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The WES CARINA enroute Rotterdam – Photo : Kees Torn ©

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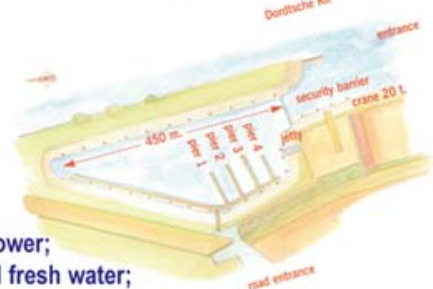
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Pollution Warning on Unclean Ship in Melbourne

ITF Australia coordinator Dean Summers has warned of potential environmental damage in Melbourne, Australia due to an unsafe vessel inspected in the port. The Australian Maritime Safety Authority found that the Greek-operated, Indonesian-owned **Sat Nunki** was too unclean to carry grain, as its hatches had previously been filled with phosphate and coal.

Dean Summers warned that the operation to clean up the vessel while in the port of Melbourne was too rushed, and could even represent a possible threat to the local marine environment. "Normally cleaning would occur well out to sea, and would be done with proper safety and environmental protocols," he said. "Instead we are seeing a rushed job ... without proper environmental safeguards.

"We believe that if the waste from inside the vessel's holds are not cleared away properly this material could lead to devastating environmental consequences for the surrounding area." He also reported that the ship's Chinese and Burmese crewmembers were owed US\$60,000 in unpaid wages. Mr Summers urged immediate action "to prevent the shipowners and operators from continuing to cut corners with workplace and environmental safety". **Source: ITF.**



Jan de Nul's TSHD **BARTOLOMEU DIAS** for the first time in Zeebrugge – **Photo : Dirk NEYTS ©**

MPA's Enhancements of Green Ship Programme

The **Singapore Maritime and Port Authority (MPA)** issued a circular stating that enhancements have been made to the Green Ship Programme for Singapore-flagged ships.

Singapore-flagged ships that adopt approved SOx scrubber technology that goes beyond existing IMO emission requirements will enjoy a 25% reduction of their Initial Registration Fees and a 20% rebate on their Annual Tonnage Tax. To retrieve the Shipping Circular 7-2013, please follow the link below.

http://www.mpa.gov.sg/sites/circulars_and_notices/pdfs/shipping_circulars/sc_no_7_of_2013.pdf

Source: MPA.

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The **Damen** Vietnam built FCS 5009 **ALLIANZ HERMES** departing from the **Damen yard** in Singapore bound for the Middle East - **Photo's : Desmond Lange – Damen shipyard Singapore ©**



Hong Kong airport turns ship terminal

Hong Kong has turned a former airport into an HK\$8.2 billion (\$1.1 billion) cruise ship terminal as the city seeks to woo wealthy Chinese travellers and become Asia's hub for luxury liners. The terminal, built at the city's former Kai Tak Airport, will open on a public holiday, Wednesday. Royal Caribbean Cruises Ltd (RCL), one of the operators, expects to draw mostly Chinese tourists to travel from the iconic Victoria Harbour, said Zinan Liu, regional vice president for the Miami-based company.

"China is quite small compared to the US and Europe in terms of market size, as the cruise market is still in its infancy," Liu said in a telephone interview on Tuesday. "But it is certainly taking off, as its growth rate is doubling every year." China will overtake the UK in two to three years as Royal Caribbean's second-largest market after the US, as demand from the Chinese middle class rises, Liu said.

Hong Kong joins Singapore in adding a second terminal capable of handling the world's biggest cruise ships as cities across Asia expand facilities to capture a share of the growing vacation market. Worldwide cruise vacationers are expected to increase 3.3% from a year earlier to 20.9 million this year, with Asia accounting for 6.5% of the traffic, according to industry data and analysis provider Cruise Market Watch. Royal Caribbean's ocean liner Mariner of the Seas will dock Wednesday at one of the two berths built for the terminal. The second one will be completed next year.

Royal Caribbean, the world's second-largest cruise operator, owns a 20% stake in a consortium that operates the terminal. Another 20% stake is held by Shun Tak Holdings Ltd (242), founded by gambling magnate Stanley Ho. Worldwide Flight Services, which provides airport and air-cargo services, has the remaining 60%.

The group has agreed to pay the government about HK\$13 million as fixed rent for the 10-year operation and another variable rent of 7.3 percent to 34 percent of gross receipts. In addition to the existing Ocean Terminal in Tsim Sha Tsui, the Kai Tak Terminal on the eastern Kowloon peninsula can accommodate the world's largest cruise ships or an aircraft carrier, said Jeff Bent, managing director of the consortium.

"It is important for Hong Kong to have a facility that can accommodate modern cruise vessels and their passengers efficiently and comfortably," Bent said in an e-mail reply to questions. "It is to our mutual benefit that Hong Kong and Singapore both have modern facilities like this." With modern facilities in Asia, cruise lines will be more likely to deploy ships to the region, compared with other parts of the world, Bent said.

Singapore opened its second cruise terminal last year as operators including Royal Caribbean seek to tap the region's growing appetite for travel and make up for slowing demand in Europe.

The new Hong Kong terminal has the flexibility to convert waiting halls into exhibition venues outside peak seasons and is expected to bring as much as \$2.6 billion in annual economic benefits, the government said last week. It will generate as many as 8,900 new jobs in the next decade, it said.

Kai Tak Airport, which opened in 1925, was considered one of the most challenging aircraft landing locations in the world as it was built in the densely-populated Kowloon City. The former airport was shut in 1998 and was replaced by an airport at Chek Lap Kok on the outlying Lantau Island.

The number of Chinese passengers at Royal Caribbean quadrupled to 100,000 last year from 25,000 in 2010 and is expected to double to 200,000 this year, Liu said. Disposable income per capita for urban households in China has doubled since 2008 to almost \$1,200 in the first quarter, according to Bloomberg Industries data.

The company already has home ports in the Chinese cities of Shanghai and Tianjin, as well as Singapore, and it plans to set up one in Hong Kong later this year, the executive said. "Shanghai, Tianjin, Singapore and Hong Kong all have their own unique appeal to travelers, Liu said. The cruise market in this region is going to be so big, and they don't necessarily need to compete for guests." **Source : Bangkok Post**



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The image shows a large orange and white heavy lift ship, the Dockwise Vanguard, carrying a massive yellow offshore oil platform on its deck. The ship is sailing on a calm blue sea under a clear sky. The Dockwise logo, a stylized orange 'D' with a blue circle inside, is in the bottom right corner.

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The **FEDERAL ST LAURENT** upbound in the Welland Canal just after passing through Lock 1.

Photo : John Attersley ©

Baltic Dry Index up to 847 points

On June 12, 2013, the Baltic Dry Index climbed to 847 points, up 22 points (2.67%) against the level of June 11.

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. – Source : PortNews



The **BUNGA MELATI 7** enroute Rotterdam – Photo : Ria Maat ©

Port of Zeebrugge welcomes largest cruise ship ever in BENELUX



Photo : Henk Claeys ©

The **INDEPENDENCE OF THE SEAS** has 15 decks and is 339 meters long and 56 meters wide. The cruise vessel brought 3,540 passengers and 1,376 crew members to Zeebrugge last Thursday. With a maximum capacity of 5752 people, this is the largest cruise ship to ever visit a Belgian port, even in the Benelux, said in the company's press release. Port of Zeebrugge has seen a continuous rise in the number of cruise calls the past years. In 2010, 66 cruise ships brought 193,789 passengers to Zeebrugge. Last year, the number of cruise calls grew to 91, resulting in a passenger count of 333,349. This season, the port will receive 115 cruise vessels, 92 of which are larger than 220 meters long. Port of Zeebrugge thus expects the number of passengers to rise to 400,000 this year.



The **INDEPENDENCE OF THE SEAS** outbound from Zeebrugge - Photo : Dirk NEYTS ©

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Crude oil tankers in the mixed zone, whereas product tankers are feeling the first rays of sun between the clouds

Oil demand growth is driven almost exclusively by the Asia/Pacific region, which is set to consume another 500,000 barrels a day on top of the 1 million barrels per day increase in 2012. Changing tanker trading patterns are constantly happening due to the above, as well as changes in the US oil market. In our last report, we noted that the US had become a net exporter of gasoline, causing imports to decline to 0.6 million barrels per day. As a consequence, European refiners have struggled to find new buyers, but a fire at the largest refinery in Argentina has given the refineries a much needed relief. Over four million barrels of diesel and gasoline have been

shipped to Argentina in April from Europe and the US. The European refineries may find further support from its old buddy the United States, as the latest import numbers from EIA indicate that gasoline imports to the US surged just before the start of the driving season.

In the VLCC market, earnings on the benchmark route TD3 from Ras Tanura in Saudi Arabia to Chiba, Japan have just entered positive territory again, following almost four months of sub-USD 20,000-25,000 per day break-even levels for most modern VLCCs. Meanwhile, the Suezmax market has fared better in the first 4 months but lost some steam as May went by. Time charter activity remains scarcely seen, with some brokers quoting the VLCC 1 year time charter market as low as at USD 16,000 per day (3 year T/C rate at USD 20,500 per day), the appetite is non-existent.

Only a few VLCC TC reports in past two months at very short periods, 1-2 months at USD 25,000 per day and 6 months to USD 17,000 per day. Regardless of how scary this may sound, it appears as if a new floor has perhaps not been reached yet for the crude oil time charter market, as rates have been trending down since last Summer.

Freight rates on benchmark routes for the LR1 and LR2 product tankers have disappointed in recent months by dropping from a strong USD 15,000 per day to a very sluggish USD 5,000 per day. It has been the lack of requirements for longer hauls and a rather weak Atlantic market that has oversupplied the Eastern market, with falling freight rates as the consequence.

As highlighted by the IEA recently, European oil demand is set for another drop of almost the same size as last year, when demand fell by 500,000 barrels per day.

Supply:

A lot of action has taken place in the product tanker segment since our last report was finalised end-March. "All of a sudden" 2013 now represents a turning point in newbuilding deliveries, as postponement of 2013-bound tonnage is now pushed into 2014 when several newly placed orders are also scheduled for delivery.

In terms of newbuildings, deliveries have come almost to a standstill, with just 5 vessels coming on stream in the last 10 weeks. Furthermore, the recent improved freight markets have made demolitions come to a virtual stop, with just two product tankers demolished in February as well as in April and just one in May.

As regards new orders, some owners seem to have taken advantage of what may seem to be prices at the bottom. Year-to-date ordered tonnage has already surpassed the total amount of new orders signed during 2012 by 22%. Is

now seems to be LR2 and MR tonnage that owners want. For the full year of 2013, BIMCO now expects the product tanker fleet to grow by 2%, positively impacted by a resumed but steady demolition action and slow inflow of new tonnage as such. Looking into the crude oil tanker segment, we see the delivery pace that we expected. Out of the 10 million DWT that has hit the market in 2013, 17 has been VLCC's, 20 Suezmax and just five Aframaxes. The VLCC fleet now consists of 616 tankers – up by 13 units net since the start of the year – illustrating the lack of much-needed demolition. Fortunately, we have now seen the first outright demolitions of VLCC tonnage this year taking place in the past two months. Four units built in 1991, 1993, 1995 and 1999 respectively have left the fleet. BIMCO still sees close to 50 VLCC's being exposed to demolition due to poor energy efficiency, old age, obsolete design and limited trading opportunities. The Suezmax segment is up by 20 units net to reach 488 – which is highlighting the fact that this vessels size is set to outnumber the others in 2013. Aframax is up by only four units, to 898 units over the duration of the past year, bringing some optimism for owners in the Aframax market BIMCO estimates that crude tanker supply growth in 2013 will come in at 3.4%. In respect to demolition activity across the board of crude oil tankers, much more would be welcomed, but only limited action is seen to help curb fleet growth. Accordingly, BIMCO has lowered the forecast demolition of crude oil tanker tonnage by 2 million DWT to 10 million DWT. Year-to-date demolitions of just 2 million DWT of crude oil tonnage shows that we expect the poor earnings to stimulate more breaking of commercially overmatched tonnage as the year progresses.



The 2007 built 244 mtr long **LR ALDEBARAN** (ex **TORM MARGIT**) outbound from Amsterdam –
Photo : Simon Wolf ©

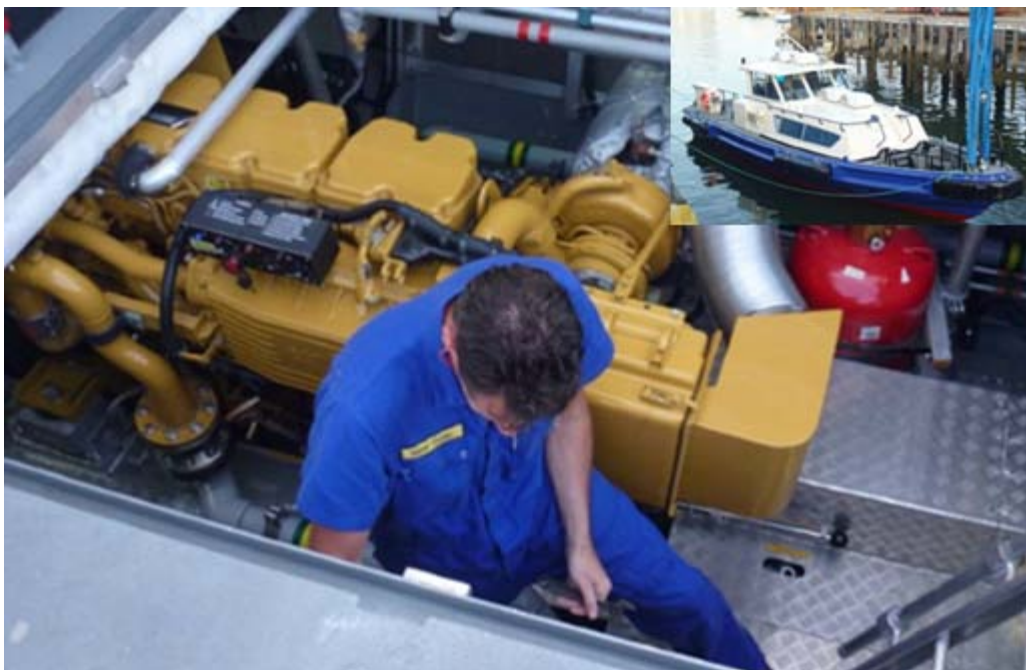
Outlook:

The world is surely going to see some new trading lanes emerge in both product tanker and crude oil segments. The shift in demand as well as where refinery capacity is being built may mean the end of some household names in trading lanes. For product tankers, the gasoline-arbitrage motorway TC2 (Rotterdam-New York), is one which may see less limelight in future, whereas distillate trades from US Gulf to Latin and South America may attract even more attention than they already do today.

The development in the US energy market does not only impact the US economy but also other energy markets. In crude oil tanker markets, the similarity in crude oil quality (sweet light) for West African oil and domestically produced US oil is felt in the VLCC/Suezmax market. The US also used to be the main export market for Venezuelan fuel and crude oil, but China is looking to take that position, which has been cemented by the oil-for-loan agreements between Venezuela and China.

Venezuelan oil minister Rafael Ramirez said that Venezuela exported 0.6 million barrels per day to China during the first four months of 2013. That is not to say that the US is looking to become completely independent of Venezuela and other countries; Saudi Arabian oil minister Ali Al-Naimi said: "Talk of energy independence [in the US] fails to recognize the inter-connected nature of international energy markets. I believe this talk of ending reliance is a naive and rather simplistic view". Only time will tell if the changes happening in the US oil market will affect also Saudi Arabia and the international energy markets permanently. BIMCO expects that T/C equivalent average earnings for the VLCC segment will settle somewhat from recent highs in the interval of USD 2,000-11,000 per day. Suezmax crude oil carriers are seen up from recent lows at USD 10,000-22,000 per day. For the Aframax segment, expectations are that earnings will settle around USD 10,000-18,000 per day.

In the product segment, BIMCO expects earnings on benchmark routes for LR1 and LR2 from AG to Japan will continue recent volatility within the interval of USD 10,000-20,000 per day. Handysize and MR clean rates have lost some of the steam from Q1 during the most recent month. For the coming two months BIMCO expects freight rates around USD 8,000-13,000 per day. **Source: BIMCO**



PON – Caterpillar service Engineer **Rene Stoop** working on one of the **Caterpillar** engines onboard a **Damen FSC 1605** - (see insert) during the yard trials last week offshore Singapore **Photo : Piet Sinke ©**

Shipping confidence reaches highest level for two and a half years

Overall confidence levels in the shipping industry rose to their highest level for two and a half years in the three months ended May 2013, according to the latest Shipping Confidence Survey from international accountant and shipping adviser Moore Stephens. The survey produced evidence of increased enthusiasm for new investment, although doubts persisted about the availability of bank finance. Fuelled by ongoing concern about a surfeit of tonnage on the market, freight rates in the dry bulk sector in particular were expected to come under more pressure over the next twelve months, although the outlook for the tanker markets looked more encouraging.

In May 2013, the average confidence level expressed by respondents in the markets in which they operate was 5.9 on a scale of 1 (low) to 10 (high), compared to the figure of 5.8 recorded in the previous survey in February 2013. This is the highest figure since the 6.0 recorded in November 2010. The survey was launched in May 2008 with a confidence rating of 6.8. The confidence rating for owners was unchanged at 5.7, while that for brokers was up from 5.6 to 5.9, the highest figure since November 2010. Confidence on the part of managers and charterers, however, was down to 6.0 and 5.5 respectively, from 6.2 and 6.0 in February 2013. Geographically, confidence in Asia was up (from 5.6 to 5.8), unchanged in Europe at 5.8, and down in North America from 6.1 to 6.0

A number of respondents felt that there were positive signs that a recovery was under way. One said, "The shipping market is dynamic in nature, and we are starting to see signs of exponential growth," while another predicted with great confidence, "The shipping markets will continue growing over the next fifteen years!" Elsewhere the predictions were less expansive, ranging from, "The market will recover in 2014," to, "Overall, we believe that 2013 will end up better than last year, and 2014 will show further improvement, even if some niche markets may not be able to maintain their current rate of growth." Other respondents, meanwhile, continued to express concern about a surfeit of tonnage in the market. One said, "As soon as there is any hint of a sector with positive potential, owners run to the yards and start ordering" while another noted, "New orders need to be halted for two years in order to correct the over-supply situation."

Elsewhere it was noted, "There are still too many owners ordering new vessels which will hit the water in the next two years. If we are to believe estimates that the world's shipyards turned out five times as much tonnage in 2012 as they did in 2005, it is clear that the problems are far from being solved." Another respondent commented, "Newbuildings from China are still being delivered, and that will doubtless continue because the yards are major employers of local labour and huge consumers of indigenous steel and other raw materials." And it was not just China which was

referenced in this context, with one respondent pointing out, "There are competitive prices on offer for newbuilding orders, even from Japanese shipyards." Another respondent predicted a continuing over-supply of tonnage in all sectors except those below 20,000 dwt, adding, "Too many larger ships continue to be ordered and delivered due to perceived low newbuilding costs, but these deals do not come close to making sense based on current market returns." Despite significant increases in scrapping levels in the past eighteen months, a number of respondents felt that much more still needed to be done. "The level of new ordering is alarming," said one, "particularly as some reports suggest that rates of scrapping may now be slowing down again. At current levels the fleet will continue expanding into 2014 and 2015." Another respondent said, "The industry faces significant increased costs in terms of meeting new regulations over the next few years and, given the lack of available

finance, this may accelerate the scrapping of older vessels, particularly those coming up for their fourth survey, but this is unlikely to be sufficient to get the industry out of the over-supply hole it finds itself in." One respondent said, "We are increasingly pessimistic about the ability of smaller, privately owned European-based shipowners to compete in the main non-niche markets due to lack of scale and financial muscle, as well as evidence of protectionist practices which render certain trades inaccessible." Elsewhere it was noted, "We have some way to go before we can expect to see any improvement in freight rates, especially if a new wave of cheap, fuel-efficient ships is ordered for 2015 onwards."



American Eagle Tankers **EAGLE SAN JUAN** arriving at Singapore Jurong anchorage yesterday afternoon –
Photo : Piet Sinke ©

Regulatory demands featured in the responses from a number of respondents, with one commenting, "The increasing burden of regulation, and the desire on the part of Brussels to be more proactive in its control of what is a global business, is likely to lead to a large number of marginal players exiting the market completely. Whether this will be sufficient to accelerate a return to a better supply/demand balance remains to be seen." the cost and availability of bank finance was uppermost in the minds of a number of respondents. "If the banks do not improve their funding resources," said one, "shipping will remain depressed for years to come." Another commented, "The banks are not willing to invest in older ships." This was a view echoed by the respondent who remarked, "We have looked at several secondhand ship purchase deals which appear to be good enough to replace older tonnage, but our main lending bank is still not willing to finance them, even with high un-mortgaged equity values within our business able to back the loans." Elsewhere it was noted, "The banks are behaving illogically, and their lack of support frustrates the shipping industry."

Generally speaking, respondents were more positive than for some time with regard to the state of global and national economies. One said, "The US economy is slowly starting to recover, which will impact positively on demand and on freight rates, plus the likelihood of interest rates remaining unchanged for a few more years will serve to stimulate the market." The likelihood of respondents making a major investment or significant development over the next twelve months was up marginally on the previous survey, on a scale of 1 to 10, from 5.5 to 5.6 – the highest level since the 5.7 recorded in February 2011. Owners (down two points to 5.7) were the only category of main respondent to show a fall-off in expectation in this regard. Both charterers and managers, meanwhile, recorded an increased expectation (each from 5.7 to 6.0) of making new investments over the coming year, a view shared also by brokers (up from 4.8 to 5.2).

The percentage of owners who assessed the likelihood of their making an investment at 7.0 out of 10.0 or higher was up by one percentage point to 45 per cent, while the number of charterers who thought likewise was also up by the same margin, from 46 per cent to 47 per cent. Meanwhile, 45 per cent of managers rated the likelihood of their making a new investment over the next twelve months at 7.0 out of 10.0, or higher.

Geographically, expectation levels of major investments were up in all the main geographical areas covered by the survey – in Asia, from 5.4 to 5.5, in Europe from 5.5 to 5.6 (their highest level since February 2011), and in North America from 4.9 to 5.9. One respondent noted, "Regulatory demands on shipping are such that the industry cannot cope with large investments in a financially tight market. Trust in shipping in general is low, given the market sentiment.

Demand trends, competition and finance costs once again featured as the top three factors cited by respondents overall as those likely to influence performance most significantly over the coming twelve months. The overall numbers for demand trends were down one percentage point to 22 per cent, static for competition at 20 per cent, and unchanged also in the case of finance costs at 16 per cent. Tonnage supply (down one percentage point to 12 per cent) featured in fourth place, ahead of operating costs (up two percentage points to 11 per cent), and fuel costs, which were one percentage point down on last time at 10 per cent.

Demand trends remained the number one performance-affecting factor for owners, although down by one percentage point to 21 per cent. Competition featured in second place at 18 per cent (up from 15 per cent last time), followed by finance costs, up one percentage point to 17 per cent. Tonnage supply, having featured in second place in terms of owners' priorities last time, was down by two percentage points to 16 per cent. For managers, meanwhile, competition, although down from 20 per cent to 18 per cent, still featured in equal first place with demand trends (down one percentage point to 18 per cent), followed by finance costs, down from 17 per cent to 16 per cent. For charterers, demand trends, while down by five percentage points to 24 per cent, took over first place from competition, which was down from 31 per cent to 17 per cent. Finance costs featured in third place, with 16 per cent.

Geographically, demand trends were the most significant factor for respondents in both Asia and Europe (up by three percentage points in Asia to 23 per cent but down in Europe from 24 per cent to 22 per cent.) Competition and finance costs, in that order, made up the top three performance-affecting factors in both Asia and Europe. In North America, meanwhile, competition featured in first place (up eight percentage points to 28 per cent), followed by demand trends, where there was a fall from 38 per cent to 26 per cent, and operating costs, at 11 per cent. Operating costs were referenced by a number of respondents. One said, "Owners who are in a position to control fuel costs by operating very efficient vessels, with highly skilled crews, will be at a clear advantage," while another expected "further shortages of well-qualified and experienced crew, and an increase in their salary demands."

There was a three percentage-point fall (from 40 per cent to 37 per cent) in the number of respondents overall who expected finance costs to increase over the next twelve months. This is the lowest figure in the life of the survey to date. The number of respondents expecting finance costs to come down, meanwhile, reached its highest figure (11 per cent) since November 2010. Owners were the only main category to record a fall in the numbers of respondents expecting an increase in finance costs (down from 37 per cent to 32 per cent). The figure for charterers was unchanged at 50 per cent, while for managers and brokers it was up 3 and 6 percentage points respectively, to 44 per cent and 38 per cent. The number of respondents in Asia anticipating an increase in finance costs was up by 2 percentage points to 40 per cent compared to last time, but the corresponding figure for Europe was down from 39 per cent to 32 per cent. In North America, meanwhile, 52 per cent of respondents thought that finance costs were likely to rise, compared to 42 per cent previously. While the majority of respondents bemoaned the lack of available, affordable finance, one respondent noted, "Shipowners appear to be resorting more frequently to bond financing, and it seems that these investors are looking through rose-tinted spectacles when it comes to assessing the future and are prepared to support owners in this respect."

Turning to freight rates, it was the tanker markets this time which generated the most positive comments.

The number of respondents overall who expressed an increased expectation of higher rates in the tanker sector over the next twelve months was up by two percentage points to 37 per cent – just one percentage point below the figure recorded when the survey was launched in May 2008, but some way short of the survey high of 50 per cent posted in May 2010. Owners (up five percentage points to 41 per cent) led the way in terms of increased expectations of better rates, while charterers unsurprisingly set their sights much lower, at an unchanged 29 per cent. The number of managers expecting improved rates was meanwhile down by one percentage point to 31 per cent. Geographically, the prospects for increased tanker rates were deemed lower this time by respondents in Asia (down from 33 per cent to 31 per cent) and in North America (down by 23 percentage points to 24 per cent), but higher in Europe, up from 36 per cent to 40 per cent. In the dry bulk sector, meanwhile, there was a 10 percentage-point fall, from the highest figure in the life of the survey three months ago to 40 per cent this time, in the overall numbers of those anticipating

rate increases. All the indicators were down – in the case of owners from 50 per cent to 43 per cent, managers (52 per cent to 36 per cent), charterers (60 per cent to 48 per cent), and brokers (44 per cent to 32 per cent). It was the same story from a geographical perspective. In Asia, expectations of higher dry bulk rates fell from 52 per cent to 33 per cent, in Europe from 51 per cent to 44 per cent, and in North America from 65 per cent to 35 per cent. One respondent said, "The dry bulk market is in crisis and will remain so in the small-to-medium size sectors for at least two more years due to overbuilding." Another noted, "The dry bulk market is structurally unhealthy due to the massive overbuilding of vessels." Others were more optimistic however, with one claiming to be hopeful that dry bulk rates will soon improve due to an improved balance between supply and demand.

In the container ship market, there was an eight percentage-point fall, to 26 per cent, in the overall numbers expecting rates to go up. Indeed, expectation levels in relation to rate increases were down across all categories of respondent, most notably in the case of brokers (by 25 percentage points to 19 per cent). Meanwhile, 26 per cent of owners (compared to 36 per cent last time), 28 per cent of managers (down 5 percentage points on last time), and 38 per cent of charterers (down from 47 per cent last time) expected container ship rates to rise in the next twelve months.



The **ORIENT SINGAPORE** in Melbourne – Photo : Dale E. Crisp ©

Geographically, expectations of improved container ship rates were unchanged in Asia at 24 per cent, just one percentage point up on the numbers in that part of the world who are expecting container ship rates to go down over the next twelve months. The numbers anticipating higher rates were also down in Europe, from 38 per cent to 29 per cent. In North America, meanwhile, the 39 per cent of respondents expecting container ships rates to fall over the coming year was more than double the number (17 per cent) who thought they would increase. One respondent said, "In the container ship sector, the long-haul market sentiment is very bleak, with continued deliveries of mega tonnage and ongoing weak demand in the main western trades." Another claimed, "The container ship fleet will grow by eleven per cent this year. Everybody seems to think that ever bigger ships are beautiful."

Moore Stephens shipping partner, Richard Greiner, says, "For the third successive quarter, we have seen a small increase in confidence. This encourages the belief that we are witnessing the start of a sustainable recovery, although some difficult issues remain to be resolved. "Despite increased scrapping, it is clear that there are still too many ships on the market. For as long as that situation persists, the freight markets will struggle to bounce back. Although the tanker market is looking healthier than it has for some time, the dry bulk trades in particular seem to be suffering from an over-supply of tonnage.

"Owners' appetite for new vessels has not, it seems, been terminally affected by five very difficult years for the shipping industry. Some reports suggest that current newbuilding business is almost one thousand per cent up on last year, with Greek owners alone having reportedly ordered almost twice as many ships in the first four months of 2013 as they did in the corresponding period last year. This is not a complete surprise.

Our survey revealed evidence of an increased enthusiasm for investment, and the history of shipping confirms that it is an industry which is not reluctant to spend money. "Increased newbuilding activity is also somewhat inevitable, not least because of the strong state support which governments in the Far East are providing to their strategically important shipbuilding industries. Neither is it a bad thing. Every industry needs new investment to survive, and if that

is coupled with regulatory and environmental compliance – for example, in the shape of eco-friendly ships – then so much the better.



The **GENCO CARRIER** in Rio Grande – Photo : Marcelo Vieira ©

"If pulling the plug on newbuilding activity is not the way to resolve shipping's problems, the answer must lie with addressing the issues which seem to militate against solutions built on new investment. We need more scrapping, for example, and fewer proposals such as the one currently before the European Parliament to ban the beaching of vessels for demolition. We need a more innovative approach to securing finance, embracing everything from bond financing to leasing, as well as the ability to convince potential investors of the credibility of business plans. We need a more concerted focus on risk management, which is not as well developed in shipping as it is in many other industries. And we need early identification of the need for restructuring, and awareness of the options available in that connection. "Shipping is in reasonably good shape, given the problems it is facing. Indeed, it is difficult to think of another industry which is so capital-intensive in nature, so reliant on skilled personnel, and so heavily impacted by competition, politics, risk, protectionism, and regulation, yet able to remain optimistic in the teeth of a global financial downturn. Three months is a long time in shipping, but it is to be hoped that our next survey will complete a full twelve months of improving confidence. Shipping is an industry in which long-term investments have tended to bring long-term rewards. As such, it is worthy of a long-term outlook."



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First container port health and safety study is released

The first ever major international study of health and safety in global network terminals is being published today. Conducted by Cardiff University and commissioned by the ITF (International Transport Workers' Federation), it has been conducted in cooperation with three of the world's biggest terminal operators: PSAInternational, APM Terminals, and one other company.

The 94 page report – Managing the health and safety of workers in globalised container terminals – can be seen at www.itfglobal.org/infocentre/pubs.cfm/detail/39726 and examines six global network terminal (GNT) ports as well as a worldwidesurvey of ITF member unions. It finds that, despite the major changes associated with containerisation,

container terminals remain a high risk environment for dock workers. It concludes that although the GNT operators have made some important strides in improving health and safety management systems, significant improvement is needed in order to bring container terminals up to the standards of best practice found in other sectors where worker participation systems are effectively developed. The report lays the groundwork for an even wider and more comprehensive second study, that again is being conducted with the co-operation of PSA International; APM Terminals, and another GNT operator.

Sharon James, ITF dockers' section secretary, commented: "This is an important, first-of-its-kind project. We commend these three leading GNT operators for cooperating with this research. By engaging in an independent assessment of their performance, these companies are showing leadership for the wider container terminals industry."

ITF president Paddy Crumlin added: "The findings show that the GNTs have made some important steps to improving their health and safety importance, but there is still a good way to go. This report lays out guidance on what can be done to enshrine and spread good practice."

A PSA International corporate spokesperson stated: "At the heart of PSA lies a strong, unwavering commitment to provide our people with a safe, secure and healthy workplace and to promote sustainable development in the communities we operate in. We recognise that the improvement of safety at PSA is a journey and as an industry leader, we will continually upgrade our health, safety, security and environment (HSSE) practices and performance and strive to be an exemplary corporate partner on HSSE matters" Martin Poulsen, head of global safety in APM Terminals, who also operates as the 'safety activist', stated: "As a leading port operator we are fully committed to constantly developing and refining our safety management systems and working closely together with our employees as well as organisations such as ITF. We fully agree with the report findings that marine terminals are a high risk environment and that constant research and improvement must take place to ensure that all dock workers can return home from work safely every day."

The research recognises the ongoing progress on health and safety made by GNTs and recommends that these can be built on in the following areas:

- Current health and safety systems are largely of the behavioural type (top down, rule-based). Evidence from other industries demonstrates that OHS (occupational health and safety) can be strengthened by worker participation systems, which can address the underlying causes of health and safety problems;
- There needs to be greater attention given to ensuring that OHS provisions and outcomes are equal for sub-contracted workers;
- OHS management systems in terminals in the Global North and Global South differ greatly in how they are applied;
- Current OHS management systems are focused on safety and should pay more attention to health issues such as musculoskeletal disorders and fatigue.

ITF comment on Swanland sinking report

After fully studying the United Kingdom Marine Accident Investigation Branch's (MAIB's) report into the Swanland sinking, the ITF (International Transport Workers' Federation) has issued the following statement. The ITF condemns the lack of effective regulation and control in the international shipping industry that allowed this tragedy to occur.

The MAIB report reveals how cost cutting and negligence led to the sinking of the general cargo ship Swanland in the Irish Sea in November 2011, with the loss of six Russian seafarers.

As the MAIB notes, the [Swanland](#) is one of nearly 250 general cargo ships that have foundered in just over 10 years. In this period over 800 seafarers have perished in often ageing vessels. The Swanland was over 30 years old when the sinking occurred. It is questionable whether such an old ship should have been trading at all; but as a minimum it needed regular maintenance and structural repairs. This report highlights the failures in its maintenance of the ship, and the fact that no structural reviews had taken place since 2009. Even more alarming is the fact that Swanland Shipping Ltd changed the classification society of the ship from Lloyds Register to the International Naval Surveys Bureau in 2009 to reduce their fees by 30 percent. The report highlights the fact that unscrupulous operators can make savings by cutting back on repairs and the rectification of deficiencies.

The report also reveals that the ship managers, Torbulk, did not make available to the chief officer the means to conduct the strength and stability checks on board the ship which are necessary prior to cargo loading. In addition the owners and managers of the ship seemed to be unaware of the risks of carrying high density cargoes and the importance of obtaining accurate information so that the ship could be safely loaded.

The MAIB further reveals that during the course of its investigation it became evident that many shipowners and managers are unaware of the importance of compliance with the International Maritime Solid Bulk Cargoes Code (IMSBC), and that they may believe it only applies to bulk carriers.

The ITF believes that this accident investigation report must now be the catalyst for urgent action – in particular for general cargo ship safety to be made a priority at the International Maritime Organization (IMO). The fact that at the time of the accident the *Swanland* had been certified as being in compliance with all applicable statutory requirements makes a mockery of the existing regulatory framework, the ITF states.

National governments and the international shipping community can no longer stand on the sidelines as this terrible loss of life continues. The ITF is calling for:

- A wholesale review of general cargo ship safety by the IMO
- Stricter enforcement of all existing regulations
- Additional checks and safeguards to guard against the potential precarious safety of older general cargo ships

The MAIB report can be seen at www.maib.gov.uk/latest_news/swanland_publication.cfm

Gerüchte um den Verkauf der "Oceanic": Entscheidung fällt nächste Woche

Der ehemals größte Hochseeschlepper der Welt, die "**Oceanic**", steht offenbar kurz vor dem Verkauf. Das fast 90 Meter lange Schiff wird derzeit im Fischereihafen einer Taucheruntersuchung unterzogen. Wie ein Sprecher des jetzigen Eigners - der Bugsier-Reederei – bestätigte, befindet man sich derzeit in sehr konkreten Verkaufsverhandlungen. Nach Medienberichten soll es sich bei dem potenziellen Käufer um ein türkisches Unternehmen handeln. Dem wurde seitens Bugsier nicht widersprochen. Sollte es zu einem positiven Abschluss der Verhandlungen kommen, wird die "**Oceanic**" die Stadt bereits in der nächsten Woche verlassen.



Die Taucheruntersuchung, die derzeit im Fischereihafen durchgeführt wird, konkretisiert einen unmittelbar bevorstehenden Verkauf. Es handelt sich dabei um eine Routineuntersuchung, die von einem möglichen Kaufinteressenten abschließend vor einem Verkauf verlangt wird.

Photo : Richard Wisse ©

Ganz ähnlich eines Werkstattbesuches vor dem Erwerb eines Gebrauchtwagens. Der neue Eigner in spe soll das Schiff weiterhin als Schlepper betreiben wollen. Laut Bugsier

ist eine Übergabe, bei Verkauf des Schiffes, bereits in der Woche vom 17. bis 21. Juni geplant.

Die "**Oceanic**" wurde 1969 auf der Bremerhavener Schichau-Werft gebaut. Sie war seinerzeit als Hochseeberegungsschlepper, zusammen mit ihrem Schwesterschiff "**Arctic**", der stärkste Schlepper der Welt. Das Kraftpaket verfügte zunächst über eine Maschineleistung von 17.500 PS und einen Pfahlzug von 150 Tonnen (moderne Hafenschlepper haben einen Pfahlzug von 20 bis 60 Tonnen). In den 1980er Jahren wurde die **Oceanic** noch mal aufgerüstet (20.000 PS und 180 Tonnen Pfahlzug).

Das Schiff war in den 1970er Jahren am Kap der Guten Hoffnung vor Südafrika eingesetzt. 1979 verhinderte der Schlepper eine Ölkatastrophe in der Karibik, als sie den griechischen Tanker "**Aegean Captain**", der mit 200.000

Tonnen Rohöl beladen war, vor dem Untergang bewahrte. Bei der Havarie des Holzfrachters "**Pallas**", die 1998 ganz Deutschland in Atem hielt, war die "**Oceanic**" leider nicht so erfolgreich. Ihre Schlepptaue rissen. Der Frachter strandete vor der nordfriesischen Insel Amrum, wo das Wrack noch heute liegt. Am 1. Januar 2011 übernahm die "**Nordic**" (23.000 PS, 201 Tonnen Pfahlzug) die Aufgaben der "**Oceanic**". Seit dem liegt der ehemals stärkste Schlepper der Welt an der Kaje im Kaiserhafen I und ist ein beliebtes Fotomotiv für Touristen und Schiffsnostalgiker. Nach Abschluss der Untersuchungen im Fischereihafen soll sie am Freitag wieder auf ihren angestammten Liegeplatz zurückkehren. Source : Marco Butzkus

CASUALTY REPORTING



The 127 mtr long 2007 built **MINO** moored at Keppel Benoi yard in Singapore after some kissing action, rumours are heard that the action took place near Horsburgh Lt. Photo: Capt Jim Stone ©

ACCIDENT ON L 5 A PLATFORM

GDF SUEZ E&P Nederland B.V., made the following statement on 14th June 2013 at 11.15 hrs.

GDF SUEZ E&P Nederland B.V. can confirm that an accident occurred on 14th June 2013 at approximately 09.45 hrs on board of the L5A platform, approximately 103 km North of Den Helder.

During pressure tests on equipment, an accident occurred resulting in two deceased and one injured person. The injured person has been evacuated from the platform to hospital at 11.40 hrs. At the time of the incident the platform was out of production and depressurized. All relevant authorities have been informed. All other personnel on board have been accounted for. The company has activated its Emergency Response Plan. Further information on the details of the incident will be made available as soon as possible. **GDF SUEZ E&P Nederland** expresses its sympathy with the families and loved ones at this difficult time.

Shipboard Fire on USS Nimitz

A fire occurred aboard the aircraft carrier **USS Nimitz (CVN 68)** in the ship's electrical equipment while the ship was underway in the Indian Ocean within U.S. 7th Fleet's operating area June 7.



No Sailors were injured during the event or the response, and the ship and embarked air wing remain operable and in a safe, stable condition.

The ship's underway firefighting team and watchstanders responded to the electrical fire, set fire boundaries and extinguished the fire. The extent of the damage remains to be determined. An assessment team, led by Puget Sound Naval Shipyard from Bremerton, Wash., is en route and will further evaluate the damage. The cause of the fire is under investigation.

Source MAREX

Ongeval op gasplatform op de Noordzee

Om 09.50 uur gisteren (vrijdag) morgen ontving het Kustwachtcentrum Den Helder de melding van het platform 'L5FA1' Van GdF SUEZ dat tijdens testwerkzaamheden aan apparatuur op het platform een ernstig incident heeft plaatsgevonden, waardoor twee personen zijn overleden en één persoon zwaar gewond is geraakt. Het platform staat op ongeveer 100 kilometer noordwest van Den Helder. Op het moment van het ongeval lag de productie van het platform stil. Door het Kustwachtcentrum is direct de offshore redding helikopter gealarmeerd, die met een arts om 10.45 uur is geland op het platform. Na onderzoek is de patiënt aan boord gebracht van de helikopter die om 11.40 uur vanaf het platform is vertrokken naar de vliegbasis Leeuwarden, vanwaar de man per ambulance naar het Medisch Centrum Leeuwarden is vervoerd. De toestand van de patiënt is stabiel. Staatstoezicht op de Mijnen en de Eenheid Maritieme Politie zullen onderzoek naar de oorzaak van het ongeval. Source : Kustwachtcentrum Den Helder

NAVY NEWS

US nuclear submarine docks at Subic for provisioning

ANOTHER nuclear-powered submarine arrived in Subic Bay on Monday for rest and recreation (R&R) of its crew and provisioning it was the second visit of the same submarine in the country in 13 years. It is docked at the Alava Wharf



beside the submarine tender **USS Frank Cable** and two other US surface ships.

The 6,200-ton **USS Asheville** is a fast-attack submarine that is armed with 12 Tomahawk missiles and 21 MK-48 torpedoes and can cruise at depths in excess of 800 feet at 25 knots. Three Filipino-Americans are among the ship's complement of 15 officers, 16 petty officers and 115 ratings. **Frank Cable**, on the other hand, is based in

Guam but conducts maintenance and support on submarines and surface vessels deployed in the US 7th Fleet's area of responsibility. More than 700 sailors and civilian mariners are aboard the **USS Frank Cable (AS 40)**, which arrived in Subic on June 7.

Frank Cable personnel will participate in several community service events in Olongapo—at the Niños Pag-asa Orphanage, Association for Differently Abled Persons in Zambales and a local women's and youth's center.

The American Embassy invited some journalists to tour the submarine on Wednesday. Cmdr. Douglas A. Bradley, the Asheville's skipper, showed members of the media the killer-sub's tightly-packed innards, including the three-level bunk for the crew to sleep on, his 10-square-foot command post, the mess hall, laundry area, the ship's auxiliary power system, its diesel engine, the command center where dual periscopes are located and the forward section containing 21 MK-48 torpedoes. Bradley says only "the best and the brightest" naval personnel make the cut as submariners, eschewing claustrophobia and loneliness in a sardine-packed environment that would not see sunlight, "sometimes for six months."

Guiding the submarine as it navigates Subic harbor to dock is 24-year-old Filipino American, Lt. Densel Mejia, whose roots are from Pangasinan.

"This is the proudest moment of my life, coming back to the Philippines at the helm of my submarine," he says.

The two other Fil-Ams, Bryan Santos, 21, who comes from a US Navy family, is responsible for the submarine's fire control system, while Gabriel Pajas, 22, is the submarine's electronic expert. The Los Angeles-class Asheville is the 47th of its class. It is armed with vertical-launch cruise missiles and has a state-of-the-art submarine combat control system and electronic counter measures, and highly advanced sonar for navigation.

In February one of the US Navy's most advanced warships, the Arleigh Burke-class guided missile destroyer **USS Stockdale**, also called on Subic Bay to replenish supplies, as well as provide its crew rest and recreation. **Source :** **Business Mirror**



HMS ECHO arrived in Grand Harbour - Malta – **Photo :** **Malta Maritime pilot Anthony Chetcuti ©**

Antony reviews delays in submarine project

Against the backdrop of depleting fleet of under-water vessels, Defence Minister A K Antony on Thursday reviewed the reasons for delay in issuing tender for the over Rs 50,000 crore 'Project 75 India' in which six more diesel electric submarines have to be procured for the Navy. The P-75 India is a Navy project expected to begin after the ongoing project under which six Scorpene submarines are being built by the Mazagon Dockyards Limited in collaboration with French DCNS. The Scorpene project is also delayed by over three years.

"The Defence Minister reviewed the reasons for delays in the P-75 India project and asked the authorities concerned to hasten the progress," Ministry officials said here.

Under the project, the Navy has plans of getting two submarines constructed at the shipyard of the foreign vendor bagging the contract while the remain four would be built at defence shipyards including MDL and the Hindustan Shipyard Limited. The Navy had issued the Request for Information (RFI) for the project over a couple of years ago and due to several reasons, the project has been getting delayed since then. Defence Ministry will move the Cabinet

Committee on Security soon for seeking approvals for the construction of two submarines at foreign shipyards as the previous approval was for indigenous construction. India currently operates a fleet of Russian Kilo Class and German HDW submarines, of which a significant number would be phased out in the coming decade or so.

India has been working on a 30-year submarine plan under which 24 submarines are to be constructed till 2030 but with the delays, it seems that achieving these numbers would be a difficult task. **Source : Zeenews**



Above the **K 34 NYKOPING** one of the 5 corvettes of the visby class which is the latest class of corvette to be adopted by the Royal Swedish Navy after the Göteborg and the Stockholm class corvettes. The ship's design heavily emphasizes low visibility or stealth technology. The first ship in the class is named after Visby, the main city on the island of Gotland. The class has received widespread international attention because of its capabilities as a stealth ship. **Photo : Henk van der Lugt ©** The ships are designed by Swedish Defence Materiel Administration (FMV) and built by Kockums AB. The first ship of the class was launched in 2000 and since then the construction was fraught with repeated delays. Finally in December 2009, the first two ships (VISBY and HELSINGBORG) of the class were delivered to the Royal Swedish Navy by the FMV, albeit with greatly reduced operational capability.

New submarine for the Vietnamese Navy is on it's way from Russia

The first two Project 636 diesel-electric submarines Varshavyanka (NATO reporting name Kilo) will be handed over to the Vietnamese Navy later this year. The contract envisages the delivery of six of these submarines. In December 2012, the first commissioned diesel-electric submarine successfully completed the first phase of trials, during which all of its systems and mechanisms performed well.

The submarine performed 12 diversions, including a deep-water one. Sea trials of the first submarine will be completed in the summer. Acceptance tests and handover to the customer are scheduled for September. The second commissioned submarine was launched late last year. Outfitting work on it began in early January 2013. In March-April the submarine was due to pass dock trials, followed by sea trials. The shipyard is now doing hull work and is testing units for the other submarines under this contract. In February the shipyard began making the main hull of the sixth submarine in the export series. The contract to supply Varshavyanka diesel-electric submarines to Vietnam was signed in 2009. In addition to building the submarines, it envisages training the Vietnamese crews as well as delivering the necessary equipment and technical supplies. according to unofficial sources, the contract is worth 2 billion dollars. The Varshavyanka is a third-generation submarine. According to experts, its main strength is its large upgrade potential, which makes it possible to equip these submarines with new weapons, including the Club anti-ship missile system that has a considerably bigger impact zone and a broader range of types of targets. **Source : rbth**

SHIPYARD NEWS



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Busy times at [Damen ship repair](#) in Rotterdam – Eemhaven – Photo : [Marijn van Hoorn](#) ©

Sevmash to modernize cruiser Admiral Nakhimov

PO Sevmash OJSC has signed a contract with RF Defense Ministry on repair and modernization of the large nuclear-powered guided-missile cruiser [Admiral Nakhimov](#), the shipyard says in its press release.

The shipyard's primary task is to secure contract for the development of engineering design for the cruiser modernization, which is to be executed by Severnoye Design Bureau.

"The preparatory phase has begun. 70% of dismantled equipment is to be replaced," says Sergey Khviyuzov, head of repair/modernization/warranty supervision management of Sevmash.

According to Sevmash Deputy Director General Sergey Marichev, the volume of works at the nuclear-powered guided-missile cruiser is comparable to that of [Vikramāditya](#) repair and modernization.

Drydocking is scheduled for 2014. According to the contract, the ship is to join the effective Naval forces in 2018.

Large nuclear-powered guided-missile cruiser [Admiral Nakhimov](#) is the third vessel of the series built by Baltiysky Zavod OJSC (Saint-Petersburg). It was laid down in 1982 and delivered to the Navy on May 10, 1989. The vessel was designed by Severnoye Design Bureau OJSC (Saint-Petersburg). According to the decision of RF Defense Ministry and Economics Ministry, as well as to the state contract, the ship was transferred to the water area of Sevmash on August 14, 1999 for a scheduled yard repair. Source : [PortNews](#)



Vroon's **IVER EXCEL** moored at **ST MARINE SHIPYARD** in Singapore Tuas basin
Photo : Piet Sinke ©

Moscow Shipyard lays down workboat of Project WB22MT

On June 11, 2013, **OJSC Moscow Shipbuilding & Repair Yard** laid the keel of the workboat of Project WB22MT. According to the company's press center, the boat will be built to the project of MT-Group CJSC in line with the regulations of Russian Maritime Register of Shipping.



The boat is intended for transportation of commission members, crew members and their families; transportation of cargo of up to 0.5 t; examination and ecological monitoring of water areas; execution of pilot boat's functions.

Technical characteristics: Classification of Russian Maritime Register of Shipping: KM* R3 Aut3, hull length – 23.0 m, hull breadth – 5.9 m, full-load draught – 1.8 m, speed – 20

knots, endurance – 500 miles.

OJSC Moscow Shipbuilding & Repair Yard (Moscow Shipyard) is one of the oldest Russian shipyards. Since it was set up in 1936, over 1,800 vessels were built here. **Moscow Shipyard** is the major manufacturer of river passenger vessels in Russia. In particular, it builds motor yacht of luxury class with length from 25 to 50 meters. This full cycle company has its own design bureau, hull production, painting, electric-installation, machine-assembly and interior facilities.

From 2010, the company has been building new-generation passenger motor vessels for tourism and sightseeing. The shipyard is a branch of United Shipbuilding Corporation. In September 2011, the shipyard commenced the construction of high-speed multi-purpose boats of project MPB14 for Russian seaports. Parallel to this production, from 2011 Moscow Shipyard has been building a series of 27 buoy-laying boats project 3050 and 12 buoy-laying boats project 3050.1 for servicing inland water ways. From autumn 2012, the shipyard has been building shipboard boats for Navy.

ROUTE, PORTS & SERVICES



ABB wins prestigious “red dot award” for Azipod® marine propulsion system part



The leading power and automation technology group, has been named a winner of the prestigious “red dot award” 2013 for product design in recognition of its innovative Azimuth lever that steers its **Azipod XO** marine propulsion unit.

An international panel of 37 experts assessed products submitted by more than 1,800 manufacturers, designers and architects from 54 countries, evaluating the degree of innovation, functionality, quality, ergonomics, durability and ecological compatibility.

“The new lever design was conceived in order to improve usability and ergonomics and thereby enhance safety levels,” said Heikki Soljama, head of ABB’s Marine and Cranes business. “Winning the red dot award shows we met our goal of creating a distinctive unit as well as a clear and simple human-versus-machine navigational interface that offers precise and predictable control for different vessel types.”

The Azimuth lever is the key part used in Azipod-powered ships to control propulsion speed and steering angle and forms part of the ABB Intelligent Maneuvering Interface (IMI) system. Propeller speed is controlled by moving the horizontal axis of the lever while the steering angle is controlled by rotating the lever around its vertical axis. The Azimuth lever can easily steer mega large vessels which is more than 200,000 GRT(gross register tonnage) and over 300 meters long, and it will be an important feature of the steering equipment in the future cruise vessels.

One of the features of the latest Azimuth lever is the use of programmable detents – or “feeling” points – in the lever. The shape of the Azimuth lever is designed to fit easily into the hand and the lever direction can always be determined by its shape, providing tactile feedback. The award-winning design also features scale lamps that can be adjusted to maximize visibility during the night or in bright sunshine.

The product design competition has existed since 1955. Its award is an internationally recognized quality seal.

SS Tositti opens additional offices in Sicily

ISS Tositti, part of **Inchcape Shipping Services**, the world’s leading maritime services provider, has opened two additional offices in Sicily. With one office in Augusta, Sicily, these new offices in Gela and Palermo will provide a strong service base for the growing liquid and bulk market on the island. ISS Tositti specialises in providing services to some of the world’s leading shipowners and operators and is based in Venice, Italy.

The port of Gela currently transports over six million tonnes of liquid in imports and exports per annum, and also has a large on and offshore crude refinery, while Palermo also has a strong oil, bulk and cargo market.

Says Stefano Tositti, CEO of ISS Tositti: “The new offices will enable us to offer a local service for all liquid, gas and chemical traffic originating or bound from Sicily and from Italy.” Our new Gela office is led by Operations Manager,

Salvatore Lanzafame, and our Palermo office by Operations Manager, Angelo Marcantonio. Both Salvatore and Angelo have excellent experience and we welcome them and all our new employees to ISS Tositti.”



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The **VITALI KOZHIN** (ex Linda Buck-93 RMS Britannia-93 Britannia-96 Linda Buck-05) arrived in Vlissingen Westerhof harbour Photo : Huib Lievense ©

Name giving ceremony of „RT Ambition“

International maritime service provider **KOTUG** celebrated the christening ceremony of one of the latest generation RotorTugs during their traditional "Herring Party" in Bremerhaven, Germany on 13th June 2013.

RT AMBITION has a length of 32m, a width of 12m, 6.456 BHP and a bollard pull of 84 tons. **RT AMBITION** is the 11th RotorTug, built at ASL Shipyard Singapore, of a series of 14 sister vessels. The sisters are built at **Niigata**



Shipyards Japan and ASL Shipyard Singapore and are a part of **KOTUG's** comprehensive fleet expanding and renewal program.

RT AMBITION commenced operation in December 2012 assisting seagoing vessels in the port of Bremerhaven, working to the full satisfaction of the clients, vessel's masters, pilots and

tug's crews.

Due to her three propulsion units, which independently can be turned 360° degrees, the RotorTug has an unique maneuverability. The design of the Rotor®Tug enables delivery power by rotating the thrusters rather than the tug

itself, which saves space and maneuvering time. A real advantage for the narrow locks and bridge passage in the port of Bremerhaven. With the **"RT AMBITION"**, KOTUG's fleet in Bremerhaven nowadays consist of 9 RotorTugs. The christening ceremony of **RT AMBITION** was performed by sponsor Lady of **"RT Ambition" Mrs. Claire Knegt**. She is the wife of **Mr. Dorus Knegt**, KOTUG's former COO. As from January 2013 Dorus retired and became KOTUG's advisor to the board. During the ceremony Kotug highlighted the contribution of Dorus to **KOTUG's** growth in the last 10 years.

JUMBO JUBILEE ENROUTE MOERDIJK WITH IMMERSION EQUIPMENT



Last Wednesday afternoon (June 12th-2013) the **JUMBO JUBILEE** departed from Coatzacoalcos (Mexico) loaded with the immersion equipment of **VOLKER CONSTRUCTION INTERNATIONAL b.v.** and the **Hollandsch Diep** (BOKA) bound for Moerdijk (Netherlands) The immersion equipment and suction dredger have been used for the succesfull immersion of a



690m1 long tunnel in the river of Coatzacoalcos.

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M/V "VAMA" flying RF flag refused access to the Paris MoU region

On 13 May 2013 M/V **"VAMA"** with IMO number 8135100 was detained in Klaipeda. Under the request of the shipowner the vessel was allowed to sail to a repair yard in port of Kaliningrad on 19 May 2013, said in the press release.

M/V **"VAMA"** sailed from the repair port Kaliningrad on 1 June 2013 without complying with the conditions determined by the Lithuanian Maritime Safety Administration. M/V **"VAMA"** flies the Russian Federation flag which is white on the WGB list and will be refused access to any port and anchorages in the Paris MoU region.

Popular sailing ships to cruise in tandem

Sea Cloud Cruises is offering something unusual for sailing fans this fall as its two sailing ships travel in tandem for several days. The Hamburg-based line says the 65-passenger **Sea Cloud** and 94-passenger **Sea Cloud II** will sail together around the Canary Islands starting on Nov. 20 in a meet-up "designed so that sails and sailing are at the

forefront." The two vessels will meet in Gran Canaria in the Canary Islands and sail together from Tenerife to La Gomera and El Hierro. Passengers on each of the ships will have the chance to tour the other vessel during an "open house" party planned for Nov. 21 in Tenerife. To be part of the tandem sailing, sailing fans need to sign up for the Nov. 17 sailing of the Sea Cloud II from Las Palmas to Gran Canaria (fares start at 4,095 per person) or the Nov. 19 sailing of the Sea Cloud from Las Palmas to Gran Canaria (fares start at \$4,395 per person).

Built for American cereal heiress Marjorie Merriweather Post in 1931, the Sea Cloud is among the most famous sailing ships afloat and is often billed as the world's most luxurious tall ship. It features authentic, four-masted rigging and lovely restored interiors that evoke a bygone era. **Source : usatoday.**

MARITIME ARTIST CORNER



The famous Dutch cruiser **C 801 DE RUYTER** is the latest painting of **Frans Romeijnsen**
www.galeriemarkant.nl

.... PHOTO OF THE DAY



The **UNION SOVEREIGN** enroute with the **HERMOD** towards Vats (Norway)

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