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The INNOVATION operating at the German Global Tech 1 windfarm field
Photo : Capt. Gijs Dijkdrenth –Master AHTS Blizzard (c)

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EVENTS, INCIDENTS & OPERATIONS

The **MAHANADI SPIRIT** shifting berths on the river in Brisbane on Sunday. She had arrived with products from Yosu and departed in ballast for Singapore.
Photo : Chris Mackey - Southern Cross Maritime Services (c)

Rise in global tanker rates fails to boost Indian shipping industry

The faint uptick in global tanker rates earlier this month has not helped much in raising the spirits of the Indian shipping industry. The reason — shipping companies had to wade through a tepid freight market the whole of last fiscal, exacerbated by a lacklustre trade, rising fuel costs and over-supply of ships. While some in the industry feel that the pressure on freight rates may begin to ease only towards the year-end, the general expectation is that 2013-14 may not be much different than the last fiscal.

Most shipping companies reported flat earnings or dip in profits for the year due to the depressed market conditions.

Shipping Corporation of India registered two consecutive years of losses — in the last quarter of last fiscal its net loss was Rs 281.40 crore. Essar Shipping posted a nearly 100 per cent drop in its quarterly consolidated net profit for the quarter at Rs 5 lakh against Rs 55 crore in the year-ago period. Great Eastern's standalone net profit for the year was almost flat at Rs 146 crore.

Year-end hope

"There has been some upward movement in certain tanker rates this month. We have some hopes in the immediate term in the tanker segment, but bulk carrier rates may nudge up only towards the end of the year, when supply of new ships will begin to taper off," says A. R. Ramakrishnan, Managing Director of Essar Shipping.

In its market commentary for the last quarter, Great Eastern Shipping said that the crude tanker market continued to under-perform in the wake of subdued demand from western economies and seasonal refinery maintenance, though the product tanker segment mirrored some strength due to rise in demand of distillate cargoes from the US to South American countries. Charter rates for larger assets in the dry bulk segment were also meek due to lower iron ore imports from Brazil to Asia and reduced coal shipments from Australia due to floods.

Great Eastern's time charter yields in the crude carrier segment slumped from $19,829 a day in the last quarter of 2011-12 to $17,534 in the corresponding quarter of last fiscal, a drop of 12 per cent, while in the dry bulk category it fell from $15,130 to $7827, a fall of nearly 48 per cent.

The Baltic Dry Index fell from an average of 1,020 in the first quarter to 841 in the second, then inched up to 944 in the third and slumped again to 797 in the fourth quarter of last fiscal.

In its report in February, India Ratings and Research predicted that profit margins of shipping companies, which declined in 2012, would remain under pressure this year due to the dual impact of reduced revenue and high fuel prices. "Companies that embarked on debt-fuelled capex plans during 2007-08 when vessel prices were at their peak are likely to be worse off in 2013 in relation to their debt servicing capabilities," it said.

Long-term gains

Companies which deployed their ships on long-term charters managed to get better yields than those in the spot market. For instance, Essar Shipping, which has over 60 per cent of its fleet in the long-term market, could get a daily earning of $30,000 for its VLCC (very large crude carrier), while the same asset in the spot elsewhere was struggling to bring home $10,000 a day.

"We could make up for the dull market conditions through increased operational efficiency and better voyage planning. We ensured minimum empty haulage, picking up return cargoes through our network," Ramakrishnan said.

The new fiscal started off on a brighter note for large tanker owners, mostly due to increased long-haul voyages. From an average of $1,344 a day in the last quarter, rates for VLCCs moved up beyond the $8,000 mark in the second week of May. Shipping analysts say that with new refineries, especially in India, having capability to crack dirty crude, oil companies preferred to bring crude from Latin America for refining due to cheaper costs. Moving crude from Latin America to India would take somewhere around 40 days, while shipping the parcel from West Asia would take just four days. "Increased shale gas movement also boosted tanker rates," Ramakrishnan said.

Low oil demand

However, this positive movement has not significantly cheered up the industry. The International Energy Agency expects oil demand growth to remain muted in 2013 at 0.9 per cent to 90.6 million barrels a day due to unstable European environment, spending cuts in the US and weakening of commodity demand from China.

"On the crude tanker market, there seems to be a little more structural change because of changing trade patterns. We will have to wait and see how the trade evolves. On dry bulk, the supply overhang is quite worrying. We expect a year before the recovery. People are calling for a recovery by 2014," G. Shivakumar, CFO of Great Eastern, told an analysts conference call earlier this month.

Indeed, although there has been an increase in scrapping of older vessels, supply overhang continues to be a worry. Close to 7.5 million DWT of dry bulk vessels went to the scrap yard during the January to March 2013 period, but industry captains feel that there should be more scrapping to shorten the demand-supply mismatch.

In the tanker segment, less than two million DWT of crude carriers were scrapped during this period, as against nine million DWT in 2012. Against this background, the shipping industry is stepping up on operational efficiency and better voyage planning to steer through what looks like another year of choppy freight markets.

Source: Hindu Business Line

KNRM EXERCISE AT WESTERSCHELDE

Photo's : Jan de Koning BRUINISSE ©

Last Saturday at the Westerschelde as part of an exercise an explosion took place onboard the dredger **INTERBALLAST 3** ,The **KNRM** Breskens based **ZEEMANSHOOP** and the **WINIFRED LUCY VERKADE CLARK** from **KNRM** station Cadzand were mobilized

EUROPEAN TUGOWNERS ASSOCIATION (ETA) CELEBRATED THE 50th ANNUAL CONFERENCE IN OPATIJA, CROATIA, 22nd - 24th May 2013.

Hosted by local member **JADRANSKI POMORSKI SERVIS** d.d. from Rijeka, over one hundred delegates, representing a membership of 82 companies from 21 European countries gathered in Opatija, Croatia for the 50th Annual Conference of the European Tugowners Association (ETA).

Founded in 1963, the ETA is one of the oldest maritime interest organizations in Europe and represents the interests of towage operators large and small, whose tugs are present in all of the top fifty European ports. The ETA is the sole voice of towage in Europe, making representations primarily at the European Commission.

During the Annual General Meeting the members elected Peter Vierstraete from Smit Harbour Towage to succeed Richard Knight from JP Knight Group. Mario Mizzi from Tug Malta became the new Deputy Chairman. The conference coincided with the publication by the European Commission's DGMove of a new legislative initiative on ports and ports services by way of a draft Communication and Regulation, the text of which you find at:

http://ec.europa.eu/commission_2010-2014/kallas/headlines/news/2013/05/doc/communication.zip

and

http://ec.europa.eu/commission_2010-2014/kallas/headlines/news/2013/05/doc/regulation.zip

The Executive Committee of the ETA has launched a wide consultation among Members after circulation of the drafts, in order to assess the potential impact of this third "Port Package" which succeeds the two previous proposed draft Directives that failed to pass the vote in the European Parliament.

Such consultation is vital, out-going Chairman Richard Knight commented, as in terms of legislation towage is often an after-thought and finds itself caught between conflicting directives. Circumstances vary widely from port to port and generic initiatives can cause competitive imbalance particularly at a national level. Mr Zdenko Antešić, Deputy of the Croatian Minister of Transport & Maritime Affairs, welcomed the delegates of members and associate members.

EU Ambassador Paul Vandoren, Head of Delegation of the EU to Croatia, addressed the conference as key note speaker. He described the challenges and opportunities attached to the forthcoming access of the hosting country Croatia designated to be formalized on 1 July 2013 subject to the last ratification by Germany of the Treaty on the access.

The **ROCK** outbound from Rotterdam – **Photo : Ria Maat ©**

Harvey Gulf Exercises Option for Sixth TY Offshore Dual Fuel Offshore Vessel

TY Offshore is pleased to announce that **Harvey Gulf International Marine** has ordered the construction of an additional TY Offshore built 302' x 64' Dual Fuel Offshore Supply Vessel, bringing its total order to six. The order, and subsequent delivery, positions **Harvey Gulf** as the largest owner/operator of clean burning LNG Offshore Support Vessels in the world. **TY Offshore** is building all six vessels at their Gulfport, Mississippi shipyard.

Harvey Gulf CEO, Shane J. Guidry, announced the signing, saying, "My commitment to our clients, the environment and our industry is clear. We are the only company in America building Offshore Supply Vessels utilizing liquefied natural gas (LNG) as its fuel source regardless of the fact that these vessels have a construction cost of twenty (20%) percent higher than a conventional Offshore Supply Vessel."

John Dane III, TY Offshore's President and CEO, stated, "We appreciate Harvey Gulf's confidence in our shipyard. To have several follow on orders—and to be building the largest LNG fleet in the world—is significant for us. We are delighted to show our commitment to evolving LNG technology through our engineering and build skills. Of course, the confidence Harvey Gulf puts in us also ensures steady employment over the next 36 months."

The vessels are powered by cleaner-burning natural gas and will achieve "ENVIRO+, Green Passport" Certification by the American Bureau of Shipping. The requirements for this certification include, among others, that the vessels be continuously manned with a certified Environmental Officer, be completely constructed with certified environmentally-friendly materials, and have advanced alarms for fuel tanks and containment systems. These are the first OSV's to achieve this certification, making them the most environmental friendly OSV's in Gulf of Mexico.

To achieve environmentally friendly status, the vessels will be outfitted with Wartsila's 6L34DF (DF=Duel Fuel LNG/Diesel) Gensets, Wartsila Transverse and Steerable Thrusters, Wartsila Switchgear and Wartsila I.A.S. Machinery Control, Alarm and Monitoring System. Operating in LNG mode provides less noxious emissions than with diesel fuel. The system is designed to maximize fuel efficiency and economical power generation for all operating conditions and is ABS certified. The two AC propulsion drive motors each have a maximum continuous rating of 3620 HP (2700 kW), variable input speed up to a maximum RPM continuous rating. Founded in 1955, **Harvey Gulf International Marine** is a marine transportation company that specializes in towing drilling rigs and providing offshore supply and multi-purpose support vessels for deepwater operations in the U.S. Gulf of Mexico. For more information on **Harvey Gulf**, please visit www.harveygulf.com .

TY Offshore, LLC, a Mississippi based company, is a builder of patrol vessels, tug boats, oil spill response vessels and offshore barges as well as oil field support vessels. For more information on **TY Offshore,** please contact Jim Rivers at Riversj@TYOffshore.com or John Dane III at jdane3@TYOffshore.com

The **NORDIC** passing Spijkenisse enroute Riga - **Photo : Lia Mets ©**

LOC sponsor disabled crew for Lord Nelson tallship voyage

British High Commissioner to Singapore, **Antony Phillipson** presented awards to **Ong Shi Yi**, who is deaf, and **Jim Bek,** who is blind, both of whom were sponsored by **London Offshore Consultants (LOC)** to take part in a special six-day voyage out of Singapore, part of Lord Nelson's **Norton Rose Fulbright Sail the World Challenge** – which sees the ship embarked on a 50,000-mile circumnavigation.

The British High Commissioner later climbed one of **Lord Nelson's** 33.7-metre masts, accompanied by renowned Singaporean mountaineer David Lim and Ong Shi Yi, cheered on by children with special needs from Singapore's Rainbow Centre who enjoyed tours of the ship and pirate-themed activities.

"**LOC** is delighted the **Jubilee Sailing Trust** asked us for help planning the visit of the Lord Nelson to Singapore," said **Nick White,** a director at LOC in Singapore, who dressed as a pirate to host the

children from the Rainbow Centre. "In the 26 years we have been in our Asia headquarters, this has been the most worthwhile community project we've involved in. The crew foster a real 'cab do' spirit on board, working to provide a fully inclusive environment that gives everyone, regardless of physical ability, the chance to show how they can contribute and work as part of a team. We've been so pleased to help arrange the visit, and to sponsor two wonderful people to help crew the ship."

He continued, "We would like to thank His Excellency Antony Phillipson, British High Commissioner to Singapore, and the great David Lim for giving their valuable time to come down to the ship and support the tremendous work of the **Jubilee Sailing Trust."**

Lord Nelson will set sail from Singapore for Fremantle, Australia on Monday 10 June. Berths are still available for disabled and able bodied participants. No experience required. For more information email: info@jst.org.uk , visit www.jst.org.uk , or call +44 (0) 23 8042 6849.

The Iran factor ever so present in the tanker market, as the country increases oil storage at sea

The factor of Iran's sanctions is not only impacting the tanker markets, but also the oil market in general, as the country appears to be increasing its oil storage at sea. According to the latest weekly report from shipbroker Gibson, "the on-going saga of Iranian sanctions appears to be no nearer any kind of resolution or compromise and will again be high on the agenda in June for several reasons. First of all Iranian voters will have to select a new president to replace Mahmoud Ahmadinejad, who is ineligible to stand himself. However, the general view is the potential candidates are unlikely to force any major change in current policy, particularly where Iran's nuclear aspirations are concerned. The US and Europe had hoped that a more accommodating president would be selected, but the election authorities have disqualified the moderate candidates,so another hardliner is expected to take over" the shipbroker stated.

According to the report, "sanctions continue to limit Iran's ability to import, not only basic commodities, but also many of the raw materials required to develop their industries. Iran had planned to build more onshore oil storage facilities, but progress with this strategy has faltered as the country is unable to source steel. One result of this is that Iran's current floating storage has increased to 14 VLCCs (30 million bls).. However, this means that the remaining 20 NITC VLCCs and 9 Suezmaxes continue to trade. Since sanctions were first introduced in July 2012, NITC has added a further 9 VLCCs to its fleet and currently has another 3 under construction in China".
Meanwhile, another issue on the agenda in June is the extended 'sanction waivers' which allow certain countries to continue to buy Iranian crude. "These waivers are reviewed twice a year with China, South Korea, India, Turkey and Taiwan all due for review next month. While it is clear that these nations have lessened their imports of Iranian crude, the burgeoning nations of Asia still have a huge apppetite for this oil source. South Korea's imports off Iranian crude in April fell nearly 45% from a year ago but will still seek the US waiver. According to one source,South Korea imported 139,400 b/d of crude in April, up 7.5% over the previous month. Meanwhile the Iranian oil minister has offerred to provide insurance cover on Indian imports for its second-largest importer, an offer which has been rebuffed due to several other issues. In April India's imports from Iran were down 57% from a year ago but despite this, continues to take Iranian crude (amongst others) to build its strategic oil storage. This month the Turkish prime minister stated that the nation has yet to make a decision on cutting Iranian oil imports, which in April reached an 8 month high of 140,000 b/dd" said Gibson.
It concluded by noting that "oil exports account for 80% of Iran's export earnings and despite the slump in production, Iran continues to earn vital revenue from oil. With little prospect of any significant change in government or shift in policy, it looks like the stalemate in Iran is set to continue for some time to come. It remains to be seen how generous the US will be when it comes to review the sanction waivers or if it will attempt to heap further pressure on those nations that continue to source crude from Iran", Gibson said.
Meanwhile, in the tanker markets this week, in the Middle East, the shipbroker noted that it was "another active week on the VLCC's gave owners further opportunities to push for stronger levels. Charterer's certainly added Fuel to the fire as the flow of enquiry kept on throughout the week. As it stands now last done to the East is ws47.5 and ws25 West via the Cape. Owners will be hoping the trend continues into next week, but a feel of rates beginning to top will quickly turn the tables back in charterers favour with owners pushing to secure these stronger levels before it starts to head South again. Suezmaxes were called into action for the first decade of the month and this has eroded the list somewhat off early dates but anything further into the month has a more comfortable feel. Owners are hoping the VLCC march continues in order for them to be considered, but owners should be wary not to get too overzealous and scare the splitting opportunities away. For the time being rates for East remain at around 130 x w55 while West should be around 140 x w30. Aframaxes follow a fairly similar pattern in the way that quality tonnage is fairly slim off early dates too. However, those who are not so fussy can still get a bargain from lesser approved units. AG/East should remain hovering around 80 x w77.5 with little change expected for the time being", Gibson said.
The "North Sea suffered a slow week with summer maintenance playing a role in the decreased volumes being worked. That said, there were cargoes and a few forced to replace off prompt dates that did pay a slight premmium (ten points above the standard 80kt x ws90). Generally though, those cargoes that were there to cover did so calmly at last done (80kt ws80 the standard rate) with North Sea providing a better earning for most than the Baltic. Ex Baltic volumes remained healthy but so did the available tonnage with prompt cargoes only really suffering for short options. Standard Primorsk to UK Cont fixtures continued to cover at ws57.5 One hope for owners though is a rise in fuel oil movements which can for Owners be seen as positive with the time lag it often locks tonnage up for. A market generally tight on prompt dates but flat on natural ones and looking likely to keep its shape into next week. VLCC tonnage will be looking at opportunities from West Africa as the dearth of interest here continues . Last done levels should be easily repeatable as Owners will be comparing returns against West Africa", the shipbroker's report concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

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The **DE DA** at the Westerschelde outbound **Photo : Wim Kosten – www.maritimephoto.com (c)**

Delivery of VLOC Negonego of Economou Group for Dryships Inc

On May 22th, the 206.100 dwt very large ore carrier (VLOC) "**NEGONEGO**" has been delivered. It is the second ship of the three according to the agreement which was signed on February 13th ,2012 between CDB and Economou Group in Ningxia, Yichuan with the presence of the financial advisor of CDB, XRTC Business Consultants Ltd. The vessel carry dual class from Bureau Veritas and China Classification Society and belongs to the latest generation of the Ultra Large Ore Carriers, the largest Cape type vessels in the waters. The facility is part of the $5 billion Sino-Greek Shipping Finance Special Scheme. The amount of the facility which is $120m, is covering the partial finance of the construction cost of 3 vessels of 206,000 dwt capacity each. They were built at Shanghai Jiangnan-Changxing and the first one has been delivered on September 7th, 2012 while the last one expected to be delivered during next month. XRTC continues to support in all aspects CDB and especially in its efforts to achieve its target to expand its shipping portfolio in Greek Shipping. The continuous presence and experience of XRTC in the Chinese ship finance, through its excellent cooperation with CDB, shows undoubtedly the development of strong financial support to Greek Shipping from the Chinese bank. **Source: XRTC**

AVRA's **NORTHWIND** arrived with 2 barges from China in Europe,1 barge was handed over I the Channel to the tug **WESTSUND** and the second barge named **GREENBARGE 2** was delivered in Vlissingen
Photo : Wim Kosten – www.maritimephoto.com (c)

Hellenic War Risks Club reduces Member Premiums

Members of the Hellenic War Risks Club ("the Hellenic") will be paying 50% less annual premium for their war risks insurance following a decision by Club Directors to waive the second instalment of the 2013 annual premium. The Directors' decision, advised to Members by circular on 31 May, has the effect of reducing 2013 annual rates by just over 50%. Annual premium is payable pro-rata daily, and the second instalment covers the period from 1 July to 31 December 2013.

The rate reduction reflects the Hellenic's strong financial position. The Club's Review of 2012 announces a surplus of $13.2 million for the year including investment income, with reserves increasing to $98.4 million. Although additional premium income fell, because of discounts given to Members for Gulf of Aden / Indian Ocean transits where security teams were deployed, reinsurance costs also fell. There was less claims activity and expenditure remained broadly the same as in 2011. By May 2013, reserves had increased to over $100 million. Andrew Ward from the Hellenic Club Managers, Thomas Miller, commented "The Directors have consistently emphasised the importance of maintaining financial stability and the Club's results have strengthened its financial position. Just as important at a time when Members are facing difficult conditions across most sectors of the shipping market, they enable the Club to deliver a significant saving and benefit to Members." The Club's Review of 2012 highlights the fall in pirate activity in the Gulf of Aden and the Indian Ocean. Hellenic Members declared over 3,200 transits of the area during 2012; only one entered ship was seized (compared to four in 2011). It also highlights pirate activity off West Africa. In contrast to the general increase of pirate activity in the area, the number of West Africa claims on the Hellenic in 2012 fell to three: one attack off Nigeria and two off Togo. Commenting on the lower level of claims, Ward stresses that "although the number of attacks and seizures has fallen, the need for vigilance remains as high as ever". **Source: Hellenic War Risks Club**

The **KEY STAR** outbound from Amsterdam – **Photo : Simon Wolf ©**

70% of Boskalis shareholders elects stock dividend

Royal Boskalis Westminster N.V. (Boskalis) announces that 70.19 percent of the shareholders have elected a stock dividend distributed in the form of ordinary shares, said in the company's press release. As a result, 3,284,415 new ordinary shares will be issued today. The admission of these shares to trading on NYSE Euronext Amsterdam is required under the rules of Euronext Rulebook Book I. The admission will take place on 4 June 2013. With the admission, the total number of the ordinary shares of Boskalis is 120,265,063. An information document as referred to in articles 5:3 sub d and 5:4 sub e of the Financial Markets Supervision Act (Wet op het financieel toezicht) is simultaneously with this press release made available through the website of Boskalis (www.boskalis.com) and hence no obligation to publish a prospectus in connection with this admission exists. Royal Boskalis Westminster N.V. is a leading global services provider operating in the dredging, maritime infrastructure and maritime services sectors. The company provides creative and innovative all-round solutions to infrastructural challenges in the maritime, coastal and delta regions of the world with the construction and maintenance of ports and waterways, land reclamation, coastal defense and riverbank protection. In addition, Boskalis offers a wide variety of marine services and contracting for the offshore energy sector including subsea, heavy transport, lifting and installation (through Boskalis Offshore and Dockwise) and towage and salvage (through SMIT). It also has strategic partnerships in the Middle East (Archirodon) and in terminal services (Smit Lamnalco). With a versatile fleet of over 1,100 units Boskalis operates in around 75 countries across six continents. Including its share in partnerships, Boskalis has approximately 15,600 employees.

Maersk Line invites Saudi customers to visit the Nedlloyd Mercator on the ME2 service's first port call in Jebel Ali

Customers in Saudi Arabia were invited to visit the **Nedlloyd Mercator** on the ME2 service's first port call in Jebel Ali in March, said in the company's press release. **ME2 (Middle East – Europe 2)** is the first Maersk Line mainliner service to link Saudi Arabia's Eastern Province (Dammam & Jubail) directly to the Mediterranean. Maersk Line has been working on a better setup for serving the kingdom's Eastern province. Previously, the Eastern Province was served through feeder service via Jebel Ali.

The main benefits of the new service are faster transit times to the Mediterranean and a more reliable product, as the risk of rollings or delays at the transhipment port is taken out of the equation. Furthermore, the service calls four main hub ports, which enhances Maersk Line's product to/from other areas in the world such as the Middle East and Africa.

To mark the maiden call of the new service, a number of customers including Sabic, ExxonMobil, Chevron Phillips, Saudi Aramco and Stolt Tank Containers, as well as the Danish ambassador to Saudi Arabia, H.E. Christian Konigsfeldt, and officials and customs managers were invited to a ceremony.

Visitors were presented with the benefits of the new service and how it will serve their needs to cater for the increasing demand at the Eastern Province, which contains the biggest industrial zone and the centre of the petrochemical industry in the kingdom. There is a growing requirement for direct connections to emerging markets, as end customers demand faster lead time for supplies. The ME2 provides a solution to this customer need in particular.

After a grand reception, customers went onboard the **Nedlloyd Mercator** for a vessel tour. Customers expressed their gratitude to Maersk Line for providing them with this opportunity. "We constantly strive to provide our customers with efficient and innovative solutions," says Sunil Joseph, Managing Director for Maersk Line in Saudi Arabia. "That obviously comes at a cost, and as the customers are willing to share that with us, we create a win-win solution. ME2 is not only a good example of this model, but also an expression of our commitment to our valued customers in Saudi Arabia, the fastest growing economy in the Middle East. We are seen as the most reliable carrier in this market and with the introduction of ME2, reliability just got even better"

Windstar puts yacht cruises on sale

Upscale small ship operator **Windstar Cruises** says its current sale, on through June 7, has its best prices of the year.

Savings are up to 74% off brochure rates on cruises on the ship's three sailing yachts in Europe and the Caribbean. Those who "like" the line's Facebook page will find an additional offer of $100 shipboard credit per cabin.

Among the discounted cruises is a July 11 sailing on the 320-passenger flagship **Wind Surf** from Dublin to London, priced from $1,799. The British Isles itinerary includes England, Ireland and Wales. Italian and French Riviera cruises on **Wind Surf** are sale-priced from $1,799 in the fall; Greece and Turkey cruises on the 148-passenger **Wind Star** from $2,799 in August.

In the Caribbean, a Dec. 14 week-long sailing round-trip from St.Maarten is on sale from $1,499. Nine wintertime sailings on Wind Surf, from Barbados or St. Maarten, are sale-priced from $1,799. The sale also covers repositioning cruises. Do a seven-day cruise from St. Maarten to Colon, Panama, on the 148-passenger **Wind Spirit,** embarking Dec. 1, from only $999. All three Windstar yachts have sails that are computer-operated. The line's parent company recently announced it was acquiring three motorized, all-suite ships from Seabourn — the 212-passenger Pride, Spirit and Legend. The first of those ships, the Pride, has been renamed **Star Pride** and will begin cruising for Windstar next spring. Windstar sails in Europe, the Caribbean, the South Pacific and Central America. **Source : USA Today**

Vermoedelijke drugssmokkel eindigt in reddingsoperatie

Tijdens een reddingsoperatie in de Caribische Zee heeft het marineschip Zijne Majesteit **Holland** afgelopen week tien opvarenden gered van een zinkend schip. Dit gebeurde nadat de **Holland** het schip eerder had onderschept op verdenking van drugssmokkel. De geredde bemanningsleden zijn overgedragen aan de kustwacht van de Verenigde Staten.

In samenwerking met het Dash-8 patrouillevliegtuig van de Kustwacht in het Caribisch gebied onderschepte Zr.Ms. Holland een schip dat verdacht werd van smokkel van een grote hoeveelheid cocaïne. Nadat de **Holland** het schip enige tijd gevolgd had rapporteerde de kapitein plotseling motorproblemen, binnenstromend water in de machinekamer en uiteindelijk een uitslaande brand in het achterschip. Het vermoeden bestaat dat deze calamiteiten door de bemanning van het verdachte schip zelf bewust zijn veroorzaakt.

De bemanningsleden verlieten het schip vervolgens met reddingsvlotten en werden aan boord genomen van de Holland. Daarop heeft het marineschip nog een poging gedaan om het schip te redden door de brand te blussen en de romp te koelen. Helaas is hiermee niet voorkomen dat het 55 meter lange schip vlak voor zonsondergang kapseisde en zonk naar de bodem, enkele kilometers diep. Vermoedelijk met de lading drugs aan boord.

Zr.Ms. Holland heeft twee weken geleden haar zusterschip **Zr.Ms. Friesland** afgelost als stationsschip in het Caribisch gebied. De bemanning bestaat uit 65 personen, maar kan uitgebreid worden met specialisten tot een maximum van 90 koppen. De Holland beschikt over twee snelle vaartuigen van het type FRISC.

De **Holland** is het eerste schip en naamgever van de Holland-klasse, een serie van vier patrouilleschepen van de Koninklijke Marine. Deze 108 meter lange, flexibel inzetbare, schepen leveren met een relatief kleine bemanning een belangrijke bijdrage aan internationale rechtshandhaving en veiligheid. Daarvoor worden ze ondermeer ingezet voor antipiraterijmissies, counterdrugsoperaties en kustwachttaken in Nederland en in het Caribisch Gebied.

CASUALTY REPORTING

Tanker and tug collide in Houston Ship Channel

The US Coast Guard last weekend responded to a collision between a tug pushing barges and a tanker in the Houston Ship Channel Sunday. There has been no report of pollution or injury from either vessel. The unloaded 800-foot tanker, **MINERVA MAYA,** reported damage to the port bow and the five barges being pushed by the tug, **M.L. Crochet,** sustained some damage.

The unloaded 800-foot tanker, **MINERVA MAYA,** sustained some damage after a collision with a tug pushing barges in the Houston Ship Channel June 2, 2013. No injury or pollution was reported from the incident

The 105,709, 2002-built, Greek flag **MINERVA MAYA,** is operated by Athens headquartered Minerva Marine. The pusher tug **M.L. Crochet** was delivered to Crochet Boat Company by Thoma-Sea in 1996.

All vessels were reported as secured and in stable condition. Coast Guard Marine Safety Unit Texas City watchstanders were notified of the collision at 9 a.m. and began the response. A team of incident responders, marine inspectors, port state control examiners and marine casualty investigators from the marine safety unit went to each vessel to conduct a preliminary investigation and mitigate any possible risk to environment or the mariners aboard the vessels.

U.S Coast Guard Photo

The cause of the collision is under investigation.The unloaded 800-foot tanker, **MINERVA MAYA,** sustained some damage after a collision with a tug pushing barges in the Houston Ship Channel June 2, 2013. No injury or pollution was reported from the incident. **Source : Marine Log**

NAVY NEWS

Two shipbuilders awarded contracts for nine destroyers

The Navy on Monday awarded two shipbuilders contracts to build Arleigh Burke-class guided missile destroyers.

Ingalls Shipbuilding, the Pascagoula, Miss.-based division of Huntington Ingalls Industries Inc., was awarded a five-year, $3.3 billion contract for the construction of five destroyers. General Dynamics Corp.'s Bath Iron Works unit was awarded a $2.8 billion contract for construction of four ships. Bath's award also includes an option for a fifth destroyer.

Ingalls has delivered 28 Arleigh Burke-class destroyers to the Navy and has two more under construction, according to a statement from Newport News-based Huntington Ingalls. The new contract is expected to be completed by 2023. **Source : Stars & Stripes**

SHIPYARD NEWS

Moonen completes major refit project

Captain praises "exceptionally professional" work

Moonen Shipyards in the Netherlands has successfully completed the refit of the Moonen 84 **Etoile d'Azur**. The five-month project has included some complex upgrades to the stabilisation system plus a smart extension to the flybridge that offers both practical and aesthetic benefits.

Launched in 2007, the 26.25-metre **Etoile d'Azur** is still in the hands of her original owner. He has thoroughly enjoyed his years of sailing onboard this sturdy displacement motoryacht from the boards of René van der Velden, which was the seventh of the eight Moonen 84s built. **Etoile d'Azur** has crossed the Atlantic twice on her own bottom and is one of the most used Moonens in the fleet with almost 5000 hours on her engines.

The owner and his captain Tristan le Brun had spent the summer of 2012 exploring Spain and initially looked for a yard in the Mediterranean region to carry out the refit. "The meetings we had with possible yards made it evident that the best solution was to come back to Moonen," says skipper Le Brun. "The Moonen craftsmen know the boat inside out as they built her and the yard has exceptionally high quality standards. With the extensive amount of work required it felt like a risk to take **Etoile d'Azur** anywhere else." After a Moonen engineer visited the yacht in Spain to make a proposal, the owner decided to change his plans for 2013 in order to incorporate a refit in Holland. "As well as being impressed with the professional approach, we were pleased with the reasonable pricing for the refit. This made the decision to take Etoile d'Azur 'home' to Moonen even easier."

The refit project included a comprehensive paint job and the installation of an electrical zero speed stabilisation system in place of the existing hydraulic system. The electrical system requires approximately half the power of its hydraulic zero-speed alternative. Moreover, as it does not require a larger generator, no synchronisation was required. This offers considerable cost savings. "The way the new stabilisers were fitted is a fine example of the Moonen approach," says skipper Le Brun. "The exchange had to be made by working through the owner's stateroom, which meant that the yard had to be very careful. These stabilisers are heavy, complex units and it required a great deal of competency to fit them perfectly into place after having properly removed the previous system. Everything was exceptionally well organised and managed so the right people were in the right place at the right time with the right tools."

Another major part of the refit was to extend the flybridge to cover the main deck aft area, creating even more shading for alfresco dining. In addition, the enhanced flybridge deck space meets the owner's wish to carry more watersport toys onboard, including scooters, in addition to the tenders and jetski already stored in this location while underway. "Holland is a great country for a refit," concludes Le Brun. "All the craftsmen at Moonen speak English and take great pride in their work. The same applies to the subcontractors who have been working on the refit, which are all top companies with excellent people in their employment. No one cuts corners and that gives you such a comfortable and secure feeling. In addition, the Moonen project managers were very open to my suggestions."

Various cosmetic changes were also made to **Etoile d'Azur's** interior and systems, and the electrics were updated where required. The yacht is now on en route to Scandinavia where the owner will enjoy an extensive cruise of the Norwegian fjords and beyond.

The **MAINEBORG** at **Damen Shiprepair** in Amsterdam - **Photo : Lourens Visser - www.navcom.org ©**

ZNT Yard launches Buran, second buoy laying vessel of BLV02 project

On June 4, ZNT Yard OJSC launched the buoy laying vessel project BLV02 (named Buran). According to the shipyard's press center, it is the second of two buoy laying vessels of the project being implemented by ZNT Yard within the framework of a state contract. The order for BL vessels has been placed at ZNT Yard by the Federal Marine and River Transport Agency (Rosmorrechflot) and RechVodPut. The first vessel, the Ladozhsky, will be delivered to Shlisselburg for operation as a part of Volgo-Balt fleet, the second vessel, the Buran, has been built for Belomorkanal, Petrozavodsk. The keel of the first vessel was laid down on March 15, 2012, the second one – on August 7, 2012. The Ladozhsky has successfully passed the mooring and sea trials and is currently being prepared for the delivery trial. The delivery to the customer is scheduled for June-July 2013, ahead of contract terms. BLV02 project was developed by the Marine Engineering Bureau, approved by the Russian River Register and Rospotrebnadzor, as well as by the customer. The detailed design was developed by ZNT-Engineering (Nizhni Novgorod). BLV02 is a steel one-deck self-propelled twin-screw vessel with a forecastle and aftercastle superstructure, a transom stern, with a midship working deck, which allows to place simultaneously 4 BNS buoys with anchoring mechanisms, main engines and an accommodation in the aft, with a cargo crane.

Vessels of BLV02 project are intended to control the state of the navigation pass at inland water ways and within port water area; to control the state of aids to navigation pass, to control lighting of aids to navigation; to move, install and remove navigation guards; to service navigation guards and repair light signaling equipment. The vessel is intended for operation at inland water ways of Russia with consideration of restrictions; sea districts corresponding to M-SP 3.5 area (mixed river-sea area with 3.5-meter waves of 3%-occurrence). Design ambient air temperature: +40 ºC with humidity of 65% in summer and – 20ºC with humidity of 85% in winter; water – from +20 ºC to 0 ºC respectively.

Major characteristics: length overall – 46.97 m, breadth overall – 10.48 m, CWL draught – 2 m, speed at deep still waters for a freshly painted hull without fouling with the draught of 2.0 m – at least 10.8 knots. ZNT Yard (Nizhegorodsky Teplokhod OJSC) was set up in 1911. The main competence of ZNT Yard is construction of workboats and auxiliary ships, port equipment and marine engineering products. The company is experienced in implementation of complete cycle projects – from designing to building and maintenance of different vessels.

ROUTE, PORTS & SERVICES

The **THUN GEMINI** enroute Amsterdam - **Photo : Marcel Coster ©**

Four bidders including HK's Hutchison shortlisted for Melbourne project

HONG KONG's Hutchison Port Holdings and French shipping group CMA CGM are among the four bidders shortlisted for the contract to build and operate a third container terminal at the Port of Melbourne (POM), Australia.

The other two bidders that have qualified to participate in the next round of the tender process are Australian International Container Terminals, a consortium of International Container Terminal Services (ICTSI) and Anglo Ports, and Qube Holdings.

The shortlisted companies are required to present their final proposals by September. Based on the second phase of the process, the Victoria state government authority plans to name the preferred bidder in early 2014 and launch the planned terminal facility by 2016, the port said in a statement. "The high level of interest and calibre of companies shortlisted to build and operate the third terminal confirms the significance of this project and how much it is valued by the industry," Victorian Minister for Ports, David Hodgett said. As part of the AUD1.6 billion (US$1.5 billion) port capacity project, the new terminal is expected to provide an annual throughput capacity of one million TEU. The port's development plans include automotive and on-dock inspection facilities, for which a separate bidding process is under way.

Located at Melbourne's Webb Dock East, the new facility is offered as a package that comprises around 30 hectares of waterfront terminal, a utility "off-dock" area and an adjoining empty container facility. POM handled 2.58 million TEU in fiscal year 2011-12, which ended June 30, 2012, up from 2.39 million TEU in the previous year. **Source : Schednet**

The **RHOON- C** moored in Ijmuiden - **Photo : Kor Heidinga ©**

Technip awarded contract for the Karbala refinery in Iraq

Technip was awarded by Oil Projects Company – SCOP(1) a significant contract for project management consultancy (PMC) services for the engineering, procurement and construction (EPC) phase of the Karbala refinery, Iraq. This award follows the front-end engineering design executed by Technip in 2010, said in the company's press release.

The scope of work will cover two phases:

phase 1: issue of enquiries for the EPC contract, bids clarification, evaluation and contracts finalisation with the EPC contractors,

phase 2: overall management of the EPC contract execution.

Technip's operating center in Milton Keynes, United Kingdom will execute phase 1 of the project, which is scheduled to be completed in the second semester of 2013.

Riccardo Moizo, Technip's Senior Vice President for PMC, stated: "We are delighted to have been awarded this project by SCOP and to participate in developing and enhancing Iraq's refinery capabilities. This is a significant contract for Technip's newly created PMC business unit and we believe it will open up opportunities in the near future."

Technip is a world leader in project management, engineering and construction for the energy industry.

From the deepest Subsea oil & gas developments to the largest and most complex Offshore and Onshore infrastructures, our 36,500 people are constantly offering the best solutions and most innovative technologies to meet the world's energy challenges.

Present in 48 countries, Technip has state-of-the-art industrial assets on all continents and operates a fleet of specialized vessels for pipeline installation and subsea construction.

The **FANNING TIDE** enroute Rotterdam – Waalhaven – **Photo : R&F van der Hoek-LEKKO ©**

Boskalis and VolkerWessels combine forces in cable installation field

Royal Boskalis Westminster N.V. (Boskalis) and **Royal Volker Wessels Stevin N.V. (VolkerWessels)** have signed a Letter of Intent to set up a joint venture combining their forces in the field of cable installation. Boskalis and VolkerWessels will each hold a 50% stake in **Visser & Smit Marine Contracting Holding B.V**. (currently a 100% subsidiary of VolkerWessels), which will continue its activities under the name **VSMC,** said in the company's press release.

The two companies see opportunities for strengthening their proposition in the market for offshore cable installation works, with the joint venture primarily focusing on the installation of offshore power cables, for example for wind farms (both infield and export cables). Boskalis and VSMC already work together on a project basis. Given the well-filled order book and the possibilities for pooling knowledge and equipment, the two companies are enthusiastic about the collaboration.

Through this cooperation VSMC will have access to two cable-laying vessels, the **Stemat Spirit** and the **Ndurance**. The Ndurance will be delivered in the course of this year. These vessels are fitted with DP class 2 equipment with a cable turntable capacity of around 5,000 tonnes and are wholly owned by the two parent companies.

Boskalis and VSMC have already recently worked together on developing the **Trenchformer,** a multi-purpose cable trencher capable of dealing with many different types of soil and cables. The trencher is able to bury cables in water depths of up to 400 meters. As well as working alongside a cable-laying vessel the **Trenchformer** can also be deployed as an independent spread. An extensive testing program is currently underway in the Maasvlakte industrial area and the Moerdijk, after which the Trenchformer will be deployed on projects from the summer.

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Baltic Dry Index down to 806 points

On June 3, 2013, the Baltic Dry Index fell to 806 points, down 3 points (0.37%) against the level of May 31.

BDI is a number issued daily by the London-based Baltic Exchange. Not restricted to Baltic Sea countries, the index provides "an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a timecharter basis, the index covers Handysize, Supramax, Panamax, and Capesize dry bulk carriers carrying a range of commodities including coal, iron ore and grain. Because dry bulk primarily consists of materials that function as raw material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production. On 20 May 2008, the index reached its record high level since its introduction in 1985, reaching 11,793 points. On 3 February 2012, the index had dropped 647 points, the lowest since 1986.

Dalian terminals handle 8.06 million TEU, up 382pc over in last 10 years ago

THE container throughput of maritime terminals in northeast China's Dalian surged to 8.06 million TEU in 2012 from 1.67 million TEU posted a decade ago, reports Xinhua. The city posted an average annual throughput growth of more than 20 million tonnes for 10 years in a row in cargo throughput between 2003 and 2012. Its cargo throughput amounted to 374 million tonnes in 2012, compared to the 126 million tonnes in 2003. This has greatly enhanced its role as an international shipping centre.

Dalian international airport annual passenger throughput increased to 13.34 million people in 2012 from 3.42 million in 2003. Its collective investment on port and shipping construction from 2004 to 2012 reached CNY70 billion (US$11.4 billion), up 1,300 per cent compared to the total investment from 1949 to 2003. Port functions have rapidly developed while retaining capacity in rail and road construction to enhance rail-sea intermodal and waterway transshipment services. **Source : Schednet**

$11m tug first step in Port Otago spending

Port Otago chief executive Geoff Plunket, left, and chief pilot Capt Hugh Marshall, with the tugs Otago and Karetai in the background at Port Chalmers yesterday. **Photo by Craig Baxter.**

The first phase of $100 million of infrastructure spending by Port Otago was announced yesterday. A contract has been signed for a new $11 million tug, plus two container straddle crane orders worth $2.5 million.

Port Otago is fully consented to begin its channel-deepening programme, between Port Chalmers and Taiaroa Head, and will by November be making a decision as to what extent dredging may be undertaken.

During the past decade, Port Otago had spent about $90 million on infrastructure, largely on a new tug and two Chinese-made container cranes. During that period, 100% owner the Otago Regional Council was paid almost $80 million in dividends.

Port Otago chief executive, Geoff Plunket, said yesterday the company was embarking on the "first phase" of about $100 million of infrastructure spending during the next decade, much of it aligned with its "new generation" dredging programmes for bigger ships.

"There's the new tug, the channel-deepening project, then over more than 10 years there's warehousing and some developments in Dunedin," Mr Plunket said. The "immediate spend", of a total $14 million, on the tug and straddle cranes, included about $400,000 for a scientific study into the dredging project.

"Once that study is completed, by about the end of November, a decision can be made on dredging," Mr Plunket said.

One of the new **Damen Group** tugs, to be built in Vietnam for Port Otago.

The contract for the new tug was signed with Netherlands-based **Damen Group** representatives yesterday, at Port Otago. **Damen** will have the tug built in a Vietnamese boatyard in Da Nang, to be completed by next June for its 30-day delivery voyage to Port Chalmers, by July or August next year.

The 250-tonne tug, which will be the 63rd of its type made, is slightly larger than the 10-year-old Otago. It will be 24m long and 11.2m wide, and have a bollard pull of 68 tonnes, as opposed to the **Otago's** 56-tonne pull.

Port Otago chief pilot, Capt Hugh Marshall, said pilots would appreciate the more powerful tug as a "better tool" for manoeuvering large container ships around the harbour. "As ship sizes get bigger and bigger, the extra power will be appreciated," he said. The vessel, operated by two staff, was popular in New Zealand and Australia, he said. Maersk, Port Otago's largest container ship customer, has made some recent changes to its Southern Star shipping schedule. Some larger vessels with a capacity of up to more than 4000 containers will visit the port.

The tug **Otago** was delivered a decade ago from a Whangarei yard, at a cost of about $8.5 million. The port company's near 40-year old tugs, **Rangi** and **Karetai,** will be put up for sale, Mr Plunket said.

The two Kalmar cranes can straddle three stacked containers while carrying one. They will bring Port Otago's complement to six of that size. The Port operates 15 straddles in all. The new Kalmars will switch from diesel to diesel/electric power, and will be delivered by the end of the year, for assembly and commissioning. **Source : Otago Daily Times**

Yang Ming extends lease at the Port of Los Angeles for nine more years up to 2030.

TAIWAN-based ocean carrier, Yang Ming, has extended by nine years its current lease at the West Basin Container Terminal, which was to have ended in 2021, Los Angeles mayor Antonio Villaraigosa announced. The mayor also signed a memorandum of understanding last week to expand and modernise Yang Ming's terminal facilities at the port.

Under the agreement, the Port of Los Angeles will spend US$122 million on echantments, including construction of a new 1,260-foot wharf at Berths 126-129, dredging to a depth of 53 feet at the new wharf, and expanding the West Basin Intermodal Container Transfer Facility, the Journal of Commerce reported.

"This agreement and lease extension ensures that West Basin Container Terminal will increase its global competitiveness with expanded facilities to handle more cargo," said Geraldine Knatz, executive director of the Port of Los Angeles, in a statement. "The port had been making progress on these negotiations, but it was this trade mission and the mayor's leadership that closed this important deal." The West Basin Container Terminal is a partnership between Yang Ming, China Shipping and Ports America. **Source : Schednet**

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…. PHOTO OF THE DAY …..

The Dutch MCM **M 857 MAKKUM** passing Spijkenisse enroute Willemstad - **Photo : Lia Mets (c)**