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The ITASCA (former Smit tug THAMES) spotted in the Bab-El-Mandeb straits
Photo : Capt. Hans R.Bosch (c)

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16-06-2013 : **ZHEN HUA 21**, 1983/28902gt, at final stages of unloading 2nd of two cranes at 4 East Swanson dock Melbourne

Photo : Andrew Mackinnon – www.aquamanships.com ©

Cruise passengers sue after ship struck by vomiting bug

96 MV **Boudicca** passengers suffered from norovirus

CRUISE passengers are taking legal action after a ship departing from Liverpool was hit by vomiting bug norovirus.

The ECHO reported earlier this month that 96 passengers on board Fred Olsen Cruise Lines' **Boudicca** had been affected by symptoms of gastroenteritis on a 14-night Baltic cruise.



The **BOUDICCA** - Photo : Fabien Montreuil (c)

The ship left Liverpool on May 23 and called at Portsmouth en-route to Scandinavia and St Petersburg, returning to Merseyside on June 6. On its return **Boudicca**, which can carry 880 guests, underwent an intensive "deep clean" and sanitising operation which was extended to cover Liverpool Cruise Terminal.

Travel law firm Irwin Mitchell now says it has been contacted by passengers who became ill on four different cruises onboard **Boudicca** during March, April and May – including the Baltic cruise.

Barbara Smith, from Skelmersdale, booked on the trip but six days into the two-week cruise she was quarantined on the ship for two days with gastric illness.

The 84-year-old said: "My friend fell ill just a few days into the trip and I ended up getting ill the day after her.

"When I returned home I continued to suffer. "It was so awful. I will have no problem remembering this trip but for all the wrong reasons."

Specialist travel lawyer Suki Chhokar said: "It's both very disappointing and worrying that passengers on board the **Boudicca** during March, April and May have suffered illness. "As part of our ongoing investigation we will be carefully considering the adequacy of the steps taken by Fred Olsen to protect their passengers and reduce the risk of them suffering illness.

"We hope that all possible steps are taken by **Fred Olsen** to prevent any future passengers suffering illness." Fred Olsen said guests were made aware of the importance of meticulous hygiene at all times. Passengers showing symptoms of the norovirus are put into isolation in their cabins for 48 hours and examined by a doctor before being able to rejoin the rest of the ship.

A spokesman said: "**Fred Olsen Cruise Lines** can confirm that a number of guests have been affected by gastroenteritis-type symptoms on board its 880-guest cruise ship Boudicca on some recent cruises. "At Fred Olsen Cruise Lines the health, safety and well-being of our guests and crew on board remains our priority at all times and we believe that our systems for preventing the spread of illness on board our ships are amongst the best within the industry." Source : Liverpool Echo

OPEN DAG 40 JAAR BAGGERMUSEUM.

Het is 40 jaar geleden dat het **Nationaal Baggermuseum** zelfstandig werd. In 1961 werd in Sliedrecht een museum gesticht en daar maakte de historie van baggeren deel van uit. De collectie breidde sterk uit, in 1973 werd het Baggermuseum zelfstandig en vestigde zich in het pand Molendijk 16. Enkele jaren later kwam het voormalige woonhuis van de familie Volker beschikbaar aan de Molendijk 204. Sindsdien is het Nationaal Baggermuseum op deze locatie gevestigd. Bijzonder is dat er in de wereld maar één Baggermuseum bestaat waar de ontwikkeling en de toekomst van waterbouwkundige werken te zien is. In feite niet zo verwonderlijk, immers Sliedrecht is de bakermat

van de mondiale baggerindustrie. Zaterdag 22 juni 2013 organiseert het Baggermuseum een open dag en biedt gratis toegang vanaf 11:00 tot 17:00 uur. De permanente expositie toont het met handkracht baggeren met de baggerbeugel tot de meest moderne sleephopperzuiger en de zelfvarende snijkopzuiger. De huidige wisselexpositie geeft een beeld van het "**Leven aan boord**": hoe deze harde werkers in binnen en buitenland aan boord van het baggermaterieel verbleven, wordt indrukwekkend getoond. Waterbouwkundige werken zijn vaak op film vastgelegd. Het Baggermuseum beschikt over een grote collectie films. Tijdens de open dag worden continue films gedraaid in de eigen filmzaal. U ziet promotiefilms van baggerwerken over de gehele wereld. Billiton tin baggeren in Indonesië. Bovengrond baggeren in Engels Guyana door Boskalis. De aanleg van de Afsluitdijk. De bouw van de Maastunnel in Rotterdam. Aanleg van Maasvlakte 2.



Landaanwinning Disney Land bij Hong Kong.

De aanleg van het Panamakanaal met filmopnamen van de verbreding van de sluizen door de Vlaamse baggerbedrijven DEME en Jan de Nul. Prachtige animatie beelden met uitleg van de werking van de sluizen. Buiten in het waterbasin van het Baggermuseum demonstreert de Alblasserdamse Modelbouwvereniging varende scheepsmodellen. De baggermolen "Friesland" wordt onder stoom gebracht: kom kijken in de machinekamer en ervaar het schurend en krakend geluid van de ronddraaiende baggeremmers. Het **Nationaal Baggermuseum** is geopend van dinsdag t/m vrijdag van 11:00 tot 17:00 uur en op zaterdag van 14:00 tot 17:00 uur. Kijk ook op www.baggermuseum.nl



The **Van Lent** (Kaag) built newbuilding yacht **SEA OWL** onder tow of the **Broedertrouw 14** and **2** passing Rotterdam - **Photo : Paul van Oort (c)**

ATLANTIC CARTIER back in service after fire damage



Two months after ACL's combined ro-ro container vessel **ATLANTIC CARTIER** suffered an onboard fire in the port of Hamburg, the ship has now returned back to service and resumed sailings on ACL's north Atlantic conro service (#133). Works on the ship were not carried out at a shipyard, but while the ship was berthed alongside at the terminal where the accident happened.

Photo : Henk de Winde (c)

ACL, a member of the Grimaldi Napoli group of companies, chartered the 3,426 teu **CSAV RUNGUE** as a temporary replacement for the **ATLANTIC CARTIER**. Since this ship is a full container vessel without ro-ro

capacity, the transatlantic service could continue to offer weekly departures for containerised cargo, but ro-ro and project cargo acceptance had to be suspended on sailings covered by the stand-in charter ship.



The 'G4' class, set to replace the 'G3' above / Credit: ACL / Knut E. Hanson A/S

The **ATLANTIC CARTIER** is one of five near-identical 'G3' type container ro-ro ships of ACL. Purpose-built for the north Atlantic trade as 249m ships in 1984 and 1985, the ships were all lengthened to 292m at Hyundai Mipo Dockyard in 1987. With the ships soon to reach 30 years of age, the end of their commercial life is near and ACL placed orders for five replacement ships in August of 2012. At 296m in length and with a beam of 37.30m, this new 'G4' class will be the largest-ever type of conro ship. The next-generation ships are scheduled for delivery in 2015 and they will be built at Hudong Zhenhua in China. **Source : Linervision**



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Another HSE Year of Excellence for Gulf Marine Services

Gulf Marine Services (GMS) has announced a strong performance in its annual HSE Report 2012. The company, based in Abu Dhabi, with offices in Saudi Arabia, Nigeria and the UK, is the largest provider of self-propelled self-elevating jackup barges in the world, with operations in Asia, the Middle East, West Africa and Europe. Adherence to the highest standards in QHSE resulted in no lost time injuries (LTI) and more than 17,000 combined days without LTI in the **GMS** fleet of twelve vessels in 2012. Additional onshore and offshore safety reporting initiatives led to in excess of 10,000 safety observations over the year. During the past five years, the company has strategically expanded its fleet, offering adaptable multi-purpose jackup barges that can provide a range of offshore services in the oil, gas and renewable energy sectors world-wide, from well intervention to wind farm installation. Current contract commitments are worth around \$460 million. Duncan Anderson, chief executive at **GMS**, says: "Our business has blossomed in recent years; in fact we are fiscally nine times larger than we were in 2007. As we move forward, we recognise that critical to sustaining successful growth is the continuity of our exceptional HSE standards, operational performance and client services." The **GMS** HSE Report 2012 can be viewed on www.gmsuae.com



The **HANJIN AQUA** 2013/51032gt, departing Melbourne at River Yarra entrance beacons, 17-6-2013.

Photo : Andrew Mackinnon – www.aquamanship.com ©

Thome Group is pleased to share the June issue of their **Thome Group News**. To view it, please access the link http://www.thome.com.sg/index2.php?option=com_flippingbook&view=book&id=20

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Korean shipper to offer services on North Pole route

A South Korean shipper plans to launch a pilot shipping service on a North Pole shipping route starting in August to bring shipments from Europe into the country, the maritime minister said. In an interview with Yonhap News Agency, Maritime Minister Yoon Jin-sook said the ministry has consulted with ship owners and shippers about the Transportation of energy and bulk cargo via a North Pole route. "The government will provide shippers who participate in the pilot shipping service on a North Pole route with benefits like a reduction and exemption of port tariffs," she said. When shippers travel to Europe via a North Pole route, they could reduce their travel time by 10 days compared to a shipping route linking Southeast Asian countries and the Suez Canal, the ministry said. A new route over the North Pole is drawing attention as the melting of ice in the Arctic Ocean raises the feasibility of using it as a shipping route. Experts said that the port of Busan in South Korea and other ports in the western part of Japan may emerge as new hubs of global maritime transportation if a shipping route across the North Pole opens. There is a high possibility that Hong Kong and Singapore may lose their competitiveness in the global ocean transportation industry, they said. Last year, the government planned to ship scrap iron into the country via a North Pole route but failed to do so due to soaring scrap iron prices in Europe and a drop in the ocean freight charge. **Source: Yonhap**



The bulker **MONICA P.** departing the harbour at Vancouver, B.C. - June 15, 2013 - **Photo : Mike Zelt ©**

Aramco told to improve its maritime labour conditions

Saudi Aramco has been given three months to improve the lot of its seafarers when passing through Saudi territorial waters. It comes as the energy giant has been criticized for how it treats its employees at sea. **Source: Gulf Ship News**



The **CAPE BOWEN** navigating the North Sea - Photo : **FLYING FOCUS** luchtfotografie - www.flyingfocus.nl ©



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Finland may invest in South Africa's maritime sector

Finland could possibly invest in South Africa's maritime sector, International Relations Minister Maite Nkoana-Mashabane said. "We are looking at inviting them to come into the maritime sector, particularly ship building, which is run by the private sector," she said in an interview in Finland. "So in the sector that we are opening up for South Africa, we will be encouraging ship building, ship maintenance [and] boat manufacturing..."

Finland and South Africa enjoy good relations, and Mashabane was in the country this weekend to strengthen ties between the two nations and further cement the relationship. Finland was described as a reliable and dependable partner. "The good thing about Finnish investors is that when they come, they stay and they don't come small," she said. "They are very rich in architecture, designs and in technology." Finland's Foreign Affairs Minister Erkki Tuomioja

said the opportunity sounded interesting. He said Finland had a wide range of maritime experts that could be of great use to South Africa. **Source: SAPA**



From left to the right **Grand Mistal** behind her the **Costa NeoRomantica**, the **Ocean Princess**, **Statsraad Lehmkuhl**, behind the castle the **AidaSol** - **Photo : Erik Matzinger ©**

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Baltic Dry Index up to 925 points

On June 17, 2013, the Baltic Dry Index climbed to 925 points, up 25 points (2.78%) against the level of June 14.

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**

No Answers, Only Questions Surround the Breaking of the MOL Comfort



The breaking of the **MOL COMFORT** (formerly named the **APL RUSSIA**) is a incident that is currently sending huge shockwaves throughout the global maritime industry. The significance is on par with the loss of the **Costa Concordia**, minus the loss of life.

Built by **Mitsubishi Heavy Industries** and classed by **Class NK** a mere 5 years ago, the **MOL COMFORT** loaded with 4,382 units (**7,041 TEU**) was a relatively new ship with a very high quality pedigree.

New ships like this don't just break apart in big seas, ClassNK and the other members of the International Association of Classification Societies (IACS) have hundreds of years of experience ensuring the safe design and construction of merchant vessels worldwide. Preventing incidents like this is part of their founding mission, it's what they do.

And that's what containership owners, P&I firms, and the classification societies are likely most concerned with right now. What could have possibly gone wrong?



storms she may have encountered over the past 5 years may shed some light on this disaster, but one thing is for certain... no time will be lost in the coming days and months in looking over plans, re-examining the structural engineering rules, speaking with the shipyard, and perhaps taking a harder look at routing similar ships away from comparable weather. Source : gCaptain

Forensic engineering, interviews with the crew on watch, or even looking at other

UPDATE TUESDAY 18-06-2013 (pm)



The **MRCC** in Mumbai has reported that the 2 sections are still afloat and are being monitored.



Invasie WesternGeco schepen



De haven van Den Helder is gelijktijdig aangedaan door de seismics **Geco Bluefin**, **Conti**, **Geco Emerald** en het supportschip **Geco Scorpio**. Al deze WesternGeco schepen meerden af aan de Nieuwediepkade. **Photos: Paul Schaap ©**



Canada: New carrier code regime takes effect 15th July 2013

The Canada Border Services Agency (CBSA) has announced that carriers calling at Canadian ports will require a new carrier code to participate in its electronic system for advising cargo information on incoming voyages before arrival.

Applicability

This system, known as the Advanced Commercial Information program (ACI), is mandatory for all commercial carriers transporting goods into Canada. The carrier code is a unique four digit code that enables the CBSA to identify an individual carrier. The CBSA has a wide definition of carrier, "the entity operating a conveyance transporting specified goods to Canada". It details that definition to include owners, charterers, lessees, mortgagors and other financial interests. The existing carrier codes used by carriers will expire on the 15th July this year, and all carriers will require a new code to identify them to the CBSA. The implementation of these new codes is part of the forthcoming "eManifest" facility which will ultimately apply to all carriers, freight forwarders and importers in all modes of transport. Obtaining a carrier code Members are strongly recommended to obtain a new carrier code to permit them to use the ACI system after the 15th July 2013. An application form can be downloaded from the Club website, or from the CBSA website. The form is published in a dual language format (English and French). Members who have any difficulties

completing the form should contact either Kevin King at our office in New Jersey, or the Club's correspondent in Montreal, Canada (Borden Ladner Gervais LLP) Transition period The CBSA has advised that it will permit the use of old carrier codes between the initial deadline of 15th July and 30th September 2013 in exceptional circumstances which prevent an agent or carrier obtaining a new code prior to entering Canada. However, after 30th September 2013 no exceptions will be made. **Source: UK P&I Club**

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General Cargo Vessel **ARLAU** arrived at Queens dock Invergordon, Scotland

Photo : Tim – Radio Room - Rig - Ton van Langeveld ©

NAUTIS Simulators introduce interface to PC Maritime ECDIS

VSTEP and PC Maritime have jointly developed a software interface which makes high quality, yet affordable ECDIS and radar training possible. Following its radar video interface with the Kelvin Hughes and MARIS ECDIS, VSTEP's NAUTIS bridge simulators now also connect to PC Maritime's Navmaster ECDIS to provide training colleges with a DNV-approved generic ECDIS training installation.

The VSTEP/PC Maritime bridge simulators can be provided as software only to run on standard PCs, or with hardware consoles up to Full Mission Bridge Simulators. The range is designed for nautical colleges and company training centres in compliance with the latest STCW requirements.

Navmaster ECDIS displays the NAUTIS radar video as an overlay on the chart view, satisfying an IMO recommendation in the new ECDIS Model Course 1.27, July 2012. In a classroom set-up, one instructor can provide a

large number of trainee stations with radar video and NMEA data input, while showing the outside view and navigation instruments on other screens. The Navmaster ECDIS software has exactly the same functionality as the integrated, IMO type-approved onboard equivalent.

Pjotr van Schothorst, VSTEP's CTO, said: "The development of the software interface went really smoothly. Students can now see what happens if the GPS position of their vessel is not accurate: the radar overlay image shows the coastline at a slightly shifted location compared to the chart. They learn to respond to that, and take it into account during their navigation and manoeuvring. This helps prevent accidents."

Jan van der Vee, Senior Consultant at Wallem Training, said: "We chose the NAUTIS Full Mission Bridge Simulator because it is fully certified by DNV and offers high quality training at an affordable price. Each student station has 3 outside view displays and a corresponding radar overlay image on PC Maritime's Navmaster ECDIS. These simulators give our students an excellent tool to learn all about ECDIS and how it is used on board."

Any IMO Type-Approved ECDIS can be interfaced with NAUTIS through NMEA 0183, including display of AIS data. VSTEP has special arrangements for maritime schools with Kelvin Hughes, MARIS and PC Maritime Navmaster for the provision of their ECDIS software bundled with NAUTIS at an attractive price level. For more information about NAUTIS Maritime Simulators, visit www.nautissim.com

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The wooden **SVILAJA** moored in the port of Rovinj, Croatia the vessel is built in 1952 at Poduzeće Mosor in Trogir Croatia **Photo : Wim Kosten – www.maritimephoto.com (c)**

NAVY NEWS

BARROW SUBMARINE ONYX IS SCRAPPED



Photo : Mark Hyland (2006)

DREAMS of a submarine heritage centre in Barrow have suffered a blow as the proposed centre piece is due to depart for the wreckers' yard. **HMS Onyx** has been sitting in Barrow since May 2006 when a group of submariners, led by Terry Spurling, helped bring the boat back to her native Barrow. The group had hoped the boat would become an interactive centre piece at a submarine heritage centre but the plans ran into trouble after the group could not secure funding from the Heritage Lottery Fund without the backing of Barrow Borough Council or Cumbria County Council.

As the boat is prepared to be towed to Hull, where it will be dismantled, Mr Spurling said the dream of using a submarine is no longer possible. He said: "It's sad for Barrow that it's going but there's now no chance of getting a submarine. "It was the last O-class (Oberon) class submarine available and it's about to be made into razor blades.

"It's the end of the dream based around a submarine but I still believe there's a heritage story to tell." Mr Spurling said the decision had been taken after **HMS Onyx** had been sitting in Buccleuch Dock for the best part of seven years – which has led to rusting and corrosion. He added: "When the climate is right and when there is money available I think there will be some-thing. "We have a paintings collection at Barrow Town Hall, a large book collection and a lot of hardware and materials that have been loaned to Faslane." Mr Spurling said he understands the reasons **Onyx** is to be scrapped but added he is sad the heritage centre has lost its centre piece. Source : North West Evening Mail

Romanian Navy getting anti-submarine capability

The Romanian Navy is to receive 'A decisive "anti-submarine capability with Thales sonobuoy processors fitted aboard its fleet of Puma helicopters. "The processors will give the Romanian Navy a decisive anti-submarine warfare capability to detect submarines in the Black Sea, in particular as part of NATO missions," said Thales, which received the contract for its system from IAR Brasov, a Romanian helicopter manufacturer.

Thales is supplying its easy-to-install TMS 2000 processors for the contract. The TMS 2000 is used by British, Swedish, Norwegian and French anti-submarine helicopters and fixed-wing aircraft. "Sonobuoys are released over the sea ... and send acoustic data to the processor via a VHF link," Thales said. "The VHF receiver on the aircraft receives and processes the data in real time." The company did not release details as to the number of units to be delivered, their delivery schedule or the value of the contract from IAR Brasov. The contract announcement was made Monday at the Paris Air Show. Source : UPI

SHIPYARD NEWS

PENGUIN COMPLETES ITS 50th FLEX CREWBOAT FOR DELIVERY TO FEMCO



Penguin Shipyard International, a wholly owned subsidiary of Singapore-based Penguin International Limited, today completed its 50th **Flex crewboat** – a **Flex-38SL** – for delivery to the FEMCO Group for deployment off Russia's Sakhalin Island.

FLEX-38SL

The 38-metre, 4050-BHP multi-role offshore crewboat, christened "**Kirrie**", is based on Penguin's proprietary Flex design, which was introduced to the offshore industry in

2006. The Flex-38SL has a 100 square metre cargo deck area (versus 80 square metres on the Flex-38S) and carrying capacities for 70 passengers, 55 tons of deck cargo, 72,000 litres of fuel and

30,000 litres of freshwater. It is capable of reaching speeds of up to 27 knots, making it the world's fastest mid-sized crewboat with mechanical controlled engines.

"Kirrie" will be the first Flex crewboat to be deployed in Sakhalin to provide essential transportation and standby services for the Exxon Neftegas-operated Chaivo and Piltun-Astokhscoe oilfields located north-east of Sakhalin Island. Not only did the vessel have to meet all the stringent requirements of Exxon Neftegas, it was also specially customised to meet FEMCO's operating requirements. These included the installation of an extensive heating system throughout the vessel, from the engine room through to the passenger compartment up to the bridge; the installation of a Palfinger foldable knuckle-boom crane; as well as various other modifications to suit FEMCO's needs.



Notwithstanding the customisation and modifications, the entire construction process took less than six months to complete, a record unmatched by any other crewboat builder in the world. Commenting on the historic milestone, the Penguin Group's Managing Director James Tham said, "We are grateful to FEMCO for the opportunity to customise a crewboat to meet their unique operating requirements in Sakhalin, all within an accelerated timeframe. This is what we in Penguin love doing for our clients. That Kirrie happens to be our 50th completed Flex makes this day all the more sweeter for us." "Kirrie" is one of more than 20 crewboats to be delivered by the Penguin Group this year. The Flex series of multi-role crewboats - ranging in size from 25 metres to over 50 metres - can be deployed in a myriad of

offshore support, security escort or rescue/standby roles. Penguin wishes to express special thanks to the following companies and individual for their invaluable contributions leading up to the completion of our 50th Flex crewboat (in alphabetical order):

- ABS
- AWM Engineering
- Beng Hui Marine Electrical
- Cummins
- Fortuner Marine
- Jiang Eng Shipbuilding
- Jotun (Singapore)
- Liang Long Marine
- Little Ferry Agencies
- Mencast Marine
- Paterson Integrated Engineering
- Power Systech
- Propulsion Marine Engineering
- RIQ
- Soon Lian Hardware
- Sperre Asia
- Yan San Metals



Abeking & Rasmussen Shipyards newbuilding "**Secret**" leaving river Weser under Cayman Island flag on the 16th of June 2013, seen from the forecabin of the 92 years old sailing vessel "**SEDOV**"

Photo : Dipl.Ing. Jörg Heuckeroth ©

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CEO of Ulstein Group gets Tekna's Gold Medal

Gunvor Ulstein, CEO of Ulstein Group, was awarded Tekna's Gold Medal on 15 June. The Medal is given as an honour and encouragement to Norwegian managers or companies for outstanding efforts in creating new opportunities for Norwegian technologists, both in Norway and internationally. The Medal was last awarded in 2008, said in the company's press release.

Tekna (Technical and Scientific Association) is a trade union where the members have a master education in technology and natural sciences. Tekna is the largest trade union in the Academics, which is Norway's largest employee organization for people with long educations.

SuperYachts - the most glamorous industry on earth is about to open its doors

Step into the world where everything seems possible; step into the world of SuperYachts. A new Discovery series where the Dutch luxury yachting industry introduces leading characters who take you on board the most exclusive yachts and show you the trailblazing technology behind it.

The Dutch luxury yachting industry has always been at the forefront of innovation, technology and design. A century of ship building, traditional values of craftsmanship, the latest technologies and the finest equipment are all ingredients for a spectacular and exclusive series about the industry and its pursuit of perfection.

"The unrevealed long standing quality of the Dutch yachting industry has not gone unnoticed and we feel very honored that Discovery channel will be broadcasting a series of documentaries about how we are trying to exceed everyone's expectations with regard to designing and building yachts", says Farouk Nefzi, director of the HISWA Holland Yachting Group.

With the new Discovery series 'SuperYachts' the viewer gets the opportunity to take a close look at the world of the largest, most impressive and exclusive super yachts. The series enable the viewer to look behind the scenes where expertise and capacity meet technical challenges. One really gets to know the passionate hard working teams behind these enormous luxurious ships.

Prominent companies like Vitters Shipyard, Vripack, Hakvoort Shipyard, ICON Yachts and Balk Shipyard have enthusiastically participated in the creation of the SuperYacht documentaries. "We are very pleased with the quality of the episodes. Beside that we are very proud of the fact that we have been able to create this series as an industry", continues Nefzi.

In 6 episodes the viewer is introduced to the finest ship builders, engineers, designers and naval architects from the Netherlands. The series show how traditional craftsmanship and futuristic engineering can be combined to deliver floating palaces and luxurious performance yachts.

Vitters Shipyard, Vripack, Hakvoort Shipyard, ICON Yachts and Balk Shipyard will reveal their secrets and show its audience the blue prints behind some of their latest projects. We finally get to see how they tackle the problems they encounter along the way, racing beyond the limits of what others believe is possible. **Think yachts, think Holland!**

De trailer van de serie : [SuperYachts](#)

Link voor meer informatie : www.vripack.nl/discovery

China newbuilding orders soar in May

Chinese shipbuilding companies have received 4.04m dwt new building orders during May, an increase of 73%, surpassing both South Korea and Japan for the month. The growth indicates that ship owners may feel that shipbuilding price have bottomed out and the time is ripe to "buy low", according to analysts in China, who now predict that newbuilding orders will increase further. **Source: Sino Ship News**



Spanish F.C.C.'s Dwt 8,680 Floating Dock "**MAR DEL ANETO**" under Special Survey **Cernaival Shipyard** in the port of Algeciras.

Photo : **Enrique Pérez - Cernaival Shipyard** ©

Kawasaki Heavy U-Turn on Merger Statement as President Fired

Kawasaki Heavy Industries Ltd. (7012), Japan's second-biggest maker of heavy equipment, fired Satoshi Hasegawa as president and said it ended talks to merge with Mitsui Engineering & Shipbuilding Co. (7003), two months after denying the two companies had entered discussions to combine.

The Tokyo Stock Exchange said today it asked Kawasaki Heavy to explain why it revised its April 22 filing, which had said reports of merger talks weren't true. The company yesterday appointed Shigeru Murayama, head of its aerospace business, as the replacement for Hasegawa. The conflict over and collapse of the merger talks hampers government efforts to reduce the number of Japanese shipbuilders to better compete with lower-cost rivals from China and South Korea. While the breakdown of merger talks between Kawasaki Heavy and Mitsui Engineering is "probably down to the individual assessments at each company," the government will continue to push for consolidation across industries as a way to boost Japan's competitiveness abroad, Economy Minister Akira Amari said in Tokyo today.

Hasegawa's removal from the top executive's post follows internal disputes over the way the proposed merger with Mitsui Engineering was handled, Murayama told reporters in Tokyo yesterday. The merger talks were led by Hasegawa, Senior Executive Vice President Mitsutoshi Takao and Senior Vice President Masahiko Hirohata, Murayama said. All three were demoted to director level and will quit after a shareholder meeting on June 26.

"False Statements"

"We felt distrust in the manner in which they were pushing forward with the merger," Murayama said. "We had to make a tough decision." He said the three executives had "made false statements" on the merger talks.

Calls to the office of Hasegawa, president since June 2009, last night went unanswered. A spokesman for Kawasaki Heavy declined to connect calls to his office today. Kawasaki Heavy's directors disagreed over the potential synergies to be created by the proposed merger, Murayama said. The deal would have created a company with combined revenue of 1.9 trillion yen (\$20 billion), narrowing the gap with Japan's top maker of heavy machinery, Mitsubishi Heavy Industries Ltd. (7011)

In a statement to reporters yesterday, Kawasaki Heavy said it asked the TSE to change its April 22 filing, which had read: "There is no truth" to reports of a merger with Mitsui Engineering, to: "There are negotiations, but nothing has been decided." The Nikkei newspaper first reported the two were considering a combination.

Merger Option

Mitsui Engineering said today in a statement filed to the TSE that a merger with Kawasaki Heavy had been considered. The company had also said on April 22 that there was no truth to reports of merger talks. "In the future, a merger is one option to consider given that there are too many companies in this industry," Kawasaki's Takao told reporters in Tokyo on April 25. He said the company hadn't entered into talks with Mitsui Engineering and that a merger wasn't discussed at the company's board meeting earlier in the day.

Kawasaki Heavy closed up 4.3 percent to 319 yen in Tokyo after rising as much as 8.8 percent earlier. Mitsui Engineering fell 5.5 percent to 137 yen.

"The market saw this potential merger as a bailout of Mitsui Engineering," Toru Nakahashi, an analyst at JPMorgan Securities Co. in Tokyo, said. The decision not to go ahead is positive for Kawasaki Heavy, which should prioritize shipbuilding outside of Japan and not add to domestic capacity, he said.

Ninja Bikes

Kawasaki Heavy has focused its shipbuilding business on joint ventures with China Ocean (81) Shipping Group, or Cosco, which produce vessels in Asia's biggest economy. The maritime unit accounted for 8.3 percent of the company's 42.1 billion yen in operating profit last year, data compiled by Bloomberg show.

The shipbuilding business brought in half of Mitsui Engineering's operating income of 31.4 billion yen last year, the data show. The Tokyo-based company makes its ships in Japan.

Kawasaki Heavy, the maker of Ninja motorbikes, earns most of its profit from airplane parts and helicopters, gas turbines and other equipment for power plants and precision machinery.

Incoming president Murayama is likely to have a more "objective" view of the company's condition and potential, Bank of America Merrill Lynch analyst Takahiro Mori said in a report to clients yesterday. "We expect an unprecedented level of restructuring."

Earnings Improvement

Mori said he expects Kawasaki Heavy to post an earnings improvement to 24.5 yen a share in the fiscal year ending March 31, 2014, from 18.5 yen last year. The company hasn't matched the 21.1 yen a share it earned in 2008, according to data compiled by Bloomberg, and made a loss in 2010. Heavy-industry companies involved in shipbuilding should team up with domestic competitors and consolidate into three groups to boost scale, Hidenori Imade, director of the shipbuilding unit at Japan's Maritime Bureau, said May 10, without identifying any potential combination. "As an analyst, I should say that Japan's shipmaking industry needs to accelerate its consolidation," JPMorgan's Nakahashi said. "The reality is, however, it will take some time." Source: Bloomberg

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The **CMA CGM JULES VERNE** arrived last Tuesday for the first time in the port of Rotterdam

Photo : Jan Oosterboer (c)

Spain call dropped as MSC revises its Far East to Europe 'Lion' service

MSC will now offer 16 calls per week at the Sines terminal

With immediate effect, the Mediterranean **Shipping Company (MSC)** is revising the rotation of its North Europe - Far East 'Lion' service (#1736), with the removal of the Valencia call and the addition of a second Sines call. The Lion service, operated as part of a North Europe to Far East service partnership with CMA CGM who market the loop as 'FAL 7', has thus lost its one and only Mediterranean call. One of the rationales behind the removal of Valencia might be MSC's recent strengthening of the Far East to South Africa trade lane, which allows the carrier to increasingly move West Africa-related cargo to the Far East along the 'southern route' via transshipment in South Africa, rather than along the 'northern route' via transshipment in the Mediterranean. The South Africa routes have been boosted with increasingly large ships on the Europe - South Africa - Far East pendulum 'Cheetah' (#1701) and the launch of the new ECSA - South Africa - Far East loop 'Ipanema' (#2755), which features an eastbound call at Ngqura (aka Coega). Despite the removal of Valencia from the 'Lion', transshipment connections between West Africa and Europe remain insured on this loop both ways via Sines. The 13,092 teu **MSC CRISTINA** made the final visit at Valencia on 23 May and the 12,562 teu **MSC FABIOLA** will inaugurate the new eastbound call at Sines on 21 June. The revised rotation reads:

Rotterdam, Antwerp, Dunkirk, Felixstowe, Sines (new), Suez (way point), Port Kelang, Singapore, Yantian, Chiwan, Xiamen, Ningbo, Shanghai, Xiamen, Yantian, Chiwan, Singapore, Suez (way point), Sines, Le Havre, Rotterdam.



The **MSC ATLANTIC** enroute Rotterdam – **Photo : Ria Maat (c)**

The port of Sines, which now features both ways on the 'Lion' has a double function for MSC: It serves both as an import and export gateway to Spain and Portugal, but also as a transshipment port between various trades.

14 liner services call at SINES. MSC is involved in all of them, either directly or indirectly, through its intra-Europe specialised arm and subsidiary WEC Lines. These include the Europe to South Africa and Far East pendulum (#1701), a North Europe to ECSA loop (#121), a North Europe to West Africa loop (#2258), but also the services linking the Mediterranean to the ECNA (#1459), the US Gulf (#1460) and to the West Coast of North America (#1461) as well as intra-Europe services. The 'Lion / FAL 7' is the only Europe far East service calling at Sines. MSC, through its Dutch-registered sister company Terminal Investments Limited (TIL), is a shareholder in the Sines container terminal. The lead partner in the joint venture is PSA International of Singapore. **Source : Liner vision**

Carrier trio makes further revision to Korea – Middle East service



The **PALENA** will make the inaugural call - **Photo : Marcelo Vieira (c)**

As of 14 July, the port of Qingdao will be added to the Korea - Middle East service jointly operated by Hanjin (four vessels, 'FMX'), CSAV (two vessels) and UASC (one vessel, 'AGX2'). The CSAV-operated, 6,540 teu **PALENA** will make the inaugural call on a rotation that was already recently revised with the removal of the Bandar Abbas call and that now reads: Qingdao (new), Kwangyang, Busan, Shanghai, Ningbo, Xiamen, Shekou, Singapore, Port Kelang, Dubai, Abu Dhabi (Mina Khalifa), Khor Fakkan, Singapore, Qingdao.

The recently-announced weekly Mina Khalifa calls will begin on 29 June. With this addition, the service will become one of three links from this port to the Far East, adding to the 'CMX' of APL, MOL and OOCL and to the Far East - Middle East service 'AGX1', that UASC offers in partnership with CSCL and CMA CGM. The 'FMX'/'AGX2' remains however the only direct link from Mina Khalifa to Korea and - as of July - the only direct link from the port to Qingdao.

Source : Linervision



The **AFRICAN WIND** assisted by **Iskes** Tug **SATURNUS** approaching the Ijmuiden Locks
Photo : Peter Maanders (c)

MARITIME ARTIST CORNER



The **MV. Guadalupe** (ex. **Baltic Sea**) pictured in the Gulf Of Mexico pictured outward bound from Panama City sailing to the Yucatan Peninsula. Courtesy of Linea Peninsular Inc. Florida. USA

Painting : marine artist **Robert G. Lloyd**. England 2013. www.robertlloyd.co.uk. (c)

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.... PHOTO OF THE DAY



Bourbon Evolution 802 is taking strongback frame with subsea equipment from barge hold by **Bourbon Trieste**.
Photo : Capt. Artur KAMINSKI – Master **BOURBON EVOLUTION 802** ©