with LNG in marine operations from the very beginning, we are well positioned to advise all in the marine supply chain – whether you are looking to transport LNG or LPG, use gas as a marine fuel or examining safe bunkering and port operations – we can help."

The report also looks at the potential for methanol as a marine fuel – and methanol can be manufactured from LNG. As Benito concludes, "Gas has a big future, but there are more options than just LNG. Methanol and other alternatives that can be developed from natural gas today, and from bio-sources at some point in the future, are also worth looking at." The report can be downloaded at [www.lr.org/gas](http://www.lr.org/gas)

## DCN investeert miljoenen in opzetten ROV afdeling

Ter completering van haar dienstenpakket heeft de directie van **DCN Diving** uit Bergen op Zoom besloten om op 1 maart 2013 officieel van start gegaan met een eigen ROV afdeling. Per eerdergenoemde datum is Fred Bosman (40) aangesteld als ROV Operations Manager. Bosman heeft zijn ervaring met gerobotiseerde onderwatersystemen opgedaan bij de Marine en de laatste 13 jaar is hij als ROV supervisor actief geweest in de offshore olie- en gasindustrie.



Inmiddels heeft DCN twee nieuwe observatie ROV's aangeschaft, die in verschillende configuraties kunnen worden ingezet bij een grote diversiteit aan werkzaamheden, zoals constructie, inspectie, installatie, reparatie, berging en support. Het betreft de Seaeye Falcon DR Observation Class ROV, waarmee op een diepte van 1000 meter kan worden geopereerd en de compacte Seaeye Cougar-XT Observation Class ROV voor lichtere werkzaamheden op een maximale diepte van 2000 meter. Beide uiterst betrouwbare ROV's zijn voorzien van camera's en een uitgebreid scala van meet- en gereedschapsapparatuur ter ondersteuning van onderzeese constructie- en IRM-activiteiten voor de olie- en gasindustrie alsmede de windenergiemarkt. Sinds de start van de ROV afdeling zijn reeds twee contracten afgesloten.

Directeur Offshore Rob Vriens van **DCN Diving**, zegt: "Bij saturatiewerkzaamheden offshore is het gebruik van een ROV reeds lang een vereiste. En het is uiterst aannemelijk dat steeds strengere eisen zullen leiden tot een intensivering van de inzetbaarheid van ROVs. Bij een aantal projecten is duiken zelfs volledig taboe. Vandaar het besluit om zelf een vloot van geavanceerde ROVs op te bouwen. DCN is hiermee een complete onderwater contractor geworden en mede dankzij onze eigen habitats zijn wij in staat om de meest opzienbarende onderwater projecten als uitvoerend duikbedrijf met succes uit te voeren. Waar ook ter wereld. Onze focus ligt duidelijk op projecten waarbij wij een toegevoegde waarde kunnen leveren in de vorm van innovatieve engineering. De afgelopen jaren hebben wij tijdens verschillende projecten bewezen dat juist daar onze kracht ligt."

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14-04-2013 : The bulker **JUPITER ACE** outbound in Vancouver harbour april 14 2013 **Photo : Robert Etchell ©**

## **Singapore on track to offer maritime sector more help with financing**

SINGAPOREAN Transport Minister Lui Tuck Yew said the country is determined to help its maritime sector raise productivity, develop a core of local talent, and invest in research and development.

Speaking at the recent Singapore International Maritime Awards (IMA) ceremony, the minister said the administration will continue to ensure that the environment remains conducive for maritime companies to do business and tap growth opportunities in the Lion City.

One key example, he said, is the Maritime Sector Incentive (MSI) Scheme, which provides a comprehensive package of tax incentives for shipowners and operators and maritime service providers.

"To provide greater fiscal certainty, we recently announced that the maximum award tenure for international shipping enterprises under the MSI scheme would be extended from 30 years to 40 years. The Maritime and Port Authority of Singapore (MPA) will continue to refine the MSI Scheme whenever necessary, to meet changing business needs."

Mr Lui also pointed out that the MPA has completed a comprehensive review of its port dues structure and it's expected that more than 80 per cent of calling vessel will pay less than what they are paying at present. Overall, the revised port dues structure will bring about savings of S\$11 million (US\$8.9 million) annually to the shipping community.

Furthermore, the Maritime Singapore Green Initiative, introduced in 2011 to encourage cleaner and greener shipping and the industry, will be enhanced. The MPA has committed S\$100 million over five years for the three programmes under this Initiative, namely, the Green Ship Programme, Green Port Programme and Green Technology Programme. The Green Ship Programme will be expanded to provide incentives to Singapore-registered ships that adopt approved sulphur oxide (Sox) scrubber technology that goes beyond the International Maritime Organisation's (IMO) emission requirements. Singapore-registered ships, which adopt both approved SOx scrubber technology and energy efficient ship designs that exceed the IMO's energy efficiency requirements, will enjoy even more incentives for their Initial Registration Fee and Annual Tonnage Tax.

"As for the Green Port Programme, MPA will increase the port dues rebate from 15 per cent to 25 per cent for ocean-going vessels that use clean fuels or type-approved abatement technology throughout their port stay. MPA will also grant a 15 per cent port dues rebate to ocean-going vessels that only use clean fuels or type-approved abatement technology at berth," Mr Lui said.

MPA will also increase the grant limit under the Green Technology Programme from S\$2 million to S\$3 million for qualifying projects that can achieve at least a 10 per cent reduction in emission levels. **Source : Asian Shipper**

## **Australian maritime workers arrive in Hong Kong to stand side-by-side with Kwai Chung dockworkers**

In a mark of international solidarity, a delegation of Maritime Union of Australia (MUA) unionists and rank-and-file workers has arrived in Hong Kong to join the Kwai Chung dockworkers on the picket line.

MUA National Secretary and President of the International Transport Workers' Federation (ITF), Paddy Crumlin, said Australian maritime workers have been deeply disturbed by the abuses of workers by Hong Kong International Terminals' (HIT) subcontractors and wanted to express their support. The delegation also includes an ITF representative. "Following my visit to Hong Kong last week in support of the Kwai Chung dockworkers, my union has sent representatives from around Australia to stand side-by-side with these workers on the picket line," Mr Crumlin said.

"Transport and dockworkers around the world are shocked by the treatment of the Kwai Chung dockworkers under these contracting arrangements. "Australian along with other international dockworkers and transport workers feel strongly enough not just to donate to the cause but to support these workers by standing arm-in-arm.

"HIT – which is a subsidiary of the global network terminal operator Hutchison – needs to make sure that workers are treated decently and paid fairly including in their subcontracting arrangements. "To see hardly any increase in pay for more than a decade is just one part of the problem – the other part relates to the disgraceful treatment of these workers. It's employment more akin to slave labour.

"These abuses must stop and HIT in particular needs to show that they are committed to ending the exploitation of outsourced dockworkers in their subcontracting arrangements. "Hutchison is a decent employer of dockworkers in Australia and in other countries around the world and they need to provide consistency by recognising that the treatment of these workers in Hong Kong is not acceptable."

The Union of Hong Kong Dockers commenced strike action on 28 March as a result of inhumane treatment at work, including requiring some dockworkers to urinate out of windows, defecate and eat in their 6 foot-by-6 foot cabins so their work would not be interrupted **Source : ITF / MUA**

# SELF PROPELLED CUTTER DREDGER ARTEMIS

Van Oord's newest addition to its fleet – the 131 mtr long and 27.8 mtr width self-propelled cutter suction dredger



**ARTEMIS** was moored in Rotterdam until 14 April 2013 prior departing for western France for its first assignment.

Pursuant to a contract with the Grand Port Maritime de la Rochelle, will be deepening the harbour basin and dredging a trench in the access channel to the harbour. Approximately 500,000 cubic metres of very hard rock and clay will be dredged, and Artemis was built especially for dredging work on hard ground.

**Photo : Arie Boer (c)**

The contract for the vessel's design, construction and delivery was signed with **IHC Merwede** on 20 December 2010. Pieter van Oord, CEO: 'Our investment in two self-propelled cutter suction dredgers and two large

backhoe dredgers has significantly bolstered our position on the dredging market. This is in line with our strategy to have a very strong position in all segments of the dredging market.'

**Photo right : Arie Boer ©**

**ARTEMIS** is a robust ship and strong ship. An exceptional feature is its hydraulically buffered spud carriage, which will permit it to continue to work even in poor weather conditions. Air springs that have been installed under the deck house are also special. They will minimise noise and vibration. 'It is very important to us that our employees have a pleasant



work environment', says Pieter van Oord. **ARTEMIS** is a sister vessel to **ATHENA** which was delivered at the end of

**Van Oord**   
Marine ingenuity

2011. Van Oord: 'Building two similar ships will significantly improve the efficiency of our operations.' **ATHENA** is currently being successfully deployed on the Ichthys LNG project in Darwin, Australia, the sister Cutter dredgers can dredge up to 32.4 metres waterdepth and have accommodation for 50 people





Photo : Monique Davis-Mulder ©

A **cutter suction dredger** is a stationary or self-propelled vessel that uses a rotating cutter head to loosen the material in the bed ('cutting').

**Left** : The cutterhead of the **ARTEMIS**

Photo : Leo Verhoog (c)

A suction inlet located beneath the cutter head (known as the suction mouth) is connected by a suction tube directly to one or more centrifugal pumps. The vacuum force at the suction inlet sucks up the loosened material. The suction tube and cutter head are attached to a ladder. The ladder with cutter head is positioned at the fore of the vessel.

On the aft side, the cutter generally



has two spud poles. One spud pole (the auxiliary spud) passes straight through the vessel, while the other is mounted on a movable spud carriage, which can be moved lengthwise along the vessel or pontoon. Steel cables are used to move the ladder or cutter head back and forth, with the spud in the spud carriage as the centre of each concentric circle that it describes. Moving the spud carriage causes the cutter suction dredger to move as well ('stepping'). The cutter suction dredger discharges the dredged material directly to shore via a floating pipeline or into a barge with a special loading system.

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## PETROFAC TRAINING SERVICES BOLSTERS TEAM WITH FIVE NEW APPOINTMENTS



**Petrofac Training Services (PTS)**, the leading provider of competency-led training to the energy industry, has added five new members to its team to strengthen its position within the market. The company has invested in recruiting some of the industry's most promising talent and has attracted Fiona Wallis to the position of Senior Business Development Manager, Jim McKay, Allan McEwan and Jennifer Hall as Business Development Managers and Karen Scott as Europe Marketing Manager.

Paul Groves, Managing Director of PTS said: "We have a long history of providing industry-leading training to the energy sector as well as other key industries and are determined to see that continue. "Part of that process is about retaining the experienced personnel who have helped build Petrofac Training Services' reputation over the years and supplementing their skills by identifying and attracting those with the talent and professionalism to allow us to continue to develop."

Fiona Wallis has extensive experience in senior positions in training, occupational health and safety and joins from Falck Nutec. Fiona has a Post Graduate Certificate in Coaching and Learning from the University of Aberdeen.

Jim McKay has amassed more than twenty years' oil and gas sales and business development experience. A graduate from Robert Gordon University, Allan McEwan joins from Space Solutions having gained more than ten years' business development, sales and marketing experience both in the UK and Australia.

Jennifer Hall is a graduate from Heriot-Watt University. Since graduating, she has gained seven years' industry experience, latterly working at Monitor, where she specialised in Project Management Training. Jennifer sits on the Association for Project Management Committee in Aberdeen as Corporate Liaison.

A graduate of the University of Abertay, Karen Scott has over fifteen years' experience having held senior marketing positions with a number of north-east companies and will assume responsibility for the company's marketing strategy. She is also an External Examiner at the Robert Gordon University and sits on the Energy Industry Council Committee.

Fiona Wallis said: "Working for a company which has set standards not only nationally but internationally through the years was an offer too good to turn down "The opportunity to work at some of the industry's leading facilities and with the most experienced staff in the field was very attractive and I'm looking forward to the challenge of contributing to the company's continued development."

"The team and I have done our Survival, Fire and Marine training and I was really impressed at how well designed and comprehensive the facilities are. I have participated and observed this training in regions all over the world and was particularly impressed with both the professionalism and experience of the instructors.



Petrofac Training Services was recently named OPITO's International Training Provider of the Year at an awards ceremony in Abu Dhabi. The company was commended for driving elevated standards of training in the United States after setting up its first base in the Americas in 2004, when it became the first training provider in the country to offer OPITO approved courses.

Groves added: "Each of our new recruits brings a unique set of skills

and I know they will add value to our business. Aberdeen and the North Sea remains a key focus area for Petrofac Training Services. We intend to remain the leading player in workforce development for the North Sea. "With more than £40 billion expected to be invested in the region in the next three years and anticipated upturn in production we anticipate a strong demand for our competency-led training, which includes health and safety, survival, fire, emergency response and marine training to help bridge the skills gap and ensure the North Sea remains one of the safest places to work offshore."

## HIT: strike-bound terminals 86pc normal as dockers threaten trouble

**STRIKE-BOUND Hong Kong International Terminals (HIT)** has issued a statement saying "with more workers returning to their posts, terminal operations, our container handling capability is at 86 per cent of normal levels with peaks at over 90 per cent". Said the company: "HIT has kept open communication with its shipping line customers throughout this period and shipping schedules are returning to established patterns."

But union leader Stanley Ho Wai-hong said if the contractors continue to show a "lack of sincerity" in talks, the strike action will escalate but would not elaborate. Trade unionist legislator Lee Cheuk-yan has accused the operator of using threatening tactics to force the dockers to back to work.

Talks between striking dockers from the Kwai Chung container terminal and contractors will meet again this afternoon (April 16) to resume negotiations, reported RTHK.

Earlier HIT said its Kwai Tsing terminals were operating at 80 per cent capability, a figure agreed to by the customer group, the Hong Kong Shippers Council, though expressed as being 20 per cent below standard. The council's telephone was constantly engaged yesterday and when it was being answered earlier in the day, no one was available to answer questions and no response was received to emailed questions. Hong Kong's Overseas Container Line (OOCL) earlier announced the cancellation of 12 port calls at the terminal, and other carriers such as Evergreen have diverted ships to Shenzhen and other ports.

HIT is owned by Hutchison Port Holdings Trust (HPH) a global network of port and logistics operations, which is in turn owned by Hong Kong conglomerate Hutchison Whampoa, the world's leading port investor, developer and operator.

Source : Asian Shipper



## **Cruise Line Says It Will Pay for Rescue**

The Carnival Corporation said Monday that it would repay the federal government an unspecified amount for responding to accidents on its Triumph and Splendor cruise ships, which left thousands of passengers stranded at sea. Carnival, the world's largest cruise line company, said that the payments were being made voluntarily and that no government agency had requested them. But Senator John D. Rockefeller IV, Democrat of West Virginia, was highly critical last week of Carnival's indirect responses to his inquiries about its willingness to pay. Mr. Rockefeller, chairman of the Senate Commerce Committee, estimated the Coast Guard's costs in dealing with the crippled Triumph this year at nearly \$780,000. The 2010 engine fire that left the Splendor adrift, he said, cost the Coast Guard and Navy about \$3.4 million. Source : New York Times

## **Ferry service between Sri Lanka and India to resume**



Both Sri Lanka and India have approved recommencing the ferry service between Thalaimannar in Sri Lanka and Rameshwaram in India, Indian officials have said.

Speaking to reporters in Kilinochchi, Secretary of Special Affairs in Indian External Affairs Ministry R.S. Raghavan has expressed confidence that the service, interrupted during the war, can be resumed within the next two months, the BBC Sinhala Service reported. The Indian official was in Kilinochchi to distribute funds amounting to Rs.500 million to 1,230 conflict-affected small and medium scale entrepreneurs in the north.

While providing houses for the businessmen who lost their houses due to the war, India will also assist in the development of their economy and agriculture, Raghavan has said. In addition to constructing rail lines to Thalaimannar and Pallai, India is also assisting the development of the palm industry in the North, the official has said. India's state-owned, IRCON, is constructing the Madhu-Thalaimannar and Omanthai-Pallai railway lines in the North. **Source : Colombo Page / Ferriesoutside Europe**



DP III Vessel **JASCON 25** Sea Trucks group Ltd arrived at Loyang Offshore Base Singapore for the Crewing and mobilization for the STG- SBM FPSO KIKEH project. MDFT ( Kikeh) converted the 273.000 DWT **STENA CONDUCTOR** into a Floating Production Storage and Offloading unit under Ass class for a 20year service lift. The FPSO KIKEH commenced operation in 2006 and is operated by MDPC ( Malaysian Deepwater Production Company) Sdn Bhd. **JASCON 25** will sail on the 20th April to AESB Pasir Gudang for the Load out of both Modules and then sail to Siakap North Petai field, which is 15.1 km north east form the FPSO Kikeh location 20km Northwest of the Island Labuan , offshore Sabah East Malaysia. Where the **JASCON 25** will lift the 23 SNP separator with a weight of 365 mt ( 15 x 12 x 9 mtr) and the KAU Accommodations Unit with a Weight of 95mT (13.4 m x 0.9m Height 7.7m ) Responsible for the Lifting operations will be **Gerard Majntz** Offshore Construction- Installation Manager **Sea Trucks Group** Rotterdam The Netherlands, with onboard as Offshore Client representative **Capt. Jelle de Vries** - **Sunshine Maritime Services Inc.**

## In St. Lucia, masked bandits rob bus load of cruise ship passengers

**In St. Lucia, masked bandits rob bus load of cruise ship passengers on sightseeing trip**

Officials on the Caribbean island of St. Lucia say masked gunmen have held up a tour bus, robbing about 50 sightseers from a cruise ship. No one was hurt. Tourism Minister Lorne Theophilus tells local broadcaster DBS TV that the Friday robbery of cruise passengers on a shore excursion in Soufriere was an "unfortunate and a horrible scenario." No details have been released about the holdup of tourists from Celebrity Cruise line's **Eclipse** vessel.

Spokeswomen for Celebrity Cruises did not respond to calls and emails Sunday seeking comment. The company is a subsidiary of Royal Caribbean Cruises Ltd., which also did not respond. Police decline to provide information on the investigation. St. Lucia Tourist Board Chairman Mathew Beaubrun has portrayed the robbery as a "rare incident."  
Source : [www.foxnews.com](http://www.foxnews.com)

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The latest Port Phillip Pilot launch **Bellarine** conducting 4th day of builders trials off Mt Martha Port Phillip bay, built by **Hart Marine Mornington** Victoria Australia, The ORC design **Bellarine** is the 3rd launch in 3 years for Port Phillip Pilots the 2 previous being **Akuna IV**, 18 Meters, **Ranger III** 14.6 Meters, and **Bellarine** at 15.6 meters, identical to the new launch for Albany Pilots built by Hart in 2011.

Photo : **Andrew Mackinnon** – [www.aquamanships.com](http://www.aquamanships.com) ©

## Does budget sequestration in the US impact shipping?

The budget sequestration decision by the Government of United States will impact many federal agencies, US Customs and Border Protection (CBP) being one of those.

CBP is a federal law enforcement agency of the United States Department of Homeland Security charged with regulating and facilitating international trade, collecting import duties, and enforcing U.S. regulations, including trade, customs, and immigration. CBP is the largest law enforcement agency in the United States.



While it is too early to tell if and what the potential impact could be on shipping operations in North America, early evaluations suggest that potential delays in operations at ports due to the restrictions to staffing hours is a possibility. This may lead to delays in the clearance of vessels and in the processing of cargo.

Maersk Line is closely monitoring the situation within the ports that the company operates. It is difficult to determine what the full impact could be, however, at this time there has not been any impact since the sequester went into effect March 1, 2013.

Maersk Line is in direct discussions with the various Agencies and Departments concerned, and customers affected will be updated immediately about the impact, if any.

What is a "sequester" or "sequestration"?

The simple answer is "automatic governmental spending cuts". These become effective because the joint Congress committee has not been able to come to an agreement on cutting the debt deficit. Budget sequestration, in accordance with United States law, limits the size of the federal budget and involves setting a hard cap on the amount of government spending within broadly-defined categories.

Source: Maersk Line

## POMPEI REBUILT AS CABLE LAY VESSEL



GDF Suez E&P Netherlands will install in July 2013 an oil platform 14 km offshore close to Scheveningen, the Netherlands. Tideway was awarded the contract to install the power cable, do the beach pull - in and platform pull - in, and afterwards the burial of cable by towing a jetsled over the seabed. As the platform would not be installed yet, the cable will be cut and the cable will be laid down in a lazy omega. The platform pull-in is planned for The (Mighty) Pompei, which is normally a Side Stone Dumping Vessel, is rebuilt to a Cable Lay Vessel !!!



The cable loading in Scheveningen was finished last Monday. Due to bad weather, is planned to sail out on Friday and begin the Cable Installation! Photo's : Jens Moyson ©



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## Yen Slide May Boost Japan Shippers' Profit by \$500 Million

Japanese shipping lines, buffeted by a decline in freight rates, are set to get a more than \$500 million boost to their earnings from a weaker yen. Nippon Yusen K.K. (9101), Mitsui O.S.K. Lines Ltd. (9104) and Kawasaki Kisen Kaisha Ltd. (9107), the nation's three biggest carriers, may add a total of 51.6 billion yen (\$527 million) to their pretax profit this fiscal year as a weaker yen raises the value of contracts, said Ryota Himeno, an analyst at Barclays Securities Japan Ltd. The forecast assumes a 95 yen average to the dollar.

Gains from the currency will help Japanese carriers offset a decline in shipping rates caused by overcapacity and a global economic downturn. The yen has tumbled about 11 percent this year, helping boost repatriated earnings from dollar-based contracts, as Japan stepped up its campaign to end 15 years of deflation that has depressed growth.

"The currency will be the biggest impact on profits this year," said Tokyo-based Himeno. "There aren't really any other drivers for profit: the shipping market isn't likely to get much better this year."

The yen fell to a four-year low of 99.95 on April 11. It traded at 97.85 versus the dollar as of 11:11 a.m in London.

Shipping charges priced in dollars account for more than 80 percent of domestic shipping companies' international revenue, according to The Japanese Shipowners' Association, a group of 100 vessel owners.

### Unprecedented Stimulus

The currency's declines have deepened as Japan's central bank this month announced unprecedented stimulus aimed at doubling the monetary base by the end of 2014 through buying government bonds. The central bank has given itself a two-year horizon to meet a goal of 2 percent inflation.

Japan's economy, the world's third-biggest, expanded an annualized 0.2 percent in the fourth quarter of last year after two straight contractions. Prices excluding fresh food haven't risen 2 percent in any year since 1997, when the sales tax was increased.

Nippon Yusen said in January that every 1 yen decline against the dollar would raise profit by 1.1 billion yen in the year ended March 31. Mitsui O.S.K. said a similar drop in the second half of the year would boost profit by 900 million yen, while Kawasaki Kisen said such a drop would increase profit by 500 million yen.

The shipping lines, all based in Tokyo, declined to comment on profit for the year started April 1 before their earnings announcement on April 30.

### Annual Profit

Nippon Yusen may post a net income of 29 billion yen this fiscal year, according to the average of 13 analysts compiled by Bloomberg, compared with 8.9 billion yen predicted for the previous 12 months. Kawasaki Kisen may also boost its profit while Mitsui O.S.K., which has the world's largest merchant fleet, may return to an annual profit.

"Profit will naturally increase," said Rikard Vabo, an analyst with Oslo-based Fearnley Securities AS. "All the earnings are in U.S. dollars and when they get more yen from each dollar, they are able to pay off debt easier."

Nippon Yusen fell 1.6 percent to 244 yen at close of trading in Tokyo. The stock has gained 21 percent this year. Mitsui O.S.K. has jumped 36 percent and Kawasaki Kisen soared 60 percent. In comparison, the Nikkei 225 Stock Average has risen 27 percent.

The weaker yen isn't solving all the challenges facing shipping lines. An oversupply of vessels to carry commodities including iron-ore and coal is continuing to put pressure on freight rates. The Baltic Dry Index (BDIY), a measure of prices for transporting commodities by sea, has dropped 10 percent in the past year to 876 in London yesterday.

### 'Lot of Ships'

"They ordered a lot of ships in 2007 at the peak of the shipping cycle, when they were very expensive," said Masayuki Kubota, who oversees the equivalent of \$1.7 billion in assets in Tokyo at Daiwa SB Investments Ltd. "They are the beneficiaries of the strengthening world economy and weakening yen, but the demand-supply outlook is weak."

Hire costs for the world's fleet of 9,658 commodity ships will remain under pressure throughout this year and may "flatten at low levels" by the end of 2014, DVB Bank SE (DVB) predicted in December.

Still, as the weaker yen spurs demand for Japanese goods, that may lead to increased transportation of products such as cars, Johnson Leung, Boyong Liu and Benjamin Wang, analysts at Jefferies Group LLC, wrote in a report in February. Jefferies predicts the yen could slide to as low as 108 against the dollar, according to Leung. He didn't give a timeframe. **Source : Bloomberg**





16-04-2013 : **LAKE DEER** into Melbourne anchorage for Geelong

Photo : Andrew Mackinnon – [www.aquamanship.com](http://www.aquamanship.com) ©



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## Een persoonlijk maritiem Zeeuws netwerk

### Uitnodiging

**Zeeland Maritiem op donderdag 18 april 2013 om 15.00 uur.**

Op donderdag 18 april vindt het zevende netwerkevent van **ZeelandMaritiem** plaats. Doelstelling van **Zeeland Maritiem** is mensen en bedrijven met een maritieme link met elkaar in contact brengen, zodat u op de hoogte blijft van wat er speelt in uw professionele network en dit verbreed door het delen van kennis, informatie, contacten en ervaringen.

Op 18 april a.s. is onze speciale spreker **Marc van Peel**, Havenschepen en Voorzitter van het gemeentelijk havenbedrijf Antwerpen.

De heer Van Peel zal op 18 april de Antwerpse visie op de Schelde en ook het Nederlandse deel van Schelde uitspreken aan degenen die in **Zeeland maritiem** actief zijn. Naar zijn mening een visie die kansen zal scheppen voor het Nederlandse en Vlaamse deel van de Schelde.

Deze **ZeelandMaritiem** bijeenkomst wordt mede mogelijk gemaakt door onze cateraar **Culi Consult**.

Na de spreekbeurt van de heer **Van Peel** is er ruime gelegenheid tot netwerken.

Graag nodigen wij u uit voor deze bijeenkomst:

Donderdag 18 april 2013

15.00 uur – 18.00 uur

Locatie: Pieter Vijn Zaal

Zeevaartschool Vlissingen (Ingang Boulevard Bankert 156)

Lees meer en meldt u aan via onze website: [www.zeelandmaritiem.net](http://www.zeelandmaritiem.net)

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Ellen Roose



The **TRICA** moored in Hanko – Photo : Richard Brachwitz ©

## Danish shipping companies visit Cyprus

THE CURRENT economic turmoil has touched everyone on the island. However, it's not all doom and gloom, says Danish Ambassador Kirsten Geelan.

"When faced with an economic downturn and challenges, you have to maintain an outward looking perspective, to engage, innovate and modernise. To trade and to form partnerships," says Geelan.

"This is why the Danish Embassy in Cyprus is organising a shipping conference in co-operation with the Cyprus Shipping Chamber and a visiting delegation from the Danish Marine Group. We want to send the message that the vibrant shipping sector in Cyprus generating growth and employment opportunities is interesting for Danish companies." The conference is entitled Operational Efficiency by Technology and will take place on April 18, 2013, at the Carob Mill in Limassol.

"The Danish shipping industry has a long history of close co-operation with Cyprus and the event underlines that the shipping industry remains a key sector in the Cypriot economy. I am particularly pleased with the timing of the conference and the participation of a number of Danish companies underlining the resilience of the Cypriot economy and its continued ability to attract foreign interest," she said.

Advantages in vessel performance as well as energy and operational effectiveness are important elements for the shipping sector, and a crucial parameter for operating in a highly competitive market.

"We hope that our conference can contribute with information on how to deal with these challenges presently and onwards.

"Shipping is a Danish stronghold and Danish companies and the expertise and knowhow they represent remain at the forefront of the most advanced segments of the global shipping industry. The importance of Danish shipping is best illustrated by the fact that the fleet operated by Danish shipping companies transports approximately 10 per cent of all globally traded goods," said Geelan. In Cyprus shipping contributes over 5 per cent of the GDP for ship management and 7 per cent of the GDP for ship owning while employing 4,500 people. "I see the potential for further growth," said the Danish diplomat. "Denmark has more than 400 islands and like Cyprus is a seafaring nation hosting two of the largest merchant fleets in the world. We may be small in size and population but that is exactly why we have maintained an open economy and outward looking perspective." **Source : Cyprus Mail**





The “**PACIFIC PEARL**” was the first cruise ship to berth at the new passenger terminal in Sydney harbour this morning Monday 15 April. This used to be the Sydney container terminal when it opened in 1969. In the background is the Harbour Bridge. Photo : Chris de Jong MAIMS – MNI ©

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## CASUALTY REPORTING

### Big Sur: Four rescued after tug boat sinks

Four people are safe after the Coast Guard airlifted them to safety when their vessel sank Saturday afternoon. The Coast Guard received a distress call from the tug named **DELTA CAPTAIN** at 2:55 p.m. and immediately launched rescue crews, including a rescue helicopter that located the crew floating in a life raft. The helicopter dropped a rescue swimmer to the life raft to help hoist the four aboard. The crew members, who have not been identified, were flown to shore in Monterey and transferred to awaiting paramedics.

There were no reports of injuries. Coast Guard crews were on scene and a recovery effort was underway to pull the tug, which has 18,000 gallons of fuel on board, to shore. There were no reports of a spill, but the Coast Guard and the Department of Fish and Wildlife Office of Spill Prevention and Response set up a command post to ensure that

no oil seeped into the ocean. The **DELTA CAPTAIN** sank but may remain attached to the barge it was towing by a cable. Additional tug boats were on their way to the scene to help tow the barge. Source : Mercury News

## NAVY NEWS



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## Scorpene submarine project to miss target again as Spanish consultants quit

The **Scorpene** submarine project underway in Mumbai has suffered fresh troubles, with a new assessment showing another 18 months of delay even as its Spanish consultants have left the venture.

According to sources, **Mazagon Dock Limited (MDL)** has informed the Navy that the project would be delayed by another 18 months from the 2015 deadline announced by defence minister AK Antony in Parliament last year.

Source : IndiaTimes

## Day One: Exercise Joint Warrior begins

The largest ever NATO exercise to take place off the coast of Scotland has begun as the Royal Navy, Army and RAF



put their warfighting skills to the test. Seven warships from the UK, Netherlands and Canada sailed in formation from the East coast of Scotland round to the West today where they will join up with the rest of the task group on Tuesday. Involving more than 40 warships, 40 fixed-wing aircraft and 30 helicopters from the UK, Netherlands,

Canada, France, Denmark, Belgium, Norway, Poland, Sweden and Germany, over 12,000 personnel will be taking part in **Exercise Joint Warrior**.

## Small fire breaks out on new warship



The Navy has confirmed a report by DefenseNews.com that a small fire occurred aboard the new littoral combat ship **Coronado** during sea trials Friday in the Gulf of Mexico. The ship, which is scheduled to be homeported in San Diego, encountered the problem while it was testing its propulsion system. DefenseNews.com says



insulation on the starboard diesel "smoldered, then ignited." The fire was quickly extinguished.

Chris Servello, a Navy spokesman, said in a Twitter message to U-T San Diego, "Key point-no injuries--minor damage." The Coronado is an Independence-class LCS, a new type of warship that's meant to improve the Navy's ability to perform a variety missions at high speed in shallow coastal waters.

## Congress rejects surplus U.S. frigates for Turkey

Turkey has failed to win U.S. approval for surplus naval ships. Officials said Congress failed to approve a Turkish request for two U.S. Navy frigates in 2012. They said legislation introduced in and passed by the House did not reach the Senate amid a heavy domestic schedule.

The Greek lobby in Congress has opposed the frigate deal with Turkey. Ankara has warned of deploying its Navy to stop energy projects by Israel and the Republic of Cyprus. "There wasn't enough time for the Senate to approve the bill before the end of the legislative term," an official said. Under the bill, the Turkish Navy would have received two surplus guided missile frigates for free. The vessels were identified as **USS HALYBURTON** and the **USS THACH**, retired from the U.S. military. The surplus navy legislation was introduced by Rep. Ileana Ros-Lehtinen, chairwoman of the House Middle East and North Africa subcommittee on Dec. 11, 2012. Twenty days later, the House approved the bill, four days before the end of the congressional term on Jan. 3, 2013. Officials said the administration of President Barack Obama has urged Congress to approve the frigates for Turkey. They said the legislation would again be introduced in the House this year. Source : [WorldTribune.com](http://WorldTribune.com)

## SHIPYARD NEWS

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# NEXUM

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The **LEWEK CONSTELLATION** under construction in Vietnam

Photo : Capt. Jelle de Vries ©

## Four Damen fast crew suppliers

**Damen Shipyards** have secured orders for four **Twin Axe Fast Crew Supply (FCS)** vessels - all of which will be used for offshore wind maintenance operations around the UK.



The first three **Twin Axe FCS 2610** vessels being built at **Damen Shipyards**, Singapore, will be delivered to the UK's **Maritime Craft Services (Clyde) Ltd (MCS)** in early May. **MCS** ordered these new vessels, just months after taking delivery of its first two catamarans.

The vessels will be deployed in supporting offshore wind farms and in maintenance activities. MCS operates a 19 strong fleet of workboats and already has several **Damen** vessels including Multi Cats and Shoalbusters.

**Mr Dirk Kuijt**, CEO, MCS, said: "The revolutionary Twin Axe Catamaran design pierces smoothly through the waves, reducing slamming to a minimum which makes it very comfortable for the crew and its passengers. With the usual high standard of **Damen** Shipyards' finishing, the **FCS 2610** is proven to be very reliable and more than capable of doing the job it is designed and intended for. "

Meanwhile, the fourth vessel, the **Thunderbird**, is bound for the Cornish renewable contractor, Marineco. The company was the first customer to buy one of these vessels nearly two and a half years ago and this will be its fourth.

Siemens will be deploying **Thunderbird** off the west coast of England, where it will be used to perform installation and maintenance work for Walney Offshore Windfarms.

The **Twin Axe FCS 2610**, which measures 26m x 10m, has capacity for transporting 12 technicians. It has a maximum speed of **26 knots** with a range of 1,200nm. It can be used to deliver cargo to platforms and carry out crew transfers to and from the turbine.

**Photo's : Piet Sinke ©**





Damen will be introducing the **FCS 2008** in the summer of 2013. It says that its smaller size, lower fuel consumption and price will make this vessel a strong competitor for other makes of comparable size. **Bron: Seawork International**

See The **Damen Twin Axe FCS 2610** in action at :

[www.youtube.com/watch?v=9s5Xb5aBDD0](http://www.youtube.com/watch?v=9s5Xb5aBDD0)

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## A New Era in Fleeting

Ship docking tugs now take the Z-drive for granted, but it has found only limited acceptance for river towboats. That is about to change with a new boat being built for The Carline Companies at Raymond and Associates in Bayou LaBatre.



One of the Carline companies is the Burnside Fleet located at Mile 169 on the lower Mississippi River between New Orleans and Baton Rouge. When the big tows of up to forty 195 by 35-foot barges come down river, it is the fleeting tug's job to take selected barges off the tow and "park" them in the riverside fleet. A fleet is a string of barges moored along the river for which smaller towboats provide switching and shifting duties.. Later they will take the barges to nearby docks or ships moored in mid-stream for off loading. This is a job that requires a power and agility in the towboat that moves these barges around. It is a high demand job in which time and timing are all important. When Carline's new 68 X 34-foot boat, **M/V USS Cairo**, goes to work at the fleet in September 2013 it will herald a new era that will, as did the early z-drive harbor tugs, create a whole new set of performance standards.

Designed by the noted naval architect firm of Townsend Marine Designs in South Portland, Maine there are more than the Z-drives to catch the attention of the industry. The octagonal wheelhouse, with its 360-degree windows, is also reminiscent of a harbor tug. The wheelhouse sits atop a deck cabin with sloped sidewalls to provide optimum visibility to the working deck fore and aft. Unlike other fleet boats, the new vessel will have push knees both fore and aft. On deck there will be two Win-Tech 65-ton winches for face wires and a single Win-Tech Capstan. A Palfinger PK-12000 crane will be mounted forward on the first deck level.

Main propulsion will be provided by a pair of Tier III compliant **Cummins QSK19-M** engines each delivering 750 HP through Twin Disc HPT0366 gears to the Z-drives. These drives will be Thrustmaster 750 Azimuth Thruster- TH750 MZ. A pair of Cummins QSB-7-powered 150 kW generators will provide auxiliary power. In anticipation of the new Subchapter M regulations for inland towboats, Carline and their design team have worked to approximate the, as yet



unconfirmed, guidelines. As with most fleet towboats this will be a “day boat” with a galley but no need for overnight accommodation. Tankage will include 16,000 gallons of fuel, 3,000 gallons of water and 400 gallons of lube oil.

“The M/V **USS Cairo's** z-drive propulsion system is the first of its kind on a dedicated fleet boat working on the Mississippi River,” says Lew Parks, CEO of Carline Management Company Inc. in Gonzales, Louisiana, “The increased speed, safety and efficiency were specifically sought out by Carline to meet the service demands anticipated at the Impala's new Continuous Barge Unloading dock. Carline anticipates that the volume demands, coupled with environmental limitations due to river current, will exceed the capabilities of a conventional fleet boat.”

Rendering courtesy of Carline Management Co. Inc.



The **WASHINGTON EXPRESS** moored in Miami – Photo : **Peter Maanders** ☺

## **Rickmers-Linie Carries Bangladesh-Made Ferry to Denmark**

Floating craft like motor yachts, sailing yachts or catamarans are quite a regular sight on Rickmers-Linie vessels. However, the ferry which Rickmers-Linie carried from Bangladesh to Denmark on board the long-term charter vessel **Baltic Winter** is remarkable. It is the first ferry built by a Bangladesh shipyard for European owners and will be put in service by Hundested-Rørvig Færgefart AS across the fjord after which the ferry is named: **ISFJORD**. At a length of 49.80m and a breadth of 11.20m, the ferry's carrying capacity is 28 cars and 147 passengers. Her two main engines, with 500hp each, allow for a speed of approximately 11 knots. The total weight of the ferry is 470 tons.

The ferry was built by **Western Marine Shipyard** Ltd in Chittagong, Bangladesh. After delivery to her owners in February, she was taken on board the multipurpose heavy lift vessel **BALTIC WINTER** using its two 400-ton cranes in early March. The transit to Denmark took six weeks and delivery of the ferry took place on Sunday, April 14 at Hundested roads with direct discharge into the waters of the Kattegat.

Takeover, lashing, securing and discharge were prepared and supervised by Rickmers-Linie's Cargo Transport Engineering team, ensuring a precise and smooth operation. The **BALTIC WINTER**, soon to be renamed **RICKMERS DUBAI**, is a sister ship of the **RICKMERS CHENNAI**, the charter of which Rickmers-Linie announced a week ago. These two vessels have the greatest lifting capability in the Rickmers fleet. Two 400-ton cranes that can be twinned to lift 800 tons are complemented by a 120-ton crane further forward

## **MacGregor offshore cranes meet specialist operator's needs**

**MacGregor**, part of **Cargotec**, has secured its third identical offshore crane contract for Volstad Maritime AS series of 125m offshore construction vessels being built by Bergen Group Fosen shipyard in Norway. The order is booked in the first quarter 2013 order intake. Two more active heave-compensated (AHC) MacGregor offshore cranes have been

ordered for hull 091, the third in a run of 125m-long offshore construction vessels (OCVs) for Volstad Maritime AS. The vessel is part of a series of Skipsteknisk ST-259-CD design sisterships being delivered by Bergen Group Fosen shipyard in Norway for the seismic exploration and offshore inspection, repair and maintenance specialist.

As with the two previous orders from Bergen Group Fosen, the OCV will feature a 250-tonne subsea crane and a 15-tonne offshore crane. The delivery is scheduled for August 2014. "This is the third identical offshore crane order we have received for these versatile, specialist vessels," says Frode Grøvan, Director, Sales and Marketing for Advanced Load Handling. "The OCVs will perform a range of subsea maintenance and construction work, and, like the cranes, have been designed for operation in harsh offshore environments."

The first of Volstad's new-generation fleet, **Grand Canyon** (hull 089), was delivered in October 2012. Hull 090 was ordered in February 2012 for handover in October, 2014.



On her maiden trip the **COSCO BELGIUM** is leaving the port of Antwerp at low tide !  
She is pictured in the Pass of Bath on monday afternoon for her first return voyage to the Far East.

Photo : **Adri de Schipper** ©



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



Instagram image of the **RMS Rotterdam** passing through the Koningshaven Rotterdam with its bridges: The "Hef", Koninginnebrug and Erasmusbridge. **Photo : Hans Hoffmann (c)**

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