



Number 168 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 18-06-2013**

News reports received from readers and Internet News articles copied from various news sites.



- more than 150 vessels
- global tramp & liner services
- lifting up to 800 tons
- 28 offices worldwide

 **BBC Chartering®**
www.bbc-chartering.com



Seen from Allseas Calamity Jane, PLV Audacia working on the Total Laggan-Tormore field development project off Shetlands.

Photo : Capt. Micha Stubbe. Master Calamity Jane (c)

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



Westwind Line vessel outbound from the port of Manila (Philippines) yesterday (Tuesday) morning
Photo : Piet Sinke (c)

Yang Ming sees stormy weather for shippers

Yang Ming Marine Transport Corp said that global container shipping companies face challenging times before seeing a rebound in 2015 on the back of improvements in supply and demand. Oversupply has made it difficult for major container shippers to raise freight rates, including those from Taiwan, Yang Ming chairman Frank Lu said. "It would be a big challenge for the container shipping industry to improve its performance before the end of next year," Lu told the company's annual general meeting.

The failure of several shipping firms to boost freight rates over the past two months also signifies a difficult year ahead, he said. However, Yang Ming aims to break even this year through cost control and route adjustment, he said, adding that the company hopes to raise freight rates next quarter.



The **YM UTILITY** enroute Antwerp - Photo : Richard Wisse – www.richard-photography.nl (c)

Shareholders of Yang Ming — Taiwan's second-largest container shipper by fleet size — yesterday approved the company's plan to retain all of last year's net profit for further investment instead of distributing dividends. The company posted net profit for last year of NT\$65.24 million (US\$2.18 million), or NT\$0.02 per share.

Besides Yang Ming, two other listed container shippers in Taiwan also held their annual shareholders' meetings yesterday. Evergreen Marine Corp, the nation's largest container shipper, said its shareholders also agreed not to distribute dividends. The company reported a net loss of NT\$1.84 billion, or NT\$0.53 per share, for the January-to-March quarter. The company reported net profit of NT\$128.53 million, or NT\$0.04 per share, last year.

However, shareholders of Wan Hai Lines Ltd, the nation's third-largest container shipper, which focuses on intra-Asian routes, approved the company's plan to distribute a cash dividend of NT\$0.8 per share, on the back of net income of NT\$1.82 billion, or NT\$0.82 per share, recorded last year. SinoPac Securities Investment Service Co yesterday maintained a relatively upbeat view for the container shipping industry in the third quarter, expressing confidence that freight rates on US and European routes would start to rebound from July. In addition, bearish sentiment in the first half may lead some container shippers to control transport capacity more cautiously, further accelerating the rebound in freight rates, SinoPac Securities said in a research note. Source: Taipei Times

Hamburg Süd receives record reefer container ship CAP SAN NICOLAS (9,669 teu)

Hamburg Süd, presently ranking as number 13 among the world's container lines and a specialist carrier for the trade between the northern and southern hemispheres, has taken delivery of the 9,669 teu container vessel **CAP SAN NICOLAS**. Equipped with onboard generators to supply up to 2,100 temperature controlled forty-foot containers with electricity, the new ship is now the world's largest reefer container vessel. Hamburg Süd will deploy the Hyundai-built ship to its Far East to ECSA service 'ASIA' (#456), which the Germans and their Brazilian affiliate Alianca operate jointly with Maersk Line ('ASAS').



The 9,669 teu **CAP SAN NICOLAS** / Photo : Vladimir Tonic

Until mid-2014, Hamburg Süd is to receive a total of ten sister vessels of the new type. The first six units will be owned by the carrier, whereas the last four ships have been ordered via the Greek non-operating owners Enesel, who will charter them to Hamburg Süd on a long term basis.

The ten new Cap San class ships are 333.20m long and 48.20m (19 rows) wide twin-isle ships with the superstructure located at the one-third forward position and the engine room and funnel at the three-quarters aft position. In some respect, they are bridging the gap between the more and more common 9,000 teu compact wide-beams of ca. 300m x 19 rows and the typical neo-panamax of 365m x 19 rows that usually carry some 13,000 teu. The comparison already shows that the ships' 9,669 teu intake seems low and that a figure of 11,000 teu would seem more appropriate for ships of the Cap San series' dimensions.

There are however a number of possible explanations for this. Firstly, the ships' high reefer capacity requires more space for auxiliary engines and generators as well as additional bunker space for the extra fuel. Secondly, the ships are built with a relatively moderate draft of 14m, compared to the 15m or more of most neo-panamaxes. Last not least, Hamburg Süd might have taken a more conservative approach with the on-deck teu count than some other carriers.

The **CAP SAN NICOLAS** and her sisters will be powered by a MAN B&W-designed seven-cylinder main engine of the very economical S90-C9.2 super long stroke series. With a main engine output of only 40,670 kW and a moderate cruising speed of 21 knots, the ships are very fuel efficient vessels, designed for a slow-steaming environment.

Hamburg Süd's new ship is the largest-ever vessel in the carrier's fleet. Apart from being the highest-capacity reefer vessel, the **CAP SAN NICOLAS** will also be the largest container ship to serve South America.

The Cap-San names are traditional at Hamburg Süd and they were originally given to a series of six 11,000 dwt general cargo ships built in 1961 and 1962 at Deutschen Werft and Howaldtswerke of Hamburg and at Howaldtswerke at Kiel (which later merged to form the well-known HDW shipyards). Designed by the famous architect Caesar Pinnau, the sextet is generally considered as one of best-looking types of cargo ship. The youngest of the vessels, the **CAP SAN DIEGO**, has been preserved as a floating museum and is permanently moored in the inner port of Hamburg.

The **CAP SAN NICOLAS** was handed over and she then performed an empty off-schedule voyage from the Hyundai shipyard at Ulsan to the Russian port of Vladivostok, where she bunkered. The little excursion allowed Hamburg Süd to take advantage of the relatively low bunker prices in the Russian northeast. From Vladivostok, the **CAP SAN NICOLAS** will position to Busan, where she begins commercial service.

She will soon be followed by the **CAP SAN MARCO**, which is also expected to join the Far-East to ECSA trade.

Source : Linervision

Chinese Ships Enter Waters Claimed by Japan



Japanese maritime authorities say three Chinese government ships have sailed into waters around disputed islands controlled by Tokyo, for the first time since late May. The coast guard said three surveillance vessels were spotted inside the 22-kilometer zone off the unoccupied Senkaku islands, which China calls the Diaoyu, in the East China Sea shortly before 9:30 a.m. last Friday. The coast guard said it was warning the ships to leave the area. Last

September, Tokyo nationalized the islands, which have been the focus of a decades-long dispute. The resource-rich islands are also claimed by Taiwan. Source : The Chosunilbo



The **CORAL PALMATA** outbound from Rotterdam – Photo : Kees van der Kraan (c)

WE PROVIDE **SAFETY AND SUPPORT** AT SEA

www.svitzer.com

SVITZER

24h Emergency Response: +31 255 562 666



The ferry **ST THOMAS OF AQUINAS** anchored in Manila Bay yesterday morning ready to load during the afternoon at pier 4 in Manila port and to depart 8 pm from Manila bound for Cebu, a journey of 24 hrs.

Photo : Piet Sinke (c)

Oil Tankers Climb for Second Day Amid Cargo-Supply Speculation

Charter costs for the biggest tankers hauling Middle East oil to Asia rose for a second day, erasing this week's drop, amid speculation more cargoes for loading in July will become available next week. Hire rates for very large crude carriers on the benchmark Saudi Arabia-to-Japan voyage added 0.4 percent to 42.34 industry-standard Worldscales.

points, figures from the London-based Baltic Exchange showed today. That compared with 42.28 points a week ago. Each of the ships can hold 2 million barrels of crude. Daily earnings for VLCCs on the benchmark journey also climbed for a second day and reached \$16,478, up 12 percent from June 12, according to data from the exchange. The ships needed to earn about \$10,780 a day to cover running costs including crew, insurance and repairs in 2011, according to the most recent assessment of industry expenses by Moore Stephens LLP, a London-based accountant. "Surplus tonnage that remains for June dates is in a good position when charterers concentrate next week on covering their early July positions," London-based [E.A. Gibson Shipbrokers Ltd.](#) said in an e-mailed report. "Owners were able to recover some lost ground by the end of the week." The exchange's earnings assessments don't account for owners' efforts to improve returns by securing cargoes for return-leg voyages or reducing speed to burn less fuel, the industry's biggest expense. The price of fuel, or bunkers, reached an 11-month low today at \$595.71 a metric ton, data compiled by Bloomberg from 25 ports showed.

The Worldscales system is a way of pricing oil cargoes on thousands of trade routes. Each individual voyage's flat rate, expressed in dollars a ton, is set once a year. Today's level means hire costs on the benchmark route are 42.34 percent of the nominal Worldscales rate for the voyage. The biggest one-day change for ships hauling crude was for 80,000-ton cargoes to the U.S. Gulf Coast from the Caribbean, down 9.8 percent to 85.91 Worldscales points. For vessels shipping refined fuels, the largest move was for tankers heading to Europe from the Gulf Coast, which added 1.6 percent to 91.07 points, bourse data showed. **Source: Bloomberg**

Wie kent hem nog Boots Arie Klok



[Arie](#) is geboren op 8-8-1940 en heeft 40 dienst jaren op zee gezeten de laatste jaren altijd bij Nedlloyd als scheepsvoorman.

Hij is nu op 19-7-2013 50 jaar getrouwd, Als jullie hun kunnen zouden jullie dan een kaartje of brief kunnen sturen ter ere van hun 50 jarige bruiloft.

[Evertsen straat 6](#)
[2231RB Rijnsburg](#)
[Nederland](#)

Single Hull VLCCs: The Long Goodbye

In the 1880s the risks of carrying oil by sea were already well known. In 1881 the [Nordenskjöld](#), an early tanker design, exploded whilst loading kerosene, killing half the crew. But the [Glöckauf](#), built in 1886, dealt with this problem. With its single hull transverse bulkheads and separate cargo compartments, it pioneered the tanker design which lasted a century.

Unfortunately in 1893 the [Glöckauf](#) (Good Luck) grounded in fog on the US East Coast, and spent the remainder of its life on the beach as an elegant tourist attraction. But its basic design was still in use by another tanker which went aground in US waters in March 1989 the [Exxon Valdez](#). This time there were fewer tourists, but lots of journalists to witness the spill. US Congress acted promptly, passing the Oil Pollution Act (1990), which phased out single hull tankers from US waters in 2010.

Sinking of the Single Hull

OPA(90) was followed by a new Annex to IMO's MARPOL Convention, with a schedule phasing out single hulls and precise design requirements for the new double hulls replacing them. There was much concern about the merits of the double hulls and that single hull VLCCs on order would be phased out at 15 years. So what happened?

Road Less Travelled

Actually it all went surprisingly well. When the last single hull VLCC had been delivered in 1996, there were 376 in service. Today there are only 3. But only 243 were actually scrapped. Sixty were converted into floating oil production and storage facilities (see graph) and some of the older VLCCs proved particularly suitable for FPSO conversion, attracting better prices than obtainable in the secondhand market. Another 70 obsolete VLCCs were converted into Ore

Carriers. In the 2000s the dry bulk market was booming and short of capacity, so with Capesizes changing hands for up to \$100m, the extra capacity seemed a bargain. Since these are now prime demolition candidates (5 of the 70 scrapped already), today they are helping to balance the market again!

Still All at Sea

So the show is almost over. There are 52 single hull tankers left over 40,000 dwt. Two are in storage and 22 laid up. The remaining 28 are operating into Brazil (2), China (2), India (7), Indonesia (3), West Africa (8), and the Far East. Until 2009 the scrapping age was around 25 years, but since the recession started it has slipped back down towards 20 years. So there you have it. The market did a slick job of managing the single hull phase. The newer VLCCs provided cost effective platforms for the offshore structures and a well-timed top up for the over-stretched dry market. Meanwhile the transition to double hull tankers was pretty painless too, illustrating the industry's adaptability. Anybody fancy a Capesize conversion? Have a nice day. **Source: Clarksons**



11-06-2013 : Overview of the Guanabara Bay (Brasil) **Photo : Capt. Jan Plug (c)**

An advertisement for Vlierodam B.V. The top part shows a yellow crane lifting a large metal component. To the right is a blue and white DNV logo with the text 'DNV 2.7-1'. Below the logo is a photograph of a large ship, likely an offshore supply vessel, with various cranes and equipment on deck. The bottom part of the advertisement contains the following text: 'Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting', 'Nijverheidsweg 21 - 3161 GJ Rhooen - Tel. +31-(0)10-5018000', and 'VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl'. A small Vlierodam logo is in the bottom right corner.

Battery and Hybrid Propulsion - viable for ships

Spurred by the advances in battery technologies and the commercialisation of electric and hybrid cars, the maritime industry is asking itself: Do these propulsion solutions make sense for ships? Performance benefits, fuel savings and emissions reduction is being weighed against capital investments, practicality, limitations in range and safety. DNV plays a vital role in enabling the safe introduction of large battery packs in ships. With the world's first class rules for ship propulsion batteries and related projects being brought to life, the company aims to pave the way for battery and hybrid solutions. As demonstrated by the safety issues experienced by the Boeing Dreamliners, a battery pack can represent a hazardous component unless all safety aspects are properly handled. Through participation in developing the first hybrid offshore supply vessel, Viking Lady, DNV has produced the world's first class rules for ship propulsion

batteries. The rules play a vital role in enabling the safe introduction of battery and hybrid solutions. The payback time for pure battery and hybrid systems depends on the capital investment as opposed to their operational cost savings. Even if the capital costs related to pure battery or hybrid systems for cars are significantly less than for ships, the payback time may be significantly less for a ship due to the much higher energy requirements. Estimates show that whereas a hybrid car may not pay back the additional investment within its lifetime, a hybrid offshore supply vessel can have a payback period of less than two years. In addition, one pure battery or hybrid ship may contribute to reductions in emissions similar to emissions from thousands of cars. Pure battery or hybrid systems for relevant ship types therefore clearly make sense. A pure battery ship will be subject to the same range constraints as an electric car, even if space and weight constraints are not as strict. The distance it can travel before the battery needs recharging will therefore be limited, making the availability of charging infrastructure a key factor. Current battery technologies restricted the application to ships operating over short distances between fixed locations. In such conditions, however, it is becoming a reality. As a result of a contest between various technical solutions, organised by the Norwegian Ministry of Transport and Communications and facilitated by DNV, the first pure battery-driven ship, a ferry, will go into operation on the route between Lavik and Oppedal in Sognefjorden, western Norway, in 2015. The ferry will have access to cheap and renewable electricity at both ports. The actual fuel and emissions reduction gained from a hybrid power system depends on the optimisation of its energy production efficiency. For internal combustion engines, energy efficiencies are normally significantly decreased and the specific emissions increased at low and varying loads. Hybrid power systems avoid operation at these loads by using the battery as an energy buffer that absorbs the load variations. The benefit of hybrid power systems is therefore closely associated with the operational profile. A car driving in urban areas at low and varying engine loads will have a significantly higher benefit from a hybrid power system than one driving on the highway. Similarly, these systems will be beneficial on ships when the requirements for power variations are high, while the average power requirements are low. This operating profile is relevant for both tugs and offshore supply vessels. Foss was the first to commission a hybrid tug in 2009. The first hybrid offshore supply vessel, **Viking Lady**, will be commissioned in 2013. Source: DNV



ENI's Drill Rig **Scarabeo 8** and **Deep Orient** from TECHNIP seen getting ready to move The **Scarabeo 8** and **Deep Orient** are currently on the **GOLIAT field** in the Barents Sea as seen from the **SIMON STEVIN** which is performing Subsea Rock Installation on the project <http://www.eninorge.com/en/Field-development/Goliat/>

Photo : Simon de Graaf ©

MOTION MONITORING SERVICES & PRODUCTS

YELLOWBLACKBOX

What really happens to your cargo? Logging and reporting by



WWW.SIRIMARINE.NL WWW.YELLOWBLACKBOX.NL



The **LAY VESSEL NORTH OCEAN 105** moored at the McDermott yard at Batam (Indonesia) - Photo : Capt. Jelle de Vries ©

Evergreen Marine to implement cost control measures



Evergreen line ship **EVER EXCEL** inbound to Vancouver harbour Photo : Robert Etchell ©

Despite facing challenging supply-and-demand conditions this year, **Evergreen Marine Corp** still aims to return to the black, or at least break even, by implementing cost control measures and grasping every possible opportunity to raise freight rates, a company official said yesterday.

Evergreen Marine, the nation's largest container shipping firm in terms of fleet size, further expects to cut the cost of filling containers by 10 percent by the end of this year from last year. "The [fate of the] container shipping market will be determined by the clients this year, not by the shippers," Evergreen Group vice chairman Bronson Hsieh told a media briefing.

Although the global economy showed a mild recovery this year and demand in the container shipping industry improved slightly, some firms have acquired new vessels, expanding transport capacity, Hsieh said. Citing data from a global container shipping industry observer, Hsieh said the industry's supply side is expected to rise 7 percent this

year, with transport volume showing a 2 percent to 3 percent increase. The oversupply issue made it challenging for container shippers to raise freight rates last month, failing to fuel momentum in the second quarter — the traditional peak season for the industry, Hsieh added. That made cost controls, such as cutting costs of filling containers or cutting dock idling charges, become more important for Evergreen Marine to maintain its profitability this year, Hsieh said. Meanwhile, Evergreen Marine president Anchor Chang said the company's plan to take delivery of about 40 new vessels over the next three to four years may help control costs. Most of the new vessels are about 8,000 twenty-foot-equivalent units (TEUs), with better energy efficiency and are able to be used on various routes, Chang added.

In addition, Evergreen Marine will not give up on the possibility of raising freight rates and imposing bunker surcharges, Chang said. The shipper will also aim to develop its business in emerging markets in Latin America and Southeast Asia, as demand in these regions may undergo relatively steady expansion.

The company posted NT\$1.84 billion (US\$61 million), or NT\$0.53 per share, in net losses in the first three months, compared with a net loss of NT\$3.14 billion, or NT\$0.9 per share, recorded a year earlier.

Evergreen Marine is to hold its annual shareholders' meeting today. The company does not plan to distribute a dividend to shareholders, based on its net profit of NT\$128.53 million, or NT\$0.04 per share, recorded last year. Evergreen Marine shares rose 0.31 percent to close at NT\$16.25 on the main bourse yesterday, compared with the TAIEX's 2.03 percent tumble, stock exchange data showed. **Source: Taipei Times**



The **DEO VOLENTE** outbound from Rotterdam – **Photo : Lourens Visser www.navcom.org ©**

Shipping magnate Paul Soros dies in NYC at 87

Paul Soros, a successful innovator in shipping, philanthropist and the older brother of billionaire financier George Soros, died in New York City on Saturday after a long bout with a host of illnesses, said his son Peter Soros. He was 87.

Soros, an engineer and businessman, founded Soros Associates, a world leader in the design and development of bulk handling and port facilities. The company has operations in 91 countries. Soros also held a number of patents and wrote more than 100 technical articles on the transportation of materials and related shipping design issues.

"His genius, which was really reflected in his work, was really a function of seeing what everyone was seeing and finding new ways to solve interesting problems," said Peter Soros.

Soros also drew upon his own immigrant biography in establishing with his wife the Paul & Daisy Soros Fellowships for New Americans in 1997. The foundation's \$75 million endowment funds graduate education for immigrants and the children of immigrants.

Soros was born Paul Schwartz in Hungary in 1926. His father changed the family name to Soros a decade later, in response to growing anti-Semitism.

Growing up, Soros was a talented athlete who skied for the Hungarian national team.

"He was quite a good athlete and very much the gentleman athlete," said Peter Soros, noting his father broke his leg a number of times and lost a kidney in a skiing accident. "He had a competitive spirit."

But an injury kept him from competing in the 1948 Olympics, his son said, and that same year, Soros immigrated to the U.S. He won a scholarship to St. Lawrence University in northern New York in exchange for coaching the school's ski team and later earned a graduate degree from the Polytechnic Institute of New York University in New York City.

"He was very elegant, very gentle, very astute," said Peter Soros. "He was incredibly widely read, very up on all forms of history and, you know, a very good companion and a very good conversationalist."

Soros met his wife, Daisy, who had also fled Hungary, at the International House in New York City. They married in 1951 and had two sons, Jeffrey and Peter. Soros was four years older than his brother, George, and the two became very close upon arriving in the U.S. Though his politics were progressive, Soros did not share his younger brother's political activism, Peter Soros said. He was involved culturally, underwriting for years the Midsummer Night Swing at the Lincoln Center and supporting the New York Philharmonic and the Metropolitan Opera. Soros is survived by his wife, brother, two sons, a daughter-in-law, four grandchildren and a step-granddaughter. A memorial service was scheduled for June 27 at the Lincoln Center. **Source: Associated Press**



The **PACIFIC DILIGENCE** as seen in Batam Island, Indonesia, coming alongside the **LAY VESSEL North Ocean 105** – Photo : Capt. Jelle de Vries ©

 M3 MARINE GROUP www.m3marine.com.sg		M3 MARINE OFFSHORE EXPERTISE <ul style="list-style-type: none">- Vessel Valuations- FMEA Authoring & Auditing- DP Consultancy / Annual DP Trials- IMCA CMID & Dive System Audits- OCIMF OVID Audits- Pre-purchase Survey Inspections <p>expert@m3marine.com.sg</p>	M3 MARINE OFFSHORE BROKERS <ul style="list-style-type: none">- Chartering (Time & Bareboat)- Sale & Purchase (including Newbuildings) <p>mail@m3marine.com.sg</p>
		1 Commonwealth Lane #09-16, ONE Commonwealth Singapore 149544 Tel: +65 63274606	

Bombay dock on the menu

an exclusive peek into the Mumbai Port Trust's soon-to-be-opened Maritime Museum.

Deep in the bylanes of Mumbai's docks, near Ferry Wharf, along the coast of Dockyard Road on the city's eastern seafront, the once dilapidated wooden building inside the Mumbai Port Trust (MbPT) workshop has been transformed into a maritime museum. While the MbPT committee is still contemplating whether it should open the museum to the public next month, Mirror managed a peek into the artefacts on display in the sea-facing structure.

At the museum's patio, is stationed Mumbai's first steam road-roller. Behind it, stands the light and iron bell — remnants of the 1930s Bombay Port Limit (an unmanned light house located 15 nautical miles from Malabar Hill) that served as a signal to the ships that they had arrived at the Western seafront of the Bombay Port Trust. Additional Chief Mechanical Engineer, Dilip Vishwanathan explains, "In those days, the ships worked on steam because of which a lot of fog would get accumulated. So, this bell and light would warn the captains that Port of Bombay was approaching."



As we enter, Assistant Executive Engineer at MbPT, Prafulla M Shroff, draws our attention towards a wooden board with Sagari Yantriki Sanghralay (Maritime Museum) engraved on it. "The board is made of Burmese teak wood that we discovered in our stores," he says.

In many senses, the board that stands at the entrance reflects the overarching principal of the soon- to-be-opened museum — to preserve the 140-year-old MbPT's heritage artefacts found in tugboats, harbour boats, launches, dredgers, pilot launches, light houses, buoys and beacons, over the years. They were later scattered across MbPT's 40 locations including, Imperial

Chambers, Offices of the Dock Master of Indira Dock, Princess Dock, Victoria Dock and Butcher Island.

However, MbPT did not always revere its heritage. Until a decade ago, old goods from the buildings — furniture, machinery no longer relevant to its daily functioning — were 'auctioned' for a song. "Most items were bought by kabadiwallas and their traces were lost once they left this compound," laments MbPT chairman Rajeev Gupta, who took charge in 2010. "I felt that we needed a museum where all of these items could be stored together."

Gupta identified the workshop compound as the site for the museum and put Vishwanathan and Shroff in charge, to see the process through.

Though the port trust officially commenced in 1873, the officials say that the operations had unofficially begun in 1814. Mr Shaw was the chief mechanical engineer and it is his office that has been converted into a museum. "In fact, his grandson Bean Shaw, visited this space about four years ago," says Vishwanathan. "He had photographs of the compound and mentioned that this is where the first office of the MbPT was located." It took Vishwanathan and Shroff a year and Rs 5 lakh (a paltry sum by general standards of restoration) to set up the museum, lined with artefacts picked up from MbPT's stores. The wide windows and sun slats in the ceilings, which allow natural light in, were retained as were the original fans. A set of wooden stairs lead up to the 1000-square-foot newly refurbished space where nearly 100 items dating back to the 19th century are on display — an old sea compass, dial phones, a fog sirens, resuscitators, wall clocks from various ports and ships, wooden double-sided jati benches. Bombay Port Trust's journals dating back to the 1930s will also be available for visitors to peruse through. Monochromatic pictures of old Bombay that reflect its importance as a harbour show how the port operated before the advent of machines. Vishwanathan says, "Elephants were used to move cargo." Pointing to one he says, "This one here is pulling a railway wagon. The frames, again, are made from wood procured from the MbPT stores."

In the basement lie items that were used in the ships — wine caskets, glasses, lamps, a canon, and a broken wash basin. All neatly stacked together. "They'll be put on display soon in an adjacent room, work for which is still underway," Viswanathan tells us. "It's a shame that we didn't care for the other items that were just sold off. These are, after all, remnants of our history and, it's only fair that we make it accessible to the public."

In the same vein, a senior officer of the Shipping Ministry adds, "Mumbai was developed as a city because of its ports. The existence of the city has been because of the ports, though the state government wants to make it an international financial centre. The history of the ports must be showcased properly and the Mumbai Port Trust must allow students and researchers to visit it." **Source : IndiaTimes**

Eastbourne lifeboat sent to aid of luxury yacht Coral Island

A £75 million luxury yacht which was at the centre of the mysterious theft of a Picasso masterpiece has run into trouble again – this time off the coast of Sussex. The 72-metre-long cruiser, which is owned by a Saudi billionaire, called for the help of Eastbourne RNLi after one of the crew members suffered unexplained facial injuries in stormy

waters. Coxswain Mark Sawyer and his volunteer crew launched shortly on Thursday with the intention of taking the battered and bruised man to the town's hospital.

But with choppy seas and gale force winds making a seaborne rescue nearimpossible, the coastguard helicopter was called for.



Bob Jeffery, from the Eastbourne station, said: "It was going to be treacherous trying to safely get the man to hospital in those conditions so he was winched up by the helicopter.

"It was some vessel. The photograph of our lifeboat alongside the yacht really puts it into perspective. It dwarfed our little lifeboat."

Mr Jeffery added that the yacht anchored half a mile from Eastbourne Pier on Thursday night as they waiting

for the crew member to be treated. They set off early on Friday to Gibraltar, their original destination. It was built in 1994 and is owned by one of Saudi Arabia's richest men, billionaire Sheikh Abdul Mohsen Abdulmalik Al-Sheikh. The luxury hotel owner's love of yachts is only matched by his passion for breeding Arabian horses. He is rumoured to have sold his previous vessel to Chelsea Football Club owner Roman Abramovich. In 1999, the Coral Island was at the centre of a huge international criminal investigation. While docked in Antibes in southern France, the Sheikh's prized Picasso painting, his 1938 Buste de Femme, went missing. An investigation, spanning numerous countries was launched and a £500,000 reward was offered. However the painting was never recovered. The vessel, which costs a cool £6 million a year to run, is home to 25 permanent staff members.

Along with a Jacuzzi, four VIP suites, three speedboats and scuba diving gear, the yacht features one of the most valuable floating galleries in the world. The art-loving Sheik has packed the yacht with a reported £151 million of paintings including works from French artist Matisse and others from Picasso. **Source : The Argus**



The **BBC SPRING** loaded with **KENZ cranes** enroute from Amsterdam to Korea passing the Red Sea

Photo : Capt. Hans Bosch (c)

Zondag voor de Kustwacht minder druk dan zaterdag.

De zondag verliep dit weekeinde voor de Kustwacht in Den Helder rustiger dan de zaterdag. Ook vandaag stond er tot het einde van de middag een harde wind. Elf keer moest in actie gekomen worden voor de recreatievaart. Naast de gebruikelijke hulpverlening voor aan de grond gelopen jachten of jachten met motor- en roerproblemen, ontving het Kustwachtcentrum rond 14.40 uur een melding van de Margrietsluis dat nabij Lemmer een aanvaring had plaatsgevonden tussen een binnenvaartschip en een zeiljacht. Omdat de aard van het incident niet meteen duidelijk was, werden door het Kustwachtcentrum naast reddingboten van de KNRM ook duikers gealarmeerd. Toen de

reddingboot van Lemmer ter plaatse kwam, bleek het alleen om materiële schade te gaan. Het jacht is binnengebracht en de binnenvaarder is later doorgevaren naar de sluis. De politie zal de oorzaak van het ongeval nader onderzoeken. Op het IJsselmeer moest in actie gekomen worden, nadat twee zwemmers te water waren gegaan om een hond te redden, maar 1 zwemmer kwam hierbij zelf in problemen. Zwemmer en hond zijn door reddingboten opgepikt en naar de kant gebracht. Zij maken het goed. Tijdens de Ronde van Texel moest een zeiler opgehaald worden die een arm uit de kom had. Hij is door de reddingboot van Den Helder aan een ambulance overdragen en behandeld.

Bron : Kustwachtcentrum Den Helder

Lowestoft lifeboat called out to vessel drifting at sea



The RNLI lifeboat **Spirit of Lowestoft** was called out at about 2.30pm to Swedish-built ex-fishing vessel **MV Vagrkar**. The boat, which is now being used for leisure, had lost its steering and was drifting five miles north east of Lowestoft. The 23-metre long vessel had four people on board. The lifeboat successfully towed the stricken boat back to harbour, reaching Lowestoft at about 5.30pm. Source : EDP 24

CASUALTY REPORTING

Stavanger Rescue Centre report that the Fully cellular containership **MOL COMFORT** (90613 Dwt), has reportedly



broken in two in lat 12 33N, long 59 46E in six to seven metre seas. All 26 crew members were rescued by fully cellular containership **YANTIAN EXPRESS**. Pollution and debris reported in the area. The 2008-built **MOL COMFORT** is owned and operated by **Mitsui O.S.K. Lines** of Japan. The ship was one of 11 vessels deployed on the G6-Alliance's MOL and APL-operated Far East to Europe Loop 1. At the time of the accident, the 316m vessel was underway from Singapore to Jeddah and located about half-way

between India and Yemen. Rescue operations were coordinated by the Indian Coast Guard in Mumbai. First photos from the accident site show that the vessel was carrying a near-full load of containers. The **MOL COMFORT** is one of two 8,540 teu sister vessels built for **Mitsui O.S.K. Lines** at Imabari's Koyo Dockyard, Japan, and part of a wider series of 12 more or less similar vessels built between 2007 and 2011 at Mitsubishi's Nagasaki Shipyard. A further two (near-) sister ships are due for delivery this year. The **MOL COMFORT** is classed by NKK and insured through the Japan Ship Owner's P&I association,. Source : Lloyd's MIU Casualty Reporting Service

OCEANWIDE SAFETY AT SEA



OCEANWIDE S.a.S.
Safety at Sea

HARBOUR 1357 // BRIESELAAAN 69 // 3081 AA ROTTERDAM
P.O. BOX 59053 // 3008 PB ROTTERDAM // THE NETHERLANDS
TEL NR: +31 (0)10 - 215 10 53 // FAX NR: +31 (0)10 - 423 01 36
INFO@OCEANWIDESAFETY.NL // WWW.OCEANWIDESAFETY.NL



HYPERBARIC LIFEBOATS // LIFEBOATS // RIBS // INSPECTIONS // MAINTENANCE // LIFEBOAT REPAIRS // COMMISSIONING // LOAD TESTING

NAVY NEWS



The Free Libyan Navy Combattante II G Class Fast Attack Missile Craft Patrol Craft **SHAFAK 534** entering Grand Harbour, Malta followed by Tripoli based Free Libyan Coastguard PV30-LS Patrol Craft **SADADA 634** and **MARSET 638** on Sunday 16th June, 2013 to participate at the 19th Edition of the Canale Bilateral Italo-Maltese aero-naval exercise **CANALE 2013**. This is the first naval visit since the Libyan Uprising and both **SHAFAK** and **MARSET** entered Valletta during the Gaddafi Era.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com (c)

19th CARAT Malaysia Begins, Brings New Capabilities to Build Maritime Partnerships

The 19th annual Cooperation Afloat Readiness and Training (CARAT) exercise between the U.S. Navy, U.S. Marine Corps, and the Malaysian Armed Forces commenced with the arrival of a U.S. Navy task group to Kuantan Naval Base, June 15. The task group includes the guided missile destroyer **USS Curtis Wilbur (DDG 54)** with embarked

Destroyer Squadron 7 staff, the dock landing ship **USS Tortuga (LSD 46)** with embarked USMC Landing Force, the diving and salvage ship **USNS Safeguard (T-ARS 50)**, and, making her debut as a CARAT participant, the littoral combat ship **USS Freedom (LCS 1)**. Continuing through June 23, **CARAT Malaysia 2013** consists of ten days of shore-based and at-sea training events designed to address shared maritime security concerns, develop relationships, and enhance interoperability among participating forces.



"2013 marks the 19th year the United States and Malaysia have conducted CARAT," said Rear Adm. Jeffery Harley, commander, Amphibious Force 7th Fleet and executive agent for CARAT Malaysia. "As one of the original partners, the Malaysian Armed Forces have been part of CARAT since the beginning. This long-standing collaboration through CARAT is a model for how our naval forces can continue to work together." CARAT is a series of bilateral naval exercises between the U.S. Navy and the armed forces of Bangladesh, Brunei, Cambodia, Indonesia, Malaysia, the Philippines, Singapore, Thailand and Timor-Leste. CARAT Malaysia is also one of the key exercises that **Freedom** will participate in with regional navies and other U.S. Navy units during her maiden deployment to Southeast Asia.

As a littoral combat ship, Freedom's size and capabilities are comparable with ships operated by

many regional navies. Fast, agile and mission-focused, littoral combat ships are designed to operate in near-shore environments and employ modular mission packages that can be configured for surface warfare, mine countermeasures, or anti-submarine warfare.

Training events in each CARAT phase are tailored based on available assets and mutual training goals that span across a broad range of naval capabilities. CARAT Malaysia 2013 will focus on combined operations at sea, amphibious landing events, diving and salvage training, and maritime security scenarios. The exercise will also feature military operations symposia, jungle survival training, tactical combat casualty care, sporting events, community service projects and public band concerts. More than 1,200 U.S. Sailors and Marines are participating in CARAT Malaysia 2013. The USMC Landing Force Company is comprised of Marines with India Company, 3rd Battalion, 3rd Marine Regiment with an attachment from 2nd Amphibian Assault Battalion, 2nd Marine Division from Combat Assault Battalion, 3rd Marine Division, III Marine Expeditionary Force.

Also participating in CARAT Malaysia are medical professionals and visit, board, search and seizure (VBSS) evaluators from Maritime Civil Affairs and Security Training Command (MCAST), Seabees from Naval Mobile Construction Battalion 5 (NMCB), divers from Mobile Diving and Salvage Unit 1 (MUDSU), P-3C Orion and MH-60 aircraft, and the U.S. Seventh Fleet Band, Orient Express. For more Pacific Fleet news, visit www.cpf.navy.mil.



Several Israeli naval vessels leaving the port of Haifa – **Photo : Peter Szamosi (c)**

SHIPYARD NEWS



Crewing Solutions

TOS is an international service provider in crewing solutions, global ship delivery and ship management.

TOS
Energy & Maritime Solutions

in f t

Contact us: +31 10 436 62 93 • www.tos.nl • info@tos.nl

Ingalls Awarded \$76.8 Million for Seventh NSC

Huntington Ingalls Industries' Ingalls Shipbuilding division received a \$76.8 million fixed-price contract from the U.S. Coast Guard to purchase long-lead materials for Kimball (WMSL 756), the company's seventh National Security Cutter (NSC). Construction and delivery will be performed at the company's Pascagoula facility.

"This advance procurement contract allows us to maintain production line and supplier base momentum while we prepare for the ship construction contract," said Jim French, Ingalls' NSC program manager. "Advance procurement funding helps us procure equipment and materials at favorable prices from our suppliers, and it keeps their production line flowing as well. The Coast Guard continues to report their satisfaction with these ships, and we remain focused on improving our performance." The advance procurement funds will be used to purchase major items for Kimball, such as steel, the main propulsion systems, generators, electrical switchboards and major castings.

Ingalls has delivered three NSCs, designed to replace the 378-foot Hamilton-class High-Endurance Cutters that entered service during the 1960s. Ingalls' fourth NSC, **Hamilton (WMSL 753)**, will launch later this year and be christened on Oct. 26. The keel was recently laid on the fifth cutter, **James (WMSL 754)**, and construction will begin on the company's sixth cutter, **Munro (WMSL 755)**, later this year. Ingalls will continue to work with Lockheed Martin, which provides the command, control, communications, computers, intelligence, surveillance and reconnaissance (C4ISR) capabilities. NSCs, the flagship of the Coast Guard's cutter fleet, are 418 feet long with a 54-foot beam and displace 4,500 tons with a full load. They have a top speed of 28 knots, a range of 12,000 miles, an endurance of 60 days and a crew of 110. The **Legend-class NSC** is capable of meeting all maritime security mission needs required of the High-Endurance Cutter, Ingalls said. The cutter includes an aft launch and recovery area for two rigid hull inflatable boats and a flight deck to accommodate a range of manned and unmanned rotary wing aircraft. According to Ingalls, it is the largest and most technologically advanced class of cutter in the U.S. Coast Guard, with robust capabilities for maritime homeland security, law enforcement, marine safety, environmental protection and national defense missions. This class of cutters plays a role in enhancing the Coast Guard's operational readiness, capacity and effectiveness at a time when the demand for their services has never been greater. **Source : MarineLink**

Samsung delivers HANJIN SCARLET (4,600 teu)

The South Korean shipping line **Hanjin** has taken delivery of the 4,600 teu vessel **HANJIN SCARLET**. The new ship is the second of three small overpanamax units which Hanjin ordered in January 2011 at **Samsung Heavy Industries** for a reported price of USD 62 Mio per unit. The gearless **HANJIN SCARLET** is 250.00m long and 37.40m (15 rows) wide and offers provisions for up to 500 reefer containers. In the coming days, the new vessel will join the 'PNH' Far East to WCNA service (#282) of Hanjin, where she replaces the 4,800 teu panamax **HANJIN MUNDRA**. Yang Ming, Coscon and K-Line participate in the loop though slots. **Source : Linervision**

First Jiangsu 4800 wide-beam delivered: HAMMONIA ISTRIA (4,770 teu) joins ESL

China's Jiangsu New Yangzijiang Shipyard, a prolific builder of container vessels, has delivered the first of a new type of 4,770 teu baby-overpanamax ships. The ship has been named **HAMMONIA ISTRIA** and she will soon join Emirates Shipping Line under the charter name **EMIRATES PEARL**.

The Dubai-based carrier will deploy the ship to its 'CIS' China - India service (#954), offered in partnership with OOCL and APL (who market the loop as 'CIX'). ESL provides one of the six ships on the service and the **EMIRATES PEARL** will replace the 4,250 teu **JPO VELA**, which is to be returned to her owners. The **HAMMONIA ISTRIA** is the first of two units ordered by Hammonia Shipping of Hamburg and she will be followed by the **HAMMONIA TOSCANA**. So far, a total of ten sister ships have been ordered, all by German non-operating owners. Six of the ships, including the Hammonia twins will be managed by Peter Doehle, whereas four ships will be controlled by Hansa Shipping. Even though the gearless vessels are all believed to be identical, their official intake varies between 4,770 teu and 4,957 teu, depending on their respective owners. Most likely, there is no factual reasons for these differences other than more or less optimistic assumptions regarding realistic container deck loads. With a length over all of 255.10m and a beam of 37.30m (15 rows), and a MAN B&W 6 S80ME-C9 main engine, the new Jiangsu 4,800 teu type bears some resemblance with the Hyundai-built Maersk Wafmax (Maersk-C-type) series. In addition to similar dimensions and an identical main engine, the ship types also both offer 600 reefer plugs. The main difference is of course that the Maersk ships are fully geared, whereas the Jiangsu type is gearless. Given their size, efficiency and versatility, baby-over panamaxes like these seem the natural successors for many ageing panamaxes and maxi-panamaxes that need to be replaced in coming years. **Source : Linervision**

ROUTE, PORTS & SERVICES

MAN Engines to power Italian luxury cruise ships

MAN Diesel & Turbo leads consortium in clean package also featuring Alfa Laval's PureSOx wet scrubbing system, said in the company's press release. MAN Diesel & Turbo is to supply eight engines for the diesel-electric propulsion of two cruise ship newbuildings to Fincantieri Cantieri Navali Italiani S.p.A., world leader in cruise shipbuilding. The company is delivering the engines in cooperation with Alfa Laval who will supply accompanying exhaust-gas-treatment systems (PureSOx) for sulphur-oxide removal.

Each cruise ship will be powered by 2 × MAN 9L32/44CR + 2 × MAN 12V32/44CR engines, providing a combined output of 23,520 kW in a diesel-electric propulsion arrangement. The engines will operate with MAN Diesel & Turbo's well-proven, state-of-the-art, common-rail injection system, suitable for both heavy fuel oil and distillate fuels. This technology, developed in-house by MAN Diesel & Turbo and fully optimised for its engines, provides superior performance in terms of fuel consumption and smoke emissions, especially at part-load. Sokrates Tolgos – MAN Diesel & Turbo – Head of Cruise & Ferry Sales said: "We feel extremely honoured to have won Fincantieri, the world's largest cruise shipbuilder, as a new customer for our engines in this high-added-value market segment. Fincantieri's and Viking Ocean Cruises' confidence in realising such a technologically leading and innovative cruise project with MAN Diesel & Turbo and Alfa Laval, our consortium partner, signals a new era of cooperation. We consider it an historical step for our future growth in the cruise and ferry business." Tolgos continued: "By combining MAN's efficiency-leading 32/44CR engines with the PureSOx exhaust-gas-treatment system, these super-luxury cruise vessels can fulfill the increasingly stringent global requirements for permissible sulphur-oxide emissions in the most economical manner possible. This especially applies to the demanding limit of 0.1% sulphur fuel equivalent in Emission Controlled Areas (ECAs)." The two new vessels are bound for Viking Ocean Cruises, sister company of Viking River Cruises, the world's leading river-cruise line. With a total passenger capacity of 936 and a crew to passenger ratio of approximately 1:2, the ships are destined to serve the segment demand for small, super-luxury vessels. Delivery of the two newbuildings to the ship owner is scheduled for early 2015 and early 2016, respectively. Alfa Laval's PureSOx system removes over

98% of sulphur oxides from a ship's exhaust gas through washing it with seawater (open-loop system), or freshwater (closed-loop system), or a combination of both (hybrid system). This cost-saving solution enables vessels to comply with strict International Maritime Organization (IMO) regulations by using heavy fuel oil instead of expensive, low-sulphur marine gas-oil. Because of the typically stringent space requirements that exist for technical equipment aboard cruise ships, the more compact 'multiple inlet' PureSOx system design has been chosen where the exhaust gas from each engine pair is cleaned in a single PureSOx system. Fincantieri and Viking Ocean Cruises decided to employ the closed-loop PureSOx system using fresh water with caustic soda as a reducing agent. The cleaning system will accordingly be able to handle the requirements of any port and permits the cruise vessel to operate in low-alkalinity waters such as estuaries or the Baltic Sea, or other such, sensitive areas around the world.



POSH Terasea's Anchor Handling tugs **Terasea Falcon**, **Salvanguard**, **Salvicero** and **Salviscount** engaged in the positioning of semi-FPS "Gumusut Kakap" off Sabah, Malaysia.

Container throughput of VSC up 16% to 39.39 TEUs in May 2013

In May 2013, Vostochnaya Stevedoring Company LLC (VSC, part of Global Ports) handled 39,391 TEUs (+16%, year-on-year), the company says. According to VSC Director General Valery Mestulov, May results reflect the general growth trend of VSC throughput driven by the optimization of technological procedures of the terminal and efficient cooperation of all participants of the transportation process. **Vostochnaya Stevedoring Company LLC** is the largest container terminal in the Far East Region of the Russian Federation. It operates on the territory of Vostochny Port. VSC is a part of Global Ports group. The terminal's total capacity is 550,000 TEUs. Global Ports Investments PLC is one of Russia's leading operators of container terminals. Global Ports accounts for 29.5% of total container turnover of Russian ports and 15% of Russia's total export of heavy fuel oil. **Source : PortNews**



11-0-2013 : The pilot tender **COLUMBIA** passing the **AZAMARA QUEST** near the IJmuiden breakwaters

Photo : Simon Wolf (c)



ISO 9001 APPROVED COMPANY

• Personal transfer baskets



PTR HOLLAND[®] BV
Group of companies



BILLY PUGH Co., Inc.

PTR Holland is the main authorized distribution and refurbish centre for BPC Europe.





info@ptrholland.com
T +31 (0)10.714.4945
F +31 (0)181.26.2813

WWW.PTRHOLLAND.COM



AmaWaterways' [AmaDagio](#) launched in 2006 as the first custom-built river cruise ship for the line. The river boat has since been joined by nearly identical sister ships [AmaDolce](#) and [AmaLyra](#) (2009), [AmaCello](#) and [AmaDante](#) (2008), and [AmaLegro](#) (2007). The vessels sail itineraries along France's Rhone and Saone Rivers.

Photo : Nico Ouwehand (c)

Navios Maritime Acquisition Corporation announces delivery of one MR2 product tanker vessel with three-year employment

Navios Maritime Acquisition Corporation, an owner and operator of tanker vessels, announced that the **Nave Titan**, a new building MR2 product tanker vessel of 49,999 dwt, was delivered on June 10, 2013 from a South Korean shipyard, said in the company's press release. **Nave Titan** has been chartered out to a high quality counterparty for three years at a rate of \$13,825 net per day plus 50% profit sharing based on a formula. The charterer has been granted an option for an additional year at a rate of \$15,306 net per day plus 50% profit sharing. The vessel is expected to generate approximately \$2.7 million of annual base EBITDA and approximately \$8.0 million of aggregate base EBITDA assuming operating expense approximating current operating costs and 360 revenue days per year.

Navios Acquisition has contracted 85.6% and 48.3% of its available days on a charter-out basis for 2013 and 2014, respectively. The average charter-out period of Navios Acquisition's fleet is 2.5 years. **Source : PortNews**

**PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE
PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF
THE MAIL IS BOUNCED BACK TO OUR SERVER**

**If this happens to you please send me a mail at newsclippings@gmail.com
to reactivate your address again, please do not write this in the guestbook
because I am not checking this guest book daily.**



The **CRYSTAL TOPAZ** enroute Rotterdam – Photo : Ria Maat (c)

**ANY SHIP OR DESTINATION...
WE DELIVER**

www.redwise.com

**Ship delivery
Crew management
Maritime recruitment**

Check our website!

Follow us!

  


Redwise
GLOBAL SHIP DELIVERY & CREWING

Maersk, Hyundai, Hapag Lloyd To Up Rates



The **MAERSK NEEDHAM** outbound from Rotterdam – Photo : Paul Gerdes (c)

Maersk Line has posted a decent \$204 million profit in the first quarter. Making a profit when Asia-Europe is a disaster and many other carriers are wallowing in red ink is impressive. The carrier could increase rates from their current level of \$730 to \$1,481 per TEU on July 1. That means doubling freight rates in a market that is being flooded

with shipping capacity and has very little to put on the vessels. Next month, the first of a series of 20 triple-E container ships will be launched in the blue Maersk Line livery. By the end of the year, another five 18,000 TEUs vessels will be delivered, and all 20 will be in service by 2015. That is a tremendous amount of capacity all headed for the Asia-Europe trade, currently embroiled in a rate war that has seen freight rates plummeting to record lows. Lines are desperate to raise rates to more sustainable levels but are finding it particularly difficult.



HAPAG's **BASLE EXPRESS** sailing the Red Sea bound for Singapore – **Photo : Capt. Hans Bosch (c)**

One carrier, **Hyundai Merchant Marine**, has already postponed a planned May 15 GRI, saying the weak market cannot sustain that sort of increase. The Korean carrier will now try to impose the GRI on June 1. The market is still trying to digest Hapag Lloyd's announcement a couple of weeks ago that it will bludgeon customers with a July 1 general rates increase of \$1,000/TEU and \$2,000/FEU. MSC is also trying to extract a GRI of \$750/TEU and \$1,500/FEU on Asia-North Europe from July 1.

The market has resisted rates increases for the better part of a year and Maersk Line must be looking on with mounting concern as it prepares to enter the megaship era, so the aggressive stance on freight rates is understandable. It also happens to be the second time this year the carrier has pushed its rate boat out, so to speak. On January 1, the carrier began levying an additional \$1,500 per reefer FEU on all trades, a sudden increase that shocked the market. Tired of pouring money into reefer investment while losing money on the trades, the line raised prices and said it was prepared to lose business if that's what it took. Whether the strategy will work long term is open to debate, but Maersk has been standing by the new rates with mixed results, with other carriers following suit. The difference is that there is sustained demand for reefers on many trades with the huge investment required a barrier to entry. But for dry boxes, this latest price hike has been announced at a time when rates are at their lowest, volumes are weak and the once traditional peak seasons now appear to be an anachronistic concept. You will search hard, but in vain, to find a Maersk executive making negative comments about the carrier's new Triple-Es. However, as the line gets closer to opening its newbuilding floodgates, the pressure to increase rates and ensure the profitability of the giant vessels must be mounting. **Source: The Sunday Leader**



The **STI TOPAZ** in Coatzacoalcas, Mexico- **Alf Gullaksen (c)**

ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !

.... PHOTO OF THE DAY



After successful completion of the Coatzacoalcos Immersed Tunnel, dustpan dredger **Hollandsch Diep** (**Boskalis Dragamex**) and immersion catamarans **Calypso** & **Neptune** (**Volker Construction International**) have been loaded by **Jumbo Jubilee**, to be transported back to Moerdijk, the Netherlands. **Boskalis** and **Volker** thank **Jumbo** for the good cooperation that lead to this smooth operation. **Photo / text : Arnoud de Wit ©**

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>