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The image shows a large yellow offshore supply vessel, identified by the hull number 'H-627' and the name 'PANAMA R.P.' on its side. The vessel is equipped with complex yellow rigging and structures, typical of offshore support ships. The background is a clear sky and a body of water.



DEME's TSHD VICTOR HORTA moored at the Thames Estuary
Photo : Peter Hollands ©

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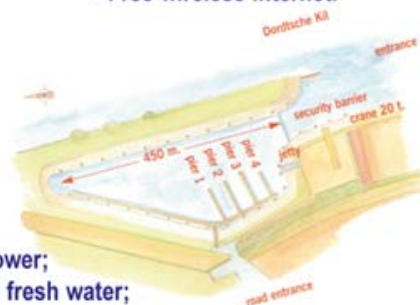
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The **DOLE AFRICA** approaching Vlissingen with 18 knots

Photo : Wouter van der Veen ©

Baltic index down as rates for bigger vessels remain weak

The Baltic Exchange's main sea freight index, which tracks rates for ships carrying dry bulk commodities, fell on Monday, pulled down by weaker activity in panamax and capesize vessels.

* The overall index, which factors in the average daily earnings of capesize, panamax, supramax and handysize dry bulk transport vessels, fell 5 points or 0.59 percent to 836 points.

* The Baltic's panamax index dropped 13 points or 1.4 percent to 917 points.

* Average daily earnings for panamax vessels, which usually carry 60,000 to 70,000 tonne cargoes of coal or grains, were down \$102 to \$7,316.

* The capesize index fell 9 points, or 0.68 percent, to 1,317 points on Monday.

* Average daily earnings for capesizes, which typically transport 150,000 tonne cargoes such as iron ore and coal, were down \$115 to \$5,053.

* "Coal and grain cargoes continue to keep Atlantic rates at a premium in the Panamax and Supramax markets, but modest new cargo enquiry and an ample ship supply have pressured rates," Deutsche Bank analyst Justin Yagerman said in a note.

* Average daily earnings for handysize ships were up \$27 to \$8,192, and those for supramax ships up \$5 to \$8,907.

Source: Reuters



The 2004 built DIS flag standby-safety vessel **ESVAGT CAPELLA** entering Grand Harbour, Malta for the first time to take bunkers/stores before heading to Abu Qir, Egypt on Monday 20th May, 2013 .

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

Slow steaming to escalate

The freight rate war currently taking place between Asia and Europe, and between Asia and the US, and the further addition of new ships, will force carriers to resort to more slow steaming.

Although slow steaming continues to be a contentious issue with shippers, more is on the way as fuel prices remain stubbornly high and ocean carriers can no longer absorb the bill due to the parlous nature of their finances.

Drewry believes that ocean carriers are losing money at present due to the freight rate war taking place in the east-west trades, and they are still confronted with surplus capacity. At the end of April, there were still another 31 ships over 10,000 teu due for delivery this year, and carriers are running out of places to hide unwanted 8,000 teu vessels cascaded out of the Asia-Europe tradelane.

Cargo growth between Asia and the US is insufficient, as it is between Asia the East Coast South America, which means that either more vessels will have to be laid up, or further slow steaming introduced. The latter is the most logical, particularly as it was difficult to justify throughout most of last year due to freight rates being so high.

But with east-west freight rates now plummeting to sub-economic levels again, ocean carriers can return to the view that 'shippers get the service they pay for' by further releasing pressure on their vessels' accelerators. They have a wide margin to play with, as shown in the following tables of the three fastest and slowest services from Asia to Northern Europe, and from Asia to the West Coast North America. The wide variance in speeds shown is difficult to explain, as ocean carriers do not appear to get much of a freight rate premium for faster service, although market

feedback is mixed on this. Schedule optimisation seems to be more important, taking into account the range of ports that need to be served at both ends. And, once a schedule has been decided, vessels cannot easily be added due to berthing window restrictions in most ports, which explains why there has been so little change over the past nine months. According to Drewry's Container Forecaster's Slow Steaming Monitor, the average number of vessels deployed in services between Asia and North Europe only shifted from 10.4 in 2Q12 to 10.6 in 3Q12, to 10.5 in 4Q12 and 10.7 in 1Q13. The corresponding changes between North East Asia and the West Coast North America were 5.7, 5.7, 5.7 and 6.0.

Estimated overall vessel speeds remained more-or-less constant between September and March, although Drewry's research shows that there were wide variances at individual schedule level, depending on the extent of port optimisation required. The estimated overall westbound and eastbound averages between Asia and North Europe changed from 18.7k and 15.4k to 19k and 14.9k respectively. And between Asia and the WCNA, the eastbound and westbound averages changed from 19.8k and 15.2k to 19.3k and 14.7k.

For an average voyage between Asia and North Europe deploying 11 vessels running at 19k westbound and 15k eastbound, an extra vessel could be added by increasing westbound transit time by two days through a speed reduction of 1.5k, which would mean having to add five days on the way back through a speed reduction of 2k. It would make it difficult for Maersk Line to maintain 'Daily Maersk' with the same transit time guarantees, however.

The calculation is more difficult in the transpacific due to the much more variable transit times of existing services between north, central and southern Asia to north, central and southern WCNA ports, but, due to the much shorter distances involved, the time lost would be far less. Further vessel reductions between Asia and Europe and between Asia and the US, should be expected soon. It will result in longer transit times, but schedule reliability should improve due to the greater opportunity for making up lost time. **Source: Drewry Maritime Research**

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KIJK VOOR ALLE INFORMATIE OP LOODSWORDEN.NL



The **MSC CRISTIANA** northbound in the Malacca straits – **Photo : Piet Sinke (c)**

Middle East Crude Oil-Tanker Rates Slump as Ship Surplus Expands

Charter rates for the largest oil tankers hauling Middle East crude to Asia slumped for a fourth session as the surplus of available ships for loading cargoes expanded. Hire costs for very large crude carriers on the benchmark Saudi Arabia-to-Japan voyage slipped 1.6 percent to 37.7 industry-standard Worldscale points, data from the London-based Baltic Exchange showed today. Rates stayed at the lowest since May 8, the data show.

The supply of supertankers available in the Persian Gulf over the next four weeks expanded by five to 73 ships, according to an e-mailed note from Marex Spectron Group today. The combined carrying capacity of the world VLCC fleet will expand 5.1 percent this year, near demand growth of 5 percent, Clarkson data showed.

"Last week was pretty slow again with only 21 fixtures produced," said Kevin Sy, a Singapore-based freight-swaps broker at Marex. The supply of oil-tankers "is double that of demand so even if it's a busy start to the week today rates will likely stay where they are," Sy said.

Earnings on the benchmark route declined 19 percent to \$8,812 a day, exchange data show. Returns were negative March 28 through April 26, 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 Worldscales 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 37.7 percent of the nominal Worldscales rate for the voyage.

The biggest one-day change for crude oil tankers was for ships hauling 80,000 ton cargoes across the Mediterranean, which rose 3.6 percent to 74.6 Worldscales points, exchange data show. For ships moving refined fuels, the largest move was for refined-oil shipments to Japan from the Middle East, which fell 4.7 percent to 77.55 points.

Source: Bloomberg



The **ENA SAMURAI** operating of Johor (Malaysia) – Photo: [Capt. Richard Leistra \(c\)](#)


Dry-Bulk Shipping Seen Rebounding as Fleet's Growth Slows Down

Rates to transport dry-bulk commodities by sea will recover from unsustainable levels as fleet growth slows and demand advances on Asian exports and the U.S. economy, according to Deutsche Bank AG.

"That's really driven by a massive slowdown in fleet growth this year, next year and the year after," Michael Lewis, head of the bank's commodities research, said in Singapore today. "It's also helped a little bit by Asian export growth picking up, and that's helped by the U.S. economy and the fact that freight rates are at levels that we just don't think are sustainable."

While concerns that Chinese growth was slowing contributed to slumping freight rates last year, the world's second-largest economy will stage an export-driven recovery, Lewis said. His prediction for the shipping market contrasts with

the outlook for commodities themselves, as thermal-coal and iron-ore prices will decline amid increasing supply and slowing consumption, Lewis said. The global fleet of dry-bulk vessels will expand 7.4 percent this year and 4.1 percent in 2014, according to Clarkson Plc, the world's largest shipbroker. That's the slowest pace since 2004, data show. The Baltic Dry Index, a measure of vessel earnings, plunged 93 percent from its 2008 high as owners ordered new ships equal to as much as 74 percent of existing capacity, compared with 17 percent now, according to data from the Baltic Exchange and IHS Fairplay. **Source: Bloomberg**


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The **BLACK WATCH** assisted by svitzers "**SVITZER SHOTLEY**" arriving at Harwich a few minutes ago on a bleak summers morning. **Photo : Andrew Moors RNLI - Harwich lifeboat. (c)**

Burglars steal rare lifeboat brooch

A RARE lifeboat brooch has been stolen by burglars.

Thieves forced their way into a home in Main Road, Dovercourt, and stole a laptop and jewellery.

They drove off in the homeowner's red VW Polo, which had been parked on the driveway. It happened between 7pm and midnight on Saturday, May 18. Investigating Officer, Dc Luke Howard, said: "An RNLI 30-year service gold medal with enamel front in lifeboat colours and a unique gold lifeboat lapel brooch were stolen. Only 10 of the brooches were ever made. The homeowner is a member of the lifeboat team and they meant so much to him."

DC Howard warned residents to make sure they lock their doors properly. He said: "This property had a uPVC front-door. There have been quite a few burglaries in Essex where burglars have been entering houses through insecure

uPVC doors. They have been insecure as the owners have not double-locked them from the inside. People must lock up properly. If you have a uPVC door, then push the handle up to engage the additional bolts and then use the key to lock it. Only by locking with the key do you fully secure your door." Anyone with information call detectives at Clacton Police Station on 101. **Source : Essex County Standard**



The **EXECUTIVE VALOUR** anchored off Singapore last weekend – **Photo : Piet Sinke ©**

Ships rerouted to protect Ningaloo Reef

The Australian Maritime Safety Authority (AMSA) on Tuesday announced the establishment of a recommended area for ships to help protect the world heritage-listed Ningaloo Reef from June 1, 2013. The Marine Notice will advise ships to keep at least two nautical miles from the edge of Ningaloo Reef at its narrowest part, and 8-12 nautical miles along the remainder of the Ningaloo Coast, to reduce the risk of shipping accidents and ship-sourced pollution.

AMSA Chief Executive Officer Graham Peachey said the new area to be avoided was approved in late 2012 by the International Maritime Organization (IMO), a specialized United Nations agency responsible for safe shipping.

"The Ningaloo Coast lies along a major coastal shipping route and it is frequented by ships servicing Australia's North West Shelf oil and gas industry," said Peachey.

"The coastline's length and remoteness pose challenges to any incident response, so it is important we do what we can to protect the reef," he added.

Home to some 500 species of fish, manta rays and turtles, plus 300 varieties of coral, Ningaloo Reef stretches across 5,000 square kilometres of ocean in northwest Western Australia. It is one of the world's largest fringing reefs, famous for reef diving and docile whale sharks.

"The Ningaloo Coast is designated as an Environmentally Sensitive Sea Area (ESSA) under the Convention on Biological Diversity. This identifies the area for protection and maintenance of its biological diversity," said Peachey.

Peachey added that the ship routing measure would have minimal impact on shipping, adding a little over one nautical mile for ships traveling between Fremantle and north-west Australia to skirt further away from the reef edge.





The **BEACHY HEAD** arriving at Port of Rades from Marseille.
Photo : Capt Alex Castle – Master 'Strait Of Messina' (c)

Sunken ships still pose threat

A new government report details 87 shipwrecks that could pollute US waters with oil. Most were sunk during World War II.

The potential for pollution is less than scientists had expected. They estimate that far less oil will leak into the ocean than the BP oil spill of 2010, which spewed roughly 200 million gallons into the Gulf of Mexico alone.

However, six leaks are considered potentially significant coastal pollution problems. Five are off the Florida coast.

The **National Oceanic and Atmospheric Administration**, which did the report, doesn't know exactly where half the shipwrecks are.

The agency is studying whether oil can be removed from some vessels before they leak. Source : Stuff & Co

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Kongoboot Charlesville dankzij ongeziene trucs en huichelarij op weg naar de schroothoop ?

De jongste maanden werd reusachtig werk verzet om de laatste Congoboot, de **Charlesville**, terug naar België te halen. Hierbij verlieten we ons volledig op de raad van de erfgoeddienst van de Duitse Deelstaat Mecklenburg-Vorpommern. Deze adviseerde ons onder andere om niet met ons investeringsproject in de openbaarheid te treden zolang geen duidelijkheid bestond over de eigendomsverhoudingen na de faillissementsaanvraag door de jeugdherberg die de eigendom van het schip bezit. Op 22 maart werden we door de Deelstaat geïnformeerd dat het schip, zoals reeds in januari meegedeeld, alsnog voor 1 EUR beschikbaar was voor een Belgische overnemer. Sindsdien werkten we een uitvoerige conceptnota uit, wonnen we deskundig advies in over de nautische mogelijkheid het schip in het geklasseerde Antwerpse Droogdok 1 te leggen, en voerden we intensieve besprekingen met kandidaat-investeerder Tom De Wilde en de Duitse, Vlaamse en Antwerpse overheden. Al deze ontwikkelingen gingen de goede kant uit. Enthousiast voerde een tienkoppig team van 19 tot 21 april een missie uit naar Duitsland, waar de **Charlesville** grondig technisch werd onderzocht en we onderhandelingen voerden met de curator en de overheden. Tijdens de bespreking in het stadhuis van Rostock op 20 april 2013 stelde de curator echter allerlei volledig nieuwe eisen en legde hij een onmogelijke deadline op. Hij werd daarin gesteund door de vertegenwoordiger van de erfgoeddienst van de Deelstaat, die zich gedurende maanden had voorgedaan als onze bondgenoot, maar vreemd genoeg plotseling van kamp veranderde. Na de besprekingen in Rostock, die geen akkoord opleverden, bezochten we in Hamburg de **Cap San Diego**. Dit vracht- en passagiersschip uit 1961 werd in extremis van verschromping gered door de Stad Hamburg en de lokale maritieme bedrijven, is vandaag perfect in orde, vaart zelfs nog, en wordt winstgevend geëxploiteerd. Het is een parel aan de kroon van het Hamburgse waterfront en een toeristische topper.



The THSD **UTRECHT CSD** **Zeeland 2**", **Bommel**" and the SHB "**Jan Blanken**" seen from the BHD "**Goliath**" in Klaipeda **Photo : Jacob Kiewiet ©**

Shell feared disaster days before Alaska rig grounding: official

Days before a Shell drillship went aground in the storm-tossed Gulf of Alaska, it was clear that towing failures could spell disaster for the vessel, the crew and the marine environment, a company official told a U.S. Coast Guard panel on Monday. The **Kulluk**, having completed preliminary drilling on an exploration well in the Beaufort Sea, broke away from its tow lines, and support vessels attempting to regain control of the drillship developed their own engine and mechanical problems, Norman Custard, Royal Dutch Shell's Alaska emergency response leader, told the panel.

Custard said he began planning for a crew evacuation on December 27, four days before the Kulluk grounded off Kodiak Island.

"My first and foremost concern was those 18 people on board," Custard said in the opening day of the Coast Guard hearing into the grounding, which capped an Arctic drilling season so filled with setbacks that Shell delayed further operations until next year. Crew members were eventually evacuated by a Coast Guard helicopter on December 29, he said. Shell has spent at least \$4.5 billion since 2005 acquiring offshore Arctic leases and preparing to explore in remote

basins believed to hold vast oil riches. But the company has yet to complete an exploration well in either the Beaufort Sea, off northern Alaska, or the Chukchi, off the northwestern coast. Legal, environmental and marine woes have stalled its progress.

Shell still has no timeline for when it will resume drilling, after saying in February that it would not drill in 2013, said company spokesman Curtis Smith, who was at Monday's hearing.

The hearing, expected to last two weeks, will delve into the series of maritime mishaps that culminated in the Kulluk grounding, Coast Guard officials said. It is part of a formal marine-casualty investigation launched in January by Rear Admiral Thomas Ostebo, head of the Coast Guard in Alaska.

"This is not a criminal investigation. This is simply a fact-finding mission," said Coast Guard Petty Officer Kip Wadlow.

Other probes may result in civil or criminal charges. The Department of Justice is considering sanctions for violations that other agencies say occurred on both of Shell's Arctic drillships. A Department of Interior investigation of its entire Alaska drilling program has already led to recommendations for new and stricter Arctic-specific regulations.

Shell's second Alaska drillship, the **Noble Discoverer**, was cited by the Coast Guard and Environmental Protection Agency for numerous safety and environmental deficiencies. The two rigs are getting repaired in separate shipyards in Asia. ConocoPhillips has shelved drilling plans for 2014 at its Chukchi leases. Statoil, which also has Chukchi leases, has yet to present a drilling plan to U.S. authorities. The Coast Guard's Kulluk investigation is expected to take months to conclude, Petty Officer Wadlow said. Other Shell officials will testify in coming days, as will officials from its contractors and other groups. The Department of Interior's Bureau of Safety and Environment Enforcement and the National Transportation Safety Board are also participating. **Source : reuters**

CASUALTY REPORTING



Cruise liner goes aground in Oban Bay

A cruise liner went aground on the Corran Ledge on Monday evening, May 20 2013, in Oban Bay near St Columba's Cathedral.



It would appear that the 87-metre **MS Serenissima**, which was recently refurbished by Serenissima Cruises and is out to charter currently to Noble Caledonia, went the wrong way round a navigation buoy, as she encountered the MV Isle of Mull ferry, when she entered Oban Bay in Argyll from the north. All 112 people on the ship remained on board and no-one was believed to be injured in the

incident.

The initial attempt to refloat the ship using its own engine, with Oban lifeboat pulling from astern, failed because of strong winds blowing the ship towards the shore. High tide was not due until around midnight but it was hoped to tow the vessel off around 10.30pm. **Source : Oban Times**

NAVY NEWS

Ceremonieel onthaal Zr.Ms. Holland op Curaçao

De Zr.Ms. Holland werd afgelopen maandag ceremonieel onthaald in de haven.

Zij lost haar zusterschip **Zr.Ms. Friesland** af, die de afgelopen vier maanden in de Caribische wateren heeft gevaren en twee grote drugsvangsten deed. De **Friesland** onderschepte in maart het transport van 1500 kilo cocaïne en in mei het vervoer van 1600 kilo marihuana.



Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

De beide schepen ontmoetten elkaar gisteren op open zee om bijzonderheden over te dragen. Onder het afvuren van saluutschoten voer de **Holland** de haven binnen. De waarnemend gouverneur Adèle van der Pluijm-Vrede, de Commandant Zeemacht Caribisch Gebied, de gewapende wacht van de Curaçaose Militie en het aanwezige defensiepersoneel nam het saluut in ontvangst.



Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Het grote verschil tussen beide schepen is de hypermoderne mast die op de **Holland** staat. Deze mast beschikt over allerlei innovatieve sensoren die de jacht op drugskoeriers uitstekend ondersteunen. "Ook bij andere operaties die in het Caribisch gebied voorkomen, zoals kustwachttaken of rampenbestrijding, zijn de vernieuwde sensoren van eerste klas assistentie", aldus kustwoordvoerder Roderick Gouverneur. De Koninklijke Marine viert volgend jaar haar 525-jarig bestaan. "Vijf eeuwen waarin de marine zich dankzij haar vermogen om steeds te innoveren, haar positie in het Nederlandse Koninkrijk wist te waarborgen. De ceremoniële binnenkomst van het meest moderne schip van de marine in Willemstad, benadrukt deze viering nogmaals", aldus Gouverneur. De bemanning bestaat uit 65 personen, maar kan uitgebreid worden met specialisten tot een maximum van 90 koppen. De **Holland** beschikt over twee

supersnelle vaartuigen van het type Frisc. Met deze vaartuigen deed haar voorganger, de **Friesland**, een aantal succesvolle intercepties. **Bron : Amigoe**

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NASSCO Delivers Innovative MLP Ship to the Navy

General Dynamics NASSCO recently delivered **USNS Montford Point (MLP-1)**, the lead ship of the Mobile Landing Platform (MLP) class, to the U.S. Navy. The ship is named in honor of Camp Montford Point, the Jacksonville, N.C., site where the first African-American Marines were trained.

Construction of the **USNS Montford Point** began in May 2011, incorporating a “design-build” approach to improve the ship’s readiness for production. The 785-foot-long auxiliary ship will serve as a floating base for amphibious operations, and operate as a transfer point between large ships and small landing craft.

“Congratulations to the NASSCO-Navy-MSC team and to the entire group who built this ship,” said Fred Harris, president of General Dynamics NASSCO. “The approach we have taken in building this first-of-class ship, with the requirements and planning complete and the material available at the start of construction, has resulted in the delivery of MLP-1 under budget and on schedule. This reflects NASSCO’s tradition of delivering high-quality, mission-ready ships.”

NASSCO is currently building the second ship of the class, MLP-2, scheduled for undocking in September and delivery in the first quarter of 2014. Construction of MLP-3, the third ship in the class, began in February. **Source : MarineLink**

Coast Guard ship Veera decommissioned

ICGS Veera, the third in the class of coast guard offshore patrol vehicle, called it a day as the formal decommissioning of the ship was conducted at SBD Jetty at VOC Port in Tuticorin, last Monday (20-05-2013). The ship was built at Mazagon Docks Limited, Mumbai and commissioned on May 3, 1986 at the Mumbai naval dockyard.



The ship, which was initially based at Mumbai, later shifted its base to Kochi in 2002. Thereafter, in 2009, the ship once again shifted base to Tuticorin, to augment the surveillance capabilities in the Gulf of Mannar.

The ship had flown the national tri-colour and coast guard ensign for nearly three decades. Despite being the oldest offshore patrol vehicle in

commission, she continued to serve with distinction. In the last two years, the ship had sailed 278 days visiting as many as 35 ports, including 11 foreign ports. She was fully operational till her decommissioning.

It was a sad moment for the Indian Coast Guard as **ICGS Veera** was decommissioned during the evening. Vice-admiral Anurag G Thapliyal, director general Indian Coast Guard and S P Sharma, inspector general were present along with commanders, coast guard region (east), senior defence officials and other dignitaries. The officers who were present during the event highlighted the contributions made by the vessel in ensuring maritime and coastal security.

Decommissioned Coast Guard ship set for reopening

A decommissioned U.S. Coast Guard ship that was sold to a private owner by the Port Huron Museum is being reopened to the public. A Friday ceremony planned at the 180-foot **Bramble** at Seaway Terminal Bean Dock will be the first public viewing of the vessel since it was sold in January to Robert Klingler of Marine City.

The Memorial Day weekend ceremony will consist of a short, military-style ceremony with an American Legion color guard, rifle detail and a trumpeter, the Times Herald of Port Huron reported

Volunteer Michael Murray said the ship will be reopened to allow public access until the **Bramble's** hull is inspected. If the **Bramble** passes hull inspection, Klingler plans to finish restoration work to return the ship to operation. Admission fees haven't been determined. Source : seattlepi.com

SHIPYARD NEWS



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Korean Shipyard Delivers Container Ship 'Hanjin Argentina'

The 3600 TEU container ship, built under the supervision of Navgathi Marine by **Hyundai Sambo** delivered to Pacific International Lines. **Hanjin Argentina** is the third of a series of four such vessels ordered by Pacific International Lines of Singapore from the S. Korea shipbuilders.



Navgathi Marine is providing the new building supervision services to eight PIL vessels under construction at Hyundai Samho Heavy Industries and Hyundai Mipo Dockyard of South Korea and a site team of Navgathi's is there to manage these projects.

The four vessels of Hanjin series are of length 221 meters and breadth 35 meters. They are designed for a speed of 21.2 knots, and are fitted with Hyundai-MAN B&W main diesel engines of nominal rating 20,601 kW x 87.9 RPM.

Pacific International Lines (PIL) incorporated in Singapore, is one of the largest ship-owners in Asia. PIL operates container liner

services covering the whole of the Far East to Europe, Black Sea, Canada, and the Indian sub-continent, Red Sea/Gulf,

East Africa, South/West Africa, Australia, New Zealand, East Coast of South America and West Coast of USA. **Source :** MarineLink



Shallow water cutter dredger moored at IHC in Sliedrecht – **Photo : Arie Boer ©**

KONGSBERG wins contract for deliveries to four drillships

KONGSBERG has been awarded a significant offshore automation contract with Daewoo Shipbuilding & Marine Engineering (DSME). The contract covers deliveries to four Transocean owned new-build drill ships, with an option for KONGSBERG to deliver products and services for six more drill ships, said in the company's press release.

"We call this a 'Full Picture' solution, as it includes dynamic positioning, position reference systems, thruster control, integrated automation systems, riser management and environmental monitoring within the same project. This approach provides procurement and installation efficiencies, whilst streamlining service and maintenance as we act as a single point of contact for a wide range of systems on board," says Morten Stanger, Regional Manager Offshore, Kongsberg Maritime. Kongsberg Maritime will commence deliveries early in 2014. All key deliveries from KONGSBERG are scheduled for completion by June 2014 for the first vessel and by October 2015 for the fourth vessel.

"KONGSBERG has already supplied systems to Transocean for two on-going drill ship projects at DSME, contracted in 2011. We are satisfied that DSME and Transocean have selected KONGSBERG as one of their key suppliers for these vessels based on our capabilities and competitiveness, in addition to our delivery performance to date," adds Tor Erik Sørensen, Executive Vice President, Kongsberg Maritime. **Source : POrtNews**

Chairman of Drydocks World & Maritime World wins Maritime Personality of the Year Award

Khamis Juma Buamim was selected as Maritime Personality of the Year-a globally recognized award- at the 6th Marine BizTV International Maritime Awards held as part of the ShipTek 2013 International Conference & Expo on Offshore & Marine Industry. He was nominated by Nippon Kaiji Kyokai, (ClassNK). Buamim was selected for this award by a combination of online public voting and by a jury comprising globally renowned personalities in the industry, said in the company's press release.

The ShipTek International Maritime Awards are considered to be the most prestigious awards in the Maritime sector and are much sought after. In its 6th edition, it is beginning to set the standard and benchmark for other such industry awards. The awards presented are truly global as with the use of the virtual media the awards are widely publicized to the entire industry. This enables the awards to be presented in a truly objective manner through the use of a public voting system combined with jury selection.

The citation for the award recognized HE Buamim's contributions to the stabilization and growth of the organizations which he is charged with handling. HE exemplifies the spirit & the 'can do' attitude of Dubai. Without this belief, the ability to work tirelessly himself while instilling self belief in those who work with him ,He has worked hardly in formulating most innovative and comprehensive ways for bringing the most excellent business transformations.

Expressing gratitude and appreciation for the UAE's wise leadership and its generous support for Drydocks World & Maritime World, HE Buamim said, "The award is truly reflection of the progression be fulfilled by DDWMW. As a result of the unlimited support of our wise leadership, we are working persistently and putting our utmost efforts in implementing our leadership's wise vision in cementing UAE's unique position in all marine & offshore sectors."

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21-05-2013 : The **BRAVEHEART** 2001/38888gt, built Imabari Shipbuilding, Marugame Japan, in to Melbourne anchorage off Portsea, **Photo : Andrew Mackinnon – www.aquamanships.com** ©

Bluesea Shipping Lines announces shipping services from USA to Beijing

Bluesea Shipping Lines offers reliable shipping services to Beijing from USA, said in the company's press release. Beijing is the capital city of China that is an important commercial hub as well as one of the most populated cities in the country. Beijing is an economically developed region, where there is space for different types of businesses.

Bluesea Shipping Lines ships containers to Beijing from USA. The company has organized some cost-effective ocean freight service packages for traders seeking extension of their business to overseas markets in Asia. BSL also ships cars in Beijing from USA. Automobile traders looking forward to expand their business in Asia may seek assistance from Bluesea Shipping Lines.

There are numerous ocean freight service providers, but one needs to choose an ocean freight service provider that utilizes sturdy containers to ship goods so that those stay safe during the journey. A shipping company may offer freight services as per the consumer needs. BSL takes care of packing and shipping both. Ocean freight services are slower than air freight services but are more affordable. It is not possible to rely completely on either ocean freights or air freights. Unpredictable and uninvited calamities are possible during a sea voyage as well as during an air voyage. However, it certainly depends on the service provider to ensure safety over customers' commodities. For convenience of consumers, BLS has organized some beneficial insurance packages from which a consumer can choose as per the value of their goods. This insurance coverage is applicable, in case any damage is caused to a customer's commodity.

BSL has been serving in this field for over three decades. A spokesperson at Bluesea Shipping Lines says, "We have organized consistent insurance coverage for our consumers from which they can choose after evaluating the costs of their goods." Offering genuine insurance packages marks the legitimacy of a freight service provider. A company can only assure customers over dispatching their goods safely but perilous calamities during a sea voyage are unpredictable, so this insurance coverage tends to be a sort of relief for consumers. A moderator at BSL declares that BSL particularly pays heed to the individual requirements of its customers, wherein they decide the utility of its service kits and also opt to adjust them if necessary. **Source : Port News**



The **PACIFIC GUARDIAN** arriving in Willemstad (Curacao) **Photo : Kees Bustraan –**
<http://community.webshots.com/user/cornelis224> (c)

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ABERDEEN HARBOUR WELCOMES FIRST SHIP OF RECORD BREAKING CRUISE SEASON

Aberdeen Harbour has welcomed its first cruise vessel as it prepares for what will be a record breaking season with 12 visits expected to the city this summer.

The arrival of the cruise vessel [Island Sky](#), famed for its large suites and spacious outside decks, signals the start of the season when it arrives May 21) for the first of what will be three visits as it tours the Scottish Islands and Scandinavia over the course of the summer. Many of the cruises scheduled on such vessels this year will start and end in Aberdeen, with Aberdeen becoming a common cruise embarkation point. Other ships to visit the harbour over the summer months will include returning vessels the [Fram](#) and the [Plancius](#) as well as first time visitor, the [Ortelius](#). An ice-strengthened vessel primarily used for polar expeditions, the Ortelius is due to arrive at the harbour in early June. Accommodating up to 100-passengers, she is named after the cartographer of the first modern world atlas.



The [SEA CLOUD II](#) – Photo : Piet Sinke (c)

Amongst the most the spectacular of all the vessels expected to call will be the striking [Sea Cloud II](#), due to provide a fitting end to the season when it arrives in July.

Launched in 2001 and modelled on the classic barques of the early 20th century, the three-masted Sea Cloud II features an impressive set of sails measuring 32,150 sq. feet and combines all the hallmarks of a classic cruise ship with the luxury and design for modern seafarers. Chief executive of Aberdeen Harbour, Colin Parker, said: "The number of cruise calls and the fact it will be a record year for Aberdeen in 2013 is very promising. It highlights both the increasing popularity of cruising, while also reinforcing the attractiveness of Aberdeen as a destination."

Mr Parker added: "Aberdeen is an ideal port of call for those vessels looking to explore the unique culture and breathtaking scenery whilst on their way to the Scottish Islands and beyond. The expectation that this will be a record year is also a reflection of this and if our potential expansion of berthing facilities at the harbour can be delivered it would come as no surprise to see a continued rise in the number of cruises calling and tourists rise as more capacity becomes available. "We look forward to extending a warm welcome to this year's vessels, including the [Ortelius](#) and the [Sea Cloud II](#), which are among those visiting the North-east for the first time." Aberdeen Harbour works alongside the 14 member ports that make up Cruise Scotland, promoting the country as an attractive cruise ship destination for overseas travellers. The harbour is also a member of Cruise Europe, a long established organisation with similar aims for many European coastal states.

Derrick Lay Barge DLB 1600



The specifications are huge for Valentine Maritime's new derrick equipped pipe laying barge. Accommodation for 300 people and a 1600-ton crane mounted on a 120 by 31.7 meter (393.6X104-foot) barge. VM's **DLB1600** was built over a three-year period at the Nanjing Tianshun Shipbuilding Co. Ltd., in China. Registered in Panama, the barge has now been delivered to the Abu Dubai-based

owners for work in the Arabian Gulf.

The fully revolving 1600 MT crane is electrically operated with a 70-meter main hook boom and a total of 76.9 meters to the tip of the auxiliary hook boom. The barge is equipped with pipe lay gear capable of laying 4-inch to 60-inch outside diameter pipe to depths of 300 meters.

The sophisticated ten-point mooring system features ten 150-MT single-drum electric driven MacGregor Plimsoll winches each loaded with 1500 meters of 52 m/m-diameter wire rope. All anchor lines are fitted with sensing devices for measuring tension, wire-rope pay in or out length and speed. Closed circuit TV cameras allow the tower to monitor the winch drums.

A 26.8 by 3.3-meter helideck, mounted over the bow of the barge, is suitable for landing a Sikorsky S92/S61N helicopter. In addition to eight single berth, 14 twin-berth and 66 four-berth cabins, each with shower and toilet, the accommodation block includes galley, recreation rooms, hospital and offices.

The extensive construction and accommodation facilities are supported by massive electrical capabilities provided by ten Cummins-powered electric generators. Each of these is comprised of a **Cummins KTA50 CP diesel** engine driving an 1150 kW generator. The generators are paralleled and synchronized.


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Russia succeeds in recommending postponed introduction of NOx emission limits in Baltic area

At the 65th session of the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) held from 13 to 17 May 2013 at IMO Headquarters in London Russian delegation successfully insisted on reversal of the decision to introduce Tier III ships' NOx Emissions Standard in the Baltic Sea from 2016. As IAA PortNews learnt from one of RF delegates, when discussing sufficiency of technology for this environmental step

the Russian side managed to preset sound arguments proving prematurity of the decision and suggested that the introduction of limits be postponed for 5 years.

MEPC supported the proposal of the Russian delegation having coordinated the amendments with the MARPOL convention. They are to be approved under the established procedure at the 66-th session of MEPC scheduled for March 31 April 4, 2013.

The U.S. delegation proposed its own adjustment of the above amendments insisting on the date (2016) set forth for implementation of Tier III NOx Emissions Standard not to be changed exceptionally for North American ECA already approved by IMO.

MEPC 65 involved 103 delegations of contracting parties and 1 associated IMO member as well as 56 delegations of non-governmental international and regional organizations.

RF delegation included representatives of Russian Transport Ministry, Permanent Mission of the Russian Federation to IMO, Rosmorrechflot, Gosmorskpassluzhba of Russia, Russian Maritime Register of Shipping, CNIIMF CJSC and National Shipping Chamber. The delegation was headed by Konstantin Palnikov, Director of the Transport Ministry's Department of State Policy for Marine and River Transport. **Source : port News**

Maersk hikes Asia-Europe rate US\$750/TEU, undercuts Hapag Lloyd's

MAERSK Line has announced a general rate increase on the Asia-Europe westbound trade lane US\$750 per TEU from July 1.

The increase is below that of rival Hapag-Lloyd's by \$250 per TEU, which takes effect from the same date, notes Lloyd's Loading List. Spot rates on the west bound Asia Europe route have fallen nearly 40 per cent so far in the second quarter.



The **ORAHOLM** enroute Amsterdam – **Photo : Simon Wolf (c)**

Delivering High-Value Customer Solutions: BMT Reports Strong Performance

BMT Group Ltd (BMT), the international design, engineering and risk management consultancy, has announced another strong financial performance for the year to 30 September 2012. By focusing on markets where it can deliver high-value customer solutions, revenues from BMT's continuing businesses rose 22% to £156m and underlying operating profits increased to £13.7m, a proportion of which has been distributed to the staff through the company's profit share schemes. David McSweeney, BMT's Finance Director explains: "Despite challenging trading conditions,

underlying operating profit margin rose from 6% to 9%, bringing us closer to the industry norm for companies within the high-value engineering sector. Such improvement is vital so that we can continue to re-invest in our people – both attracting and retaining the best talent - as well as our extensive R&D capability to identify future technologies and solutions which will help to address our customers' challenges." Comprising 23 operating companies, involved in activity across five continents, the BMT group continues to concentrate on its core maritime-focussed offering in the organisation's three sectors of defence, energy & environment and transport. Highlights of the year include the acquisition of Oceanica Consulting Pty Ltd, a specialist coastal and marine environmental consulting company based in Australia; a successful contract win to provide specialist dredging consultancy services to Rio Tinto in Western Australia; the delivery of weather forecasting services in the Java Sea; and the UK Ministry of Defence's LETacCIS (Land Environment Tactical Communication and Information Systems) contract which saw BMT lead its partners in support of the early phases of this acquisition programme.

BMT also continues to invigorate its pioneering maritime spirit and looks to create innovative solutions through its commitment to R&D and collaboration with industry and academic partners. Its recent collaborative R&D project with University College London (UCL) will research new ways to increase shipping efficiency and reduce emissions - something which remains uppermost in the minds of ship owners, operators and charterers around the world.

To help improve safety in mining, BMT is partnering with Skill Pro Services Pty Ltd in Australia to develop a new way of suppressing coal dust explosions. The innovative Active Barrier technology has the potential to revolutionise safety in the mining industry and recently picked up an excellence award from ACARP (Australian Coal Association Research Program).

Peter French, BMT's Chief Executive, comments: "This year we have been able to secure a number of major projects as we further demonstrate to our customers the breadth and depth of our knowledge and technical excellence in key markets. Our independence allows us to provide impartial advice and genuinely focus our attention on helping our customers succeed. More and more we are seeing our highly skilled experts from around the group becoming part of an integrated team that works in partnership with customers, providing an opportunity to share knowledge and best practice."



The **EURODAM** approaching Zeebrugge Port Photo : Wouter van der Veen ©

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Thailand's RCL share slots on China-Eastern India Indflex 2 loop

BANGKOK's **Regional Container Lines (RCL)** is to extend its slot allocation on the Indfex 2, a direct China-Eastern India service, jointly-operated by "K" Line, Hanjin, PIL and Shipping Corporation of India. It will deploy five vessels of average size of 2,500 to 3,000 TEU with a five week turnaround. Port rotation is as follows: Qingdao, Busan, Shanghai, Hong Kong, Shenzhen-Shekou, Singapore, Chennai, Visakhapatnam, Singapore, Hong Kong and back to Qingdao.



RCL's **KUTRA BUHM** anchored off Singapore last week – **Photo : Piet Sinke (c)**

It joins the service following on from slot-sharing begun in July 2012 on the Singapore, Chennai, Visakhapatnam, Singapore leg to replace its slot allocation on the APL, Bengal Tiger Line-Wan Hai Straits-East India service, reports Alphaliner.



The **MAERSK NIENBURG** outbound from Rotterdam – **Photo : Ben Hunnegro (c)**

Union targets DP World drugs policy

Maritime Union of Australia mounts legal challenge

The Australian maritime union has been cleared to mount a legal challenge to the drugs and alcohol policy of stevedore DP World after winning an employment case. The pathway has been cleared by the Maritime Union of Australia's (MUA) case before the Fair Work Commission.

At the base of the dispute was the scope and level of consultation required in the execution of the drugs and alcohol policy in the workplace. The policy embraces random drug and alcohol testing and swab testing.

The union had differing views on issues such as target testing, confirmatory urine testing and delegate participation. It also felt that its enterprise agreements required DPW to discuss a change of policy on organisation at work, which DPW contested.

The commission ruled it does have the power to arbitrate under the terms of these enterprise agreements. As a result, the dispute will now be listed for arbitration by the commission. **Source : Port Strategy**



The **AMALIE ESSBERGER** at the river Thames – Photo : Peter Hollands (c)

ferry terminal to be build in Cape Breton

Two requests for proposals have been issued for the construction of a new ferry terminal in North Sydney, N.S.

Marine Atlantic says interested contractors have until June 10 to submit bids for work on the site, including utilities and paving. The deadline to submit bids for construction of the terminal is June 24. The federal Crown corporation says the new building will be built across from the existing facility and adjacent to downtown businesses. It says the terminal will be modern, efficient and environmentally friendly with new amenities for passengers travelling between Cape Breton and Newfoundland. Marine Atlantic says work has been ongoing to improve its property in North Sydney, including dock renovations and upgrades to electrical systems. Source : metronews /Ferries outside Europe

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.... PHOTO OF THE DAY



The DSV **Mermaid Commander** moored in Singapore at Loyang berth 5 on the May the 16th she was in for a few days , A lot of people will remember her as the **CSO Marianos** or the **Stena Marianos**.

Photo : David Styles ©

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