



Number 126 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 06-05-2013**

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stevedoring & warehousing		
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rhb ROTTERDAM	PROJECT CARGO HEAVY LIFTS UP TO 1500 TONS INDUSTRIAL BREAKBULK ASSISTING OFFSHORE VESSELS	

ISPS CERTIFIED



The 42 mtr long SANCTE IOSEPH moored in Malta , built as the SMIT SUMATERA in 1983 at Sing Koon Seng Pte Ltd - Singapore under Yard/hull No.: 607 the AHT was sold in 2010 to Polidan Bros in Malta and named in SANCTE IOSEPH

Photo : Mario Schembri ©

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
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The **DP GEZINA** during trials at the Oosterscheldt River in the Netherlands

Photo : **FLYING FOCUS** luchtfotografie - www.flyingfocus.nl ©

Seacontractors signs a contract for 2 new Shoalbusters

On the 2nd of May 2013 in Flushing, the Netherlands **Seacontractors** signed a contract for two newly built **Shoalbusters** named the **Sea Delta** and the **Sea Hotel**. They are the 2nd and 3rd **Damen Shoalbusters** of the **2709** type additional to the existing fleet of 6 Damen Shoalbusters. The **Sea Delta** and the **Sea Hotel** are expected to be delivered in July and September this year by **Damen/Yard Albwardy**



in Dubai, the United Arab Emirates. Both workboats have a bollard pull of 40 tons and have a maximum speed of 12 knots. The **Sea Delta** and **Sea Hotel** are each equipped with 2 Caterpillar 3512B engines type TA/A with a total bkW of 2238 and have a hydraulic deck crane type Heila HLRM SL140-4, 5.3 tons (m) m@ 18:03.



From the 1st of January 2013 **Seacontractors** is sailing in a new direction, the nautical service provider has laid its focus on a global coverage of services. These two workboats are part of a large expansion of services within the group, says owner **Xander Schanssema**.

Fred Olsen reports boom in cruises

THEY are registering in their hundreds.

Cruise liner company **Fred Olsen Cruises**, which has several sailings from Southampton, has reported its highest ever number of advance registrations for the firm's new 2014/15 cruise programme.



The **BALMORAL** in Gibraltar – Photos : **Francis Ferro ©**

It has received more than 800 advance registrations, which it attributes to a new range of itineraries to exotic destinations worldwide. Cruises will visit 246 destinations during 2014/15 across 85 countries.

Southampton is one of the company's ten regional departure ports in the UK and will see its fleet – **Balmoral**, **Braemar**, **Boudicca** and **Black Watch** – taking guests to locations worldwide.

Fred Olsen will also work with destinations to create a greater link between cruises and events, such as the Baltic festivals of Kieler Woche in Kiel, Germany, and the worldrenowned Jazz festival in Copenhagen, Denmark.

Next year the triple-city cruise break will allow guests to discover destinations with overnight stays in each city.



The **BRAEMAR** enroute Amsterdam – Photo : Ruud Coster ©

Braemar's 13-night M1425 Baltic capitals city break in August 2014 will combine the Baltic with three overnight stays in the region's most historic cities – St Petersburg in Russia, Tallinn in Estonia, and Copenhagen in Denmark.

Nathan Philpot, sales and marketing director for the cruise firm, said: "The itineraries of many of these advance registration bookings are for themed cruises, or planned to coincide with world-famous events, such as the Cannes Film Festival, the Monaco Formula 1 Grand Prix, or the Prix de l'Arc de Triomphe.

"Other pre-booking favourites include a 'mystery cruise' on Black Watch and a series of Norway departures to view the Northern Lights.

"We are particularly grateful for the support that our loyal agents have given us in promoting these cruises to their clients." For more information, visit www.fredolsdencruises.com Source : Daily Echo

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EMPA MEETING IN MALTA

On Wednesday the 24th of April 2013, the Honourable Dr. Edward Zammit Lewis, Parliamentary Secretary for Competitiveness and Economic Growth of the Republic of MALTA opened the three day Conference and Annual General Meeting of the **European Maritime Pilots' Association (EMPA)**. EMPA is a non-profit organization and extends to 25 European countries, including Norway, Russia, Croatia, Turkey and Ukraine. **EMPA** represents roughly 5,000 maritime pilots. It is EMPA's mission to continuously improve the profession of Maritime Pilotage by creating a platform for Maritime Pilots from all over Europe. We aim to increase public awareness as to the importance of professionally organized Maritime Pilotage throughout European Ports. The essential task of the Maritime Pilot is to guide sea going vessels into and out of all major ports all over the world. A Maritime Pilot has specialized knowledge of local conditions and operational practice and skills in handling sea going vessels in restricted waters.



Photo : Marijn van Hoorn ©

European Pilots have to meet the challenges of increasing ships' size, increasing traffic, the public demand for higher sustainability and the EU's goal for an eco-efficient transport network towards 2030.

The Conference came to the following conclusions:

- ☐ The importance of innovative navigation technology on board ships is recognized by Marine Pilots. This technology however, is merely an aid to decision making on board and does not replace the Navigator and Pilot on board.
- ☐ Close cooperation between Maritime Pilots and Vessel Traffic Services remains essential to ensure safe passage of ships in European ports and waterways.
- ☐ The recruitment of highly skilled European Maritime Pilots will be a challenge for the years to come.
- ☐ Holders of a Pilot Exemption Certificate cannot be equivalent to a Pilot.
- ☐ Maritime Pilots are aware of the economic difficulties faced by the shipping industry and ports, however commercial pressure must not be allowed to influence the safe operation of Pilotage.

On Friday the 26th of April Capt. Jacques Sauban stepped down as president of EMPA and Capt. Stein Inge Dahn was elected as president for four years by the General Meeting. During the same meeting Capt. Chris Lefevere stepped down as Secretary General and Capt. Dirk Vael was elected as Secretary General for four years.

For more information visit our website: www.empa-pilots.eu or contact the EMPA office in Antwerp tel: +32 323 186 80

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NYK reveals software for LNG carrier training

Two subsidiaries of **Nippon Yusen Kabushiki Kaisha (NYK Line)** say they have developed onboard training software for the crews of liquefied natural gas (LNG) carriers.

The LNG-Shipboard Training and Assessment Recording System (LNG-STARS) uses computer-generated images to explain special cargo-handling operations and other aspects of managing cargo on LNG carriers, which cannot be seen firsthand.

Officers and engineers can use the software, which includes tests to assess understanding, on land or onboard, helping trainees gain the skills to prevent accidents and problems.

Read in full: <http://shipandbunker.com/news/apac/305481-new-nyk-software-for-lng-carrier-crew-training>



The 2nd Sinker for the new to build Botlek bridge was installed by **Mammoet** last weekend

Photo : Skeyes www.skeyesphoto.com ©

France will fight EU ruling on SNCM subsidies

Fri May 3, 2013 10:16 am (PDT) . Posted by: "Matthew Sudders" mattsudds PARIS: France said Friday it would seek to reverse an EU decision to order ferry firm SNCM to pay back 220 million euros (\$288 million) in state aid, which could prove a death knell for the cash-strapped company.

Following an in-depth probe triggered by a complaint by SNCM's Italian rival Corsica Ferries, the European Commission ruled Thursday that part of the state aid given to the company was incompatible with EU competition rules.

SNCM, which provides ferry services between mainland France and Corsica, Tunisia, Algeria and Sardinia, has until the end of August to "hand back the money to the taxpayers" -- in this case to the French region of Corsica.

"We will in the next few weeks file a request for a stay of execution and a plea for annulment at the European Court of Justice," the cabinet of French Prime Minister Jean-Marc Ayrault told AFP.

The EU decision could prove a death knell for the 1,400 employees of SNCM, which registered a loss of 14 million euros last year for a turnover of just 300 million euros and has suffered a string of strikes.

The European Commission said it had taken into account the need for Corsica to have effective maritime links with the mainland, and ruled that while some state compensation was justified, other types of aid gave it an "unjustified advantage."

SNCM -- which traces its roots back to 1850 -- is seen as a key link between Corsica and the mainland, and the government said Friday it needed to "defend the territorial continuity" between the island and the rest of France.

Source: **The Economic Times / Ferries of Southern Europe**



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Stephen Richard Schueler joins Maersk Line as new Chief Commercial Officer

Maersk Line announces the hiring of Stephen Richard Schueler as Chief Commercial Officer, effective as of 27 May, said in the company's press release. Stephen is American, 46 years old, and joins Maersk Line from Microsoft Corporation where he was the head of global retail sales and marketing.

Prior to Microsoft, Stephen was with Procter & Gamble for more than 20 years, developing his sales and management skills in a variety of roles across Europe, South America and Asia before becoming Procter & Gamble's head of global retail sales.

"We are tremendously excited to welcome Stephen to the Maersk Line team as Chief Commercial Officer," says Maersk Line CEO, Søren Skou.

"Stephen has developed and led the global sales operations of two of the world's largest and most prestigious companies with great results. We are focused on improving the way we sell our services to customers in order to reach volume and profit targets and Stephen brings valuable insight that we hope to leverage. Combined with extensive international sales experience, he is exactly what we are looking for to further strengthen the Maersk Line sales force," says Skou.

Stephen takes over from current Chief Commercial Officer, Lucas Vos, who leaves his role 1 May.

As CCO, Stephen will be responsible for more than 9,000 Maersk Line employees in 125 countries, which includes the global country organisations and all global sales, customer service and communication related tasks.

He will continue the organisation's efforts to improve the way products and services are sold to customers, focusing on sales efficiency, value selling and customer needs.



Mammoet's **Zephyrus** and barge **Krammer** leaving Brest to for Bayonne after bunkering.

Photo : Jacques Carney ©

Oil-Tanker Rates Climb as Demand to Book Vessels Seen Gaining

Charter rates for the largest oil tankers hauling Middle East crude to Asia extended gains for a fourth session amid speculation that demand to book the vessels strengthened.

Hire costs for very large crude carriers on the benchmark Saudi Arabia-to-Japan voyage rose 0.6 percent to 34.20 industry- standard Worldscale points, data from the London-based Baltic Exchange showed today. Rates climbed to the highest since March 27.

The supply of supertankers available in the Persian Gulf over the next four weeks declined by one to 76 ships, according to an e-mailed note from Marex Spectron Group today. The tally stood at 91 for the same period a month earlier. Charterers "have been providing quite a bit of action" as more ships were booked, said Kevin Sy, a Singapore-based freight-swaps broker at the company. "Activity was higher than normal despite holidays with chartering interest across the board," Oslo-based investment bank RS Platou Markets AS said in an e-mailed report today. "Rates could move higher if activity is maintained."

Earnings on the benchmark route fell 0.3 percent to \$1,499 a day, exchange data show. Returns were negative between March 28 and April 29, according to the exchange. Each of the tankers can hold 2 million barrels of crude. The bourse's assessments don't account for owners improving returns by securing cargoes for return-leg voyages or reducing speed to burn less fuel.

The Worldscale system is a way of pricing oil cargoes on thousands of trade routes. Each individual voyage's flat rate, expressed in dollars a ton, is set once a year. Today's level means hire costs on the benchmark route are 34.20 percent of the nominal Worldscale rate for the voyage. The biggest one-day change for crude oil tankers was for ships hauling 70,000 ton cargoes to the U.S. Gulf from the Caribbean, which rose 1.6 percent to 104.55 Worldscale points, exchange data show. For ships moving refined fuels, the largest move was for diesel shipments to Europe from the U.S. Gulf, which rose 0.9 percent to 78.21 points. **Source: Bloomberg**



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Hong Kong dockers reject 9.8pc pay rise offer as Dutch show their support

Union says its members unanimously agreed to turn down a 9.8 per cent pay rise offer as Dutch unionists arrive in city to show their support

By : Ada Lee and Jolie Ho

Striking dockers rejected a 9.8 per cent pay rise offer from their employers, and said they would only settle the dispute through negotiations over pay and conditions.

Leaders of the strike at the Kwai Tsing container terminals, now the longest in Hong Kong industrial relations history, said the offer - made on Friday - fell short of the double-digit pay rise they wanted and did not cover issues involving working conditions which are also in dispute.

The latest twist in the industrial action, which enters its 39th day today, came as members of a Dutch trade union, which represents workers in a Rotterdam port owned by Hutchison Port Holdings (HPH) flew to Hong Kong to show their support.

HPH, through Hongkong International Terminals (HIT), operates the five terminals at Kwai Tsing. The striking dockers work for HIT contractors.

The Dutch workers said they were trying to build support for the strikers at ports across Europe.

The contractors - Everbest Port Services, Pui Kee Stevedore Company, Lem Wing Transportation and Comcheung Human Resources - presented their take-it-or-leave-it pay-rise proposal in a statement late on Friday, and added that they would not engage in further talks.

After a three-hour meeting yesterday, the Union of Hong Kong Dockers said its members unanimously agreed to continue their strike. It said many issues, such as meal and toilet breaks, were not settled in previous negotiations, and that it wanted a sixth round of talks.

Moreover, it said the contractors could not quickly replace workers with new ones. Unionist Stanley Ho Wai-hong insisted the dockers receive a "double digit" pay rise. "We will not accept any proposal [before a new round of talks]. It has been the company's tactics to settle issues under the table. We will not accept that," he said.

Niek Stam of the Dutch union said: "It is disgraceful that the big boss of Hutchison here in Hong Kong doesn't deliver what it should deliver as an employer." He also said the union would try to campaign with unions in other major ports in Europe that are also owned by Hutchison to put more pressure on the firm.

The Dutch dockers are directly employed by HPH, and earn the equivalent of HK\$270,000 to HK\$400,000 a year, 50 to 67 per cent more than their Hong Kong counterparts. They work 178 hours a month, compared to the 330 hours Hong Kong dockers put in, and have collective bargaining power.

Everbest and another contractor, Global Stevedoring Service, earlier offered a 7 per cent pay increase. Dick Wong Chi-tak, representative of Everbest, admitted yesterday that the 9.8 per cent offer was "no different" to the previous offer given it included benefits not currently part of base salaries. He said the company could not make further concessions.

Source : South China Morning Post

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Zeiljacht maakt water

De reddingboten van Breskens en Cadzand zijn deze middag uitgerukt voor een zeiljacht dat water maakte. Met pompen kon het water weggepompt worden. In Breskens is het zeiljacht gelijk uit het water gehesen. Een 18 meter lang zeiljacht vaart in de monding van de Westerschelde, wanneer de 8 koppige bemanning ineens ontdekt dat het jacht water maakt. De eigen bilgepompen kunnen het niet bijhouden, waardoor ze gelijk alarm slaan.



Rond kwart voor drie gaan de piepers af en wordt uitgevaren met reddingboot **Zeemanshoop**. Onderweg naar het jacht worden snel alle pompen in gereedheid gebracht. Net voordat de reddingboot arriveert is **Kees Muller** met zijn motorjacht **Grand Slam** ter plaatse. Hij kan de bemanning van het zeiljacht voorzien van een elektrische pomp.

Als de **Zeemanshoop** ter plaatse is, worden er direct twee opstappers overgezet.

Tevens ook de elektrische pomp van de reddingboot. Al snel blijkt de situatie onder controle. Onder begeleiding van de reddingboten, de **RWS 78** en het motorjacht **Grand Slam** vaart het jacht zelfstandig naar Breskens.

De reddingbootbemanning heeft de situatie al doorgegeven aan de jachtwerf, waardoor bij aankomst de kraan al gereed is. Een tijdje later hangt het jacht dan ook veilig in de kraan. Tot op dit moment is het onduidelijk waardoor de lekkage ontstaan is. **Bron: KNRM- Breskens**

NAVY NEWS



The **L 15 BULWARK** enroute Rotterdam – Photo : Kees van Schie ©

INS Arihant, India's N-powered submarine, to be operational soon

In a big step towards securing India's nuclear deterrence capabilities, the reactor on board the indigenously built nuclear-powered submarine **INS ARIHANT** is set to become operational within three weeks. The submarine, which is over 100 metres long, has been undergoing trials in Visakhapatnam for the last three years .

Dr VK Saraswat, the chief of the Defence Research and Development Organisation or DRDO, shared these exclusive details with NDTV. He said that once the Indian-made enriched uranium nuclear reactor - which has been in development for two decades - becomes operational, **INS ARIHANT** will be ready for sea-trials and will subsequently be commissioned. (Watch)

The induction of **INS ARIHANT** into the Indian Navy's fleet will complete the crucial link in India's nuclear triad - the ability to fire nuclear weapons from land, air and sea. So far, the US, Russia, France, China, and the UK have the capability to launch a submarine-based ballistic missile.

Though this comes as good news for India's defence capabilities, there is some concern over the overall strength of India's submarine fleet. India has 14 conventional submarines that run on either battery or diesel and are aging and outdated. Each of them will have completed the standard life-span of 25 years by 2017. Source : NDTV

US Navy plans to buy up to 10 destroyers

The Navy plans to announce contracts next month for as many as 10 new destroyers, and Maine's Bath Iron Works is expected to compete for the work.

Navy officials informed Maine's U.S. Sens. Susan Collins and Angus King on Friday that the Pentagon plans to announce multi-year contracts for as many as 10 DDG-51 destroyers by June 4.

The Arleigh Burke-class destroyers, each of which costs well in excess of \$1 billion, would be procured by the Navy from fiscal year 2013 to 2017. The Navy's previous budget included requests for nine DDG-51 destroyers during that period.

BIW, which is owned by General Dynamics, has built 36 of the 66 DDG-51 destroyers purchased by the Navy since 1985, according to statistics from the Congressional Research Service. The other 30 were built by BIW's primary competitor, Ingalls Shipbuilding in Pascagoula, Miss.

King and Collins said the announcement is good news for BIW and its roughly 5,000 workers.

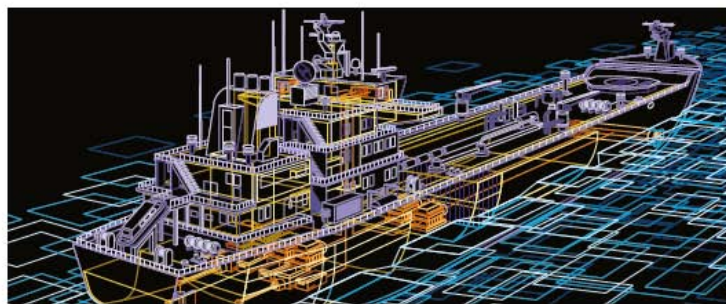
"The fact that the Defense Department is committing to building up to ten DDG-51s over the next five years means a guaranteed opportunity for BIW to compete to build these ships," Collins said in a prepared statement. "It provides a much-needed sense of job security for the highly-skilled men and women who work there."

King said: "The talented workforce at Bath Iron Works builds some of the best ships in the world, and I have no doubt that they are strong competitors to build a significant number of these vessels."

Both of Maine's senators serve on Senate committees with influence over military budgets and procurement. Collins serves on the Appropriations Committee while King is a member of the Armed Services Committee.

Both senators worked to pass a new spending bill for the Department of Defense that would enable the Navy to award multi-year contracts for new ships this year. Additional details about the Navy's shipbuilding plans for fiscal year 2014 and beyond are expected to be discussed next week during congressional hearings.

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STX weighing France, Finland shipyard sales as debt woes mount

South Korea's **STX Offshore & Shipbuilding Co Ltd** said on Friday it is considering the sale of shipyards in France, Finland and China as STX Group looks to address its mounting debt.

Holding company **STX Corp** - and affiliates **STX Heavy Industries Co Ltd** and **STX Engine** - have applied to creditors for corporate restructuring, main creditor Korea Development Bank (KDB) said. Separately, a spokesman said on Friday that STX Corp had agreed to sell a 43.2 percent stake in heating and power unit STX Energy to a Seoul-based private equity firm.

STX Group since last year has shed assets including a stake in **STX Energy** and Singapore-listed **Vard Holdings Ltd**, formerly **STX OSV Holdings Ltd**. The group has been hurt by a downturn in the global shipping industry since the financial crisis.

STX Group affiliates have roughly 1 trillion Korean won (\$907.81 million) in corporate bonds maturing this year, KDB Executive Director Ryu Heui-kyoung told reporters on Friday.

STX Engine missed payment of a combined 79.3 billion won that matured on Tuesday and Thursday. STX Corp faces some 200 billion won in debt maturing this month, Ryu said. **STX Offshore**, which applied for corporate restructuring earlier this year, is currently undergoing due diligence by creditors before terms of the restructuring are decided.

It controls **STX France** and **STX Finland** through subsidiary **STX Europe AS**.

STX Offshore's China subsidiary **STX Dalian Shipbuilding Co** is seeking a capital infusion including a possible stake sale, an STX Corp spokesman previously told Reuters.

KDB's private equity arm is currently conducting due diligence in **STX Pan Ocean Co Ltd** with an eye toward buying the unit after the shipper attracted no suitors in an open bidding. **Source : reuters.com**

Ingalls Shipbuilding Awarded \$487 Million Contract to Build Sixth U.S. Coast Guard National Security Cutter

Huntington Ingalls Industries announced that the U.S. Coast Guard has awarded a \$487 million, fixed-price-incentive-fee contract to its **Ingalls Shipbuilding** division to build the sixth National Security Cutter, **Munro (WMSL 755)**.



"Our Coast Guard customer continues to be extremely pleased with the performance of the NSC, and this contract proves that," said Jim French, Ingalls' NSC program manager. "Our shipbuilders continue to execute well on this contract, and the design/build plan is at a mature stage. We currently have two more ships under construction and expect to

start NSC 6 in October." NSCs, the flagships of the Coast Guard's cutter fleet, were designed to replace the 378-foot **Hamilton-class** high-endurance cutters, which entered service during the 1960s. Ingalls has delivered the first three. The fourth, **Hamilton (WMSL 753)**, currently at 40 percent complete, is scheduled to launch this summer and will be christened in October.

Keel-laying for the fifth NSC, **James (WMSL 754)**, is set for May 17. The ship is currently 17 percent complete and will launch in the spring of 2014. A long-lead material contract for **Munro** was awarded in 2012, and all associated equipment has been ordered.

Ingalls builds, integrates and tests the NSC hull, mechanical and electrical (HME) systems, while Lockheed Martin provides the command, control, communications, computers, intelligence, surveillance and reconnaissance (C4ISR) capabilities onboard the cutters.

NSCs are 418 feet long with a 54-foot beam, displacing 4,500 tons with a full load. They have a top speed of 28 knots, a range of 12,000 miles, an endurance of 60 days and a crew of 110.

The **Legend-class** NSC is capable of meeting all maritime and national security mission needs required of the high-endurance cutter, including new requirements in support of Arctic exploration. The cutter includes an aft launch and recovery area for two rigid-hull inflatable boats and a flight deck to accommodate a range of manned and unmanned rotary wing aircraft. It is the largest and most technologically advanced class of cutter in the Coast Guard, with robust capabilities for maritime homeland security, law enforcement, marine safety, environmental protection and national defense missions. This class of cutters plays an important role enhancing the Coast Guard's operational readiness, capacity and effectiveness at a time when the demand for their services has never been greater.

Huntington Ingalls Industries (HII) designs, builds and maintains nuclear and non-nuclear ships for the U.S. Navy and Coast Guard and provides after-market services for military ships around the globe. For more than a century, HII has built more ships in more ship classes than any other U.S. naval shipbuilder at its **Newport News Shipbuilding** and **Ingalls Shipbuilding** divisions. Employing about 37,000 in Virginia, Mississippi, Louisiana and California, HII also provides a wide variety of products and services to the commercial energy industry and other government customers, including the Department of Energy. For more information about HII, visit:

-- HII on the web: www.huntingtoningalls.com

-- HII on Facebook: www.facebook.com/HuntingtonIngallsIndustries

-- HII on Twitter: twitter.com/hiindustries

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Cruise Ship Building 2013

When you consider that man has been sailing for literally thousands of years, building passenger ships is a one of the world's most evolved technologies. That is why nations like Germany and Japan, known for cutting edge engineering and technology, are among the leaders in the field. But shipbuilding has become a very competitive business where a single contract can make a billion dollar difference in a shipyard's gross profits for a given year.

Seemingly for the first time since the advent of modern cruising, even though it isn't often said in so many words, there are signs that the cruise industry already has enough capacity to fill consumer demand.

Bernard Meyer, head of the premier **Meyer-Werft** shipbuilding facility in Papenburg, Germany, recently expressed his concern over shipyard over-capacity. **Meyer-Werft** is responsible for building such classic cruise ships as all of the **Celebrity Solstice-class** and the latest Disney vessels; **Disney Dream** and **Disney Fantasy**.

Last week **Meyer** said, "Because of giant over-capacity in shipbuilding, newbuilding prices have plummeted and continue to drop. The shipyard must now confront this big challenge and this involves a consistent reduction of costs and a continuous increase in productivity." While **Meyer** is specifically referring to over-capacity is in the number of shipyards, it suggests over-capacity in the number of cruise ships since the number of European shipyards has not increased. Five years ago there was plenty of business for all five of the major European shipyards; **Meyer Werft** in Papenburg Germany, the **STX shipyards** in Finland and France, and the **Fincantieri shipyards** in Monfalcone and Genoa, Italy.

Whether or not the cruise industry is over-built or just at full capacity depends on whether the economy slips back into recession - and there are already many indications that it already has. If there are more staterooms to fill any given day or week than there are buyers then it is very hard for the cruise lines to raise prices.

Somewhat ironically, however, the drive to build new cruise ships has not completely disappeared. The current under-utilization of European shipyard facilities means a lot of competition to capture the small amount of remaining business. So, whether or not the cruise industry needs them, it is a great time to negotiate a good price to build a new cruise ship.

Just late last week a last-minute change in shipyards by **Royal Caribbean** for the order to build its third Oasis-class vessel; taking the order away from the Finland **STX shipyard** and handing it to the sister **STX shipyard** in France at a price point substantially lower than the cost of either of the two preceding **Oasis-class** vessels, indicates that even with individual ship orders coming in priced between \$600-million to a billion dollars per vessel, the shipyards are willing to build these ships at next to no profit at all.

The first **Oasis-class** vessel cost \$1.4-billion, the second one (**Allure of the Seas**) cost \$1.2-billion. The Finland-based **STX shipyard** balked at building the third identical ship for \$1-billion; especially since the government of Finland was asked (by the shipyard) to guarantee the loan for **Royal Caribbean** to pay for the ship, something the Finnish government did agree to do with the first two ships.

The fact that Finland would pass on that order, even though it is the most qualified yard for this new vessel (having built the first two identical ships) indicates that **Royal Caribbean** was in the driver's seat concerning that order. The only apparent incentive Finland had to take that order was to keep its workers employed and off the dole.

Finland passed on financing the third ship, so the order is now in the hands of the sister shipyard in France - now apparently contingent on securing a loan guarantee from France. Although the loan for the previous Oasis ships was guaranteed by Finland, the money eventually came from mostly French and Swedish banks. So now that the ship will be built in France with a guarantee from the French Government and most likely the money will once again come from mostly French banks.



The **ADVENTURE OF THE SEAS** passing East Cowes, Isle of Wight following her maiden call to Southampton.

Photo : Chris Bancroft ©

Meyer also pointed out a new source of pricing pressure for the European shipbuilding industry - competition from Japan. Unlike Royal Caribbean, competitor **Carnival Corp.** is increasingly relying upon Japanese builders; having already ordered two new 125,000-gross ton ships for its Germany-based sister line **AIDA Cruises** from the **Mitsubishi Heavy Industries (MHI)** shipyard in Japan. AIDA had been a long-time customer of **Meyer Werft** in Papenburg.

Carnival Corp. also has a 3700-passenger ship destined for **Costa Cruises** currently under construction there, and also used MHI Japan to build two 116,000-ton Princess ships; **Diamond** and **Sapphire Princess** which were introduced in the mid-2000s.

Notably, however, the all-new **Royal Princess** coming in June 2013, will be fully constructed at the Italian facility of Fincantieri Shipyards in Monfalcone (near Trieste), Italy; the same shipyard as for the vast majority of **Carnival**, **Costa**, **Princess** and **Holland America** vessels.

The two all-new ships coming to the U.S. market in 2013 and 2014 from **Norwegian Cruise Lines**, the **Norwegian Breakaway** and the **Norwegian Getaway**; are also coming from Europe, but from the **Meyer Werft** facility in Papenburg. Norwegian Cruise Line had a somewhat famous falling out with the STX facility in Nantes, France in 2010 during the building of **Norwegian Epic**. Meyer also won the contract for the largest vessel yet planned to emerge from the shipyard; Norwegian's new "Breakaway-Plus" ship (a working title) which will come in at 163,000-tons making it the second largest cruise ship class in the world after the 220,000-tons Oasis-class ships. That ship should appear in 2015.

Meyer Werft is also currently building the two new "**Project Sunshine**" ships for Royal Caribbean - two new 158,000-ton cruise ships to arrive in 2014 and 2015. Meanwhile **Carnival Corp.** in October ordered two new ships for its Holland America and Carnival brands for delivery in 2015 and 2016, respectively - although the shipyards were not named almost all previous ships for these lines have been built at the Fincantieri Monfalcone facility.

More than likely, 163,000-tons is about as large as **Meyer Werft**, Papenburg, can handle since the shipyard is inside an enclosed facility (said to be the second largest structure in Europe after the Airbus A380 assembly hall near Toulouse, France) and also located on the somewhat narrow and shallow and winding Ems River about 35 miles from the North Sea. The river much be transited by brand new ships before they can enter service. Fortunately, the **Norwegian Cruise Line** ships do not employ pod technology, but rather have traditional propeller drive assemblies, reducing the draft **Source : Cruise Mates**

France spurns call to take over Saint-Nazaire shipyard

France's government dismissed a call to nationalize the Saint-Nazaire shipyard on Saturday but said it was committed to the survival of the facility after a South Korean shareholder threatened to sell its stake.

The Korean company, **STX Offshore & Shipbuilding**, has been hurt by a shipping industry downturn since the financial crisis and may also sell shipyards in Finland and China.

The French government came to Saint-Nazaire's rescue at the end of 2012, helping it win new contracts to stave off the threat of bankruptcy, including a 1 billion euro (\$1.31 billion) contract to build the world's largest cruise liner.

It is faring better today but, since STX's announcement on Friday, unions have been calling for the state to nationalize the shipyard on France's Atlantic coast, one of Europe's largest and a symbol of French industrial prestige.

The government already holds 33 percent of STX France, the company that owns and operates the Saint-Nazaire site.

President Francois Hollande does not want another manufacturing failure on his hands as he struggles a year into his term to make good on a campaign pledge to pull French industry out of the doldrums.

In a joint statement, French industry and finance ministers dismissed talk that Saint-Nazaire and the jobs of its 2,000 employees were under threat and said the government would continue to support its development.

"STX France has strengthened its business in the past few months, thanks to winning big contracts, in particular on the export side," the ministers said. "Saint-Nazaire is therefore not threatened at all by the events in South Korea."

Saint-Nazaire will begin building a cruise ship in September for Royal Caribbean Cruise Line, to be delivered in 2016.

Industry Minister Arnaud Montebourg told French daily Le Monde that nationalizing the site would serve no purpose.

"The Saint-Nazaire shipyard needs more orders, not a new shareholder, because the site is working well," Montebourg said. "We met the conditions in December 2012 to land an order for a giant liner and we continue to work to ensure the long-term future of the site."

The yard built famous cruise liners such as the **Queen Mary 2**, commissioned in the early 2000s to sail between Europe and the United States. **Source : Sun Sentinel**

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China Shipping signs cooperation agreement with Fu Jian Government

On April 20, China Shipping signed a project cooperation agreement with Fujian Government in Fuzhou. Governor of Fujian Province Su Shulin, Chairman of Board, Party Secretary attended the ceremony and delivered speeches. Administrative Vice Governor Zhang Zhinan and President Xu Lirong signed the agreement on behalf of each side, said in the company's press release.

Mr. Su Shulin said that China Shipping is a famous shipping enterprise in China, and achieved attractive fruits last year, which was full of competitions in the market. The signing of the agreement witness by Chairman of Board Li Shaode in Fu Zhou is a great push for the cooperation between the 2 parties. Fu Jian has encountered a precious opportunity for its development. With improvement of the infrastructure for airlines, railway, express ways and ports, many projects have started in Fujian with great potentials. We hope that China Shipping further expand its investment in Fu Jian, especially in the field of shipping logistics, cruise ship ports, construction on coastal lines, ship management. We are confident that Fu Jian will be a key point for the business China Shipping is engaged. We will support China Shipping with best services.

According to the cooperative agreement, China Shipping will turn Fu Jian province into an important base for its shipping, logistics, finance services, cruise ships, crew manning, crew training. China Shipping will also take an active part in expansion of its service network, optimization of the shipping route structure, construction of Southeast Fujian as an international shipping center, participate in the construction of Xiamen Qian Yuan Logistic Zone, Fuzhou Airport Logistic Zone, Xiamen logistic Zone, explore the mode of cooperative management of cruise ships, study the possibility of operating ro-ro or cruise shipping routes between Ping Tan, Xiamen and the ports in Taiwan.



The **PACIFIC ORCA** and **SEA INSTALLER** at **Keppel Verolme** in Rotterdam-Botlek

Photo : **FLYING FOCUS** luchtfotografie - www.flyingfocus.nl ©

MV Baltic Strait makes maiden call at Bintulu Port

MV **Baltic Strait**, the container vessel of **Evergreen Marine Corp (EMC)** with a carrying capacity of 1,702 TEUs, has made her maiden voyage to the **Bintulu International Container Terminal (BICT)** of Bintulu Port last week, said in the company's press release.

This earmarked the launching of another direct shipping service by EMC, known as China Philippine Malaysia Service (CPM) that connect BICT to several major ports within Intra Asia Trade Route.

This shipping service will be the second service call by EMC at BICT and will complement the existing service call of Taiwan Philippine Indonesia Service (TPI). Aside from container vessel **MV Baltic Strait**, another container vessel, **Uni Premier** will be deployed to serve the CPM Service. The routing for CPM Service is Bintulu – Shekou – Hong Kong – Manila – Kota Kinabalu. **MV Baltic Strait** and **Uni Premier** will call BICT on a weekly basis with allocated windows

on Wednesday of each week. The selection of Bintulu Port by EMC for this service signifies their confidence in Bintulu Port. Source : PortNews

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Fugro's **MARINER** arriving in Singapore Tuas basin, built in 1962 at Bijker's Aannemingsbedrijf - Gorinchem under yard number 166 as the 81 mtr long **KAISA DAN**, the soil investigation vessel was named **MARINER** in 1974 and is having since that time Capt Henk in command until today - Photo : Capt. Jelle de Vries ©

Big Port St. Petersburg to have icebreakers dock

LLC Corporation INZHTRANSSTROY kicked off the construction of berthing facilities for icebreakers in Big Port St. Petersburg, the general contractor said.

The complex will include operational water area and two berths of length of 546 meters and 243 meters and a 62m-long arm of the berth. Projected width of both berths is 25 m.

The contractor will build an on-dock road access entrance / exit, lay the utilities and accomplish dredging. There will be a new near-dock territory formed which requires 93,000 cbm of sand and about 60,000 cbm of crushed rock and stone. The builders will manufacture and install 249 precast concrete slabs of anchor wall.

The project is being implemented within the framework of the Federal Target Program (FTP) "Development of Transport System of Russia (2010 - 2015)."

Customer & Developer - the Federal Agency of Maritime and River Transport and FSUE Rosmorport. Completion is scheduled for July 2014.



03-05-2013 : **THORCO SERENITY** , 2004/8987, departing Melbourne

Photo : Andrew Mackinnon – www.aquamanships.com ©



EMAS AMC Awarded \$75 Million Subsea EPC Contract at Smørbukk South Extension

Offshore contractor **EMAS AMC** announced this week that it has been awarded a USD \$75 million contract from Statoil to provide subsea engineering, procurement and offshore construction services for the Smørbukk South Extension's project.

The contract scope includes the engineering, procurement, construction and installation of flexible flowlines, tie-in spools, manifold and umbilical as well as associated abandonment and removal activities.

Mr C.J. D'Cort, CEO of **EMAS AMC** commented on the contract: "This award is a strong validation of our relationship with Statoil in the North Sea. With this latest project addition we continue the steady growth of our global EPCI project portfolio and I would like to compliment our regional team for securing another winning solution in one of the most challenging operating environments in the world."

Offshore activities will commence in Q2 2014 and the project is expected to last through 2015. The contract will be managed out of **EMAS AMC's** Oslo office.

The Development

Located northwest of Trondheim, Norway, Smørbukk South Extension is a part of Statoil's Åsgard unit, one of the largest developments on the Norwegian Continental Shelf. The field has been developed with the Åsgard A FPSO (pictured above), Åsgard B (semi-submersible platform) and Åsgard C FSO. Statoil is the operator with a 34.57% share, other partners in the licence are Petoro AS (35.69%), Eni Norge AS (14.82%), Total E&P Norge AS (7.68%) and ExxonMobil (7.24%).

Discovered in 1985, the Smørbukk South Extension holds estimated recoverable reserves of 16.5 million barrels of oil equivalent, and will be developed with a new subsea template connected to existing infrastructure in the area.

Source : gCaptain

Vinalines fails to sell debt-laden ships

Vietnam National Shipping Lines (Vinalines) in the first quarter was able to sell only three out of 23 ships put up for sale as the firm is still struggling with debts related to those ships.

In a report submitted to the Ministry of Transport, Vinalines said the three ships sold out are **Ha Dong** of Vinaship, **Transco Sun** of Transco and **New Phoenix** of Vinashinlines.

Among companies under Vinalines, Vinashinlines is the enterprise with the most ships put up for sale, at ten units, but the entity has been able to sell only one.

The biggest difficulty facing Vinashinlines is to tackle debts claimed by material suppliers and repairing factories. The local giant is now seeking ways to have the debts restructured after selling ships as well as to unfreeze ships as collaterals at credit institutions.

There are many ships whose debts are much bigger than their selling prices, including the two foreign-flagged vessels **Sea Eagle** and **Hoang Son 28** that have been abandoned at foreign seaports for long.

According to Vinalines, in the context of the current slackened sea transport demand, shipping lines are afraid of purchasing more ships although the prices of old vessels have fallen by as much as 30% in the first quarter against the end of June, 2012. Besides, the oversupply has resulted in slow sales of Vinalines' vessels.

At present, tackling foreign-flagged ships belonging to Vietnamese entities is facing many difficulties.

Speaking with the Daily, Nguyen Nhat, director of the Vietnam Maritime Administration, said his agency is seeking approval from the Government and the transport ministry to dismantle vessels anchored in Vietnam's seaports. And owners of ships left overseas might work with their partners to sell the ships as well, he added.

Source : The Saigon Times Daily

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04-04-2013 : The tug **EN AVANT 7** arrived with the **Scheldeoord** in Harlingen

Photo : Capt. Jan Almoes ©

BOEKBESPREKING

Auteur : Frank NEYTS

"Cruisen op de Middellandse Zee".

Bij de Belgische uitgeverij Lannoo verscheen recent 'Cruisen op de Middellandse Zee'. Het betreft de allereerste Nederlandstalige Michelin gids over dat onderwerp. Deze Michelin gids beschrijft een zestigtal aanlegplaatsen,

verespreid over de prachtige westelijke en oostelijke kusten van de Middellandse Zee. De handige gids, uitgegeven op klein formaat, moet de beperkte tijd van de cruiseganger in de aanloophavens maximaliseren. Waarom zou u gewoon aan boord blijven? Met de gids ontdekt u de mooiste steden en bezienswaardigheden in de buurt van de plaatsen waar u aanmeert. Het boekje staat garant voor de mooiste bestemmingen voor een boeiende excursie vanuit 58 havens aan de Middellandse Zee. Deze gids biedt een handig adresboekje voor elke aanmeerplek: hoe komt u er? Waar gaat u eten of een glas drinken? Welke souvenirs neemt u mee naar huis? Het werkje biedt verder handige stadsplattegronden op basis van de beproefde Michelincartografie. Kortom, alle praktische informatie die u nodig heeft om uw reis voor te bereiden. Plant u een cruise op de Middellandse Zee? Wel, dan mag deze gids zeker niet in uw bagage ontbreken!

"Cruisen op de Middellandse Zee" (ISBN 9 789401 406024), werd als softback op klein vestzakformaat uitgegeven, telt 303 pagina's en kost 16.99 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeverij Lannoo, Kasteelstraat 97, B 8700 Tielt. Tel +32(0)51/42.42.11, Fax +32(0)51/40.11.52. Meer info op www.lannoo.com en www.ViaMichelin.nl.

.... PHOTO OF THE DAY



The yellow duckling on her world tour - now Hong Kong. It seems to me, that every child here in HK is going to have a look at the duck **photo : Hans Schaefer ©**

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