

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 175



Number 175 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 24-06-2013**

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

An advertisement for 'xxtras'. The background is a dark, textured image of a ship's hull. On the left, the 'xxtras' logo is displayed in white and blue, with the tagline 'EXCEPTIONAL TRANSPORT MANAGEMENT' in smaller white text below it. To the right of the logo, the text 'FULLY AT YOUR DISPOSAL FOR ONE-STOP SHOPPING WITHOUT LIMITATIONS' is written in large, white, bold capital letters. Below this, it says 'Check our website: www.xxtras.nl' in white. On the far right, there is a large, stylized blue and white logo consisting of a large 'X' shape with a compass rose integrated into it.

Hydrofoil passenger ferry in the port of Sochi - Photo : Dirk van Uiter (c)

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The **MEGA EXPRESS FIVE** moored in Toulon – Photo : Nico Ouwehand (c)

ReCAAP issues report for May 2013

The ReCAAP ISC has issued its monthly report on piracy for May 2013. According to the report, four incidents of robbery against ships reported and no piracy incident during this month. Compared to the same month of 2012 (eight incidents), the number of incidents reported in May 2013 had decreased by 50%. The number of incidents reported in May 2013 is the lowest compared to the same period during past four reporting years (2009-2012). Two of the four incidents reported in May 2013 occurred onboard barges while underway. The incidents involved barge **Crest 2825**

occurred north of Tanjung Babi, Pulau Batam on 12 May 13, and barge Crest 289 at approximately 9.8 nm west-southwest of Pulau Berhala on 15 May 13. In the incident involving Crest 2825, the master of the Singapore-registered tug boat **Crest Jade 1** reported that four men armed with knives and long knives boarded the barge at or about 2100 hours (local time) while the vessels were transiting to Malaysia. The master activated the emergency alarm immediately, and the robbers upon hearing the alarm, fled in a small boat taking with them ship stores. In the incident involving barge **Crest 289**, the CSO of Singapore-registered tug boat **TCL4401** reported that robbers had boarded the barge between 0000-0400 hours (local time) while the vessels were passing the Tioman Island, enroute to Kuantan Port, Malaysia. The master discovered the missing items upon arrival at the Kuantan Port. In both incidents, the crew was not injured. In May 2013, one noticeable characteristic in two of the robbery incidents is the specific targeting of barges while underway. This may be due to the inherent vulnerability of the barges as compared to the tug boats. Barges are usually unmanned while in transit making it easier for the robbers to board the vessel unnoticed. Cargoes and equipment are carried onboard the barges which provides the robbers more items to steal and more areas to hide, especially during the hours of darkness. As the barge is being towed by the tug boat at a slow speed, it takes considerable time for the tug boat to manoeuvre in order to initiate response, if any, against the robbers present onboard the barge. The robbers on being spotted escapes in the smaller high speed boats/crafts. The ReCAAP ISC recommends that the owner of tug boat and barge may consider strengthening security measures on the barge; and the master should enhance vigilance and keep a close eye for the barge, especially in this region and in the hours of darkness. Click [here](#) for the full report Source: ReCAAP ICS



ACTA Marine's "COASTAL VICTORY " retrieves Floaters – Photo : Piet Hageman (c)



TUG BOAT GOES THE WAY OF THE TITANIC

Divers in Malta now have a new attraction directly off Sliema's coast, as a tug boat was scuttled near Exiles Thursday morning. The tug boat is some 200 metres off the coast, making it an easy land dive from Sliema.

Those hoping for a Michael Bay-esque scene were sorely disappointed, as the first hour of the scuttling was as exciting as watching paint dry, with the boat barely sinking by a few inches.

Tourism minister Karmenu Vella, who was present for the event, said that the diving niche attracted over 84,000 tourists to Malta last year, putting it almost on par with the language travel industry. Mr Vella said that this is the 11th boat to be scuttled off Maltese waters, in a bid to improve Malta's attraction as a diving destination. The minister said

that the tug boat has been thoroughly cleaned before the scuttling, and all oil was removed. The cost of the project is € 75,000.



Photo : Jonathan Borg

Mr Vella explained how Malta offers a very attractive product in terms of cleanliness and clarity of our waters, but he said that more efforts need to be made in order to increase fish diversity. According to the Malta Tourism Authority, which also organised the event, 27% of divers choose to stay in the Sliema area, therefore the newly scuttled tug boat will serve as an added attraction. **Source : Malta Independent**



The **ER NEW YORK** outbound from Rotterdam – Photo : Ria Maat (c)

New Requirements for Security training for shipboard personnel

The **STCW Convention and Code** as amended by the Manila amendment (2010) (STCW) contains new requirements regarding security training. This training is required by all personnel employed or engaged onboard ships to which the ISPS Code applies. These Regulations came into force on 1 January 2012, however, Port State Control Officers have been requested by IMO not to enforce this regulation until 1 January 2014 provided that the vessel otherwise complies with the ISPS code (see IMO circulars STCW Circ.7/16 and STCW Circ.7/17) In addition to the existing Ship Security

Officer (SSO) training (which is unchanged) the amendments to the STCW Convention brings in three new levels of security training:

- Security related familiarisation;
- Proficiency in security awareness; and
- Proficiency in designated security duties.

These changes are embodied in STCW Regulation VI/6 and Section A-VI/6 with non mandatory guidance Section B-VI/6.

Security related familiarisation

Security related familiarisation training must be delivered by the SSO, or other equally qualified person, to all persons employed or engaged in any capacity on ships which are required to comply with the provisions of the ISPS Code, prior to them being assigned shipboard duties.

This instruction should emphasise ship specific security issues and provide guidance for the seafarer to at least be able to:

- report a security incident, including a piracy or armed robbery threat or attack;
- know the procedures to follow when they recognise a security threat ; and
- take part in security-related emergency and contingency procedures.

Documentary evidence must be retained by the ship to show that this training has been completed. There is no objection to this training being subsumed into the ships safety familiarisation training and to use its existing method of recording the delivery of this training. **Source: Department for Transport (UK)**



The Wood chips carrier **KEOYANG NOBLE** outbound from Rotterdam. **Photo : Monique Davis-Mulder (c)**

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Panama Canal Reinforces Tug Fleet for Expansion

The Panama Canal has increased its tugboat fleet with the arrival of the first two of 14 tugboats that will improve the waterway's resources to offer a safer and more efficient service to the global shipping industry. These tugboats will strengthen the Canal's capacity for the operation of the Third Set of Locks.



"These new tugboats will allow the Panama Canal to continue offering a world-class service," Panama Canal Administrator Jorge L. Quijano said. "They will help us prepare to face the challenge of operating the new set of locks with the same efficiency."

CERRO ITAMUT and **CERRO PICACHO** are part of the new fleet of 14 tractor tugs that will be arriving within the next 12 months from Spain. **Astilleros Armon, S.A.**, a Spanish ship-building company, was awarded the contract in September 2011, after an open tender with the participation of 20 companies from

different countries in South America, Europe and Asia.

Quijano explained that the update to the Panama Canal tugboat fleet began in 2001, when the waterway had 20 tugs. Currently, the Panama Canal has 39.

According to the Panama Canal Administrator, towards the end of next year and after retiring those tugs reaching the end of their lifespan, the Panama Canal will have a fleet of 44 tugboats to face the operational demands of the current and expanded Canal.

The additional capacity will allow assisting Post-Panamax vessels that will be transiting the expanded Canal, which will not require the use of locomotives used in the existing locks. The new tugs **CERRO ITAMUT** and **CERRO PICACHO** were incorporated to the Panama Canal fleet in a christening ceremony in the Gatun Landing, Colon Province, together with the ferry 5 de noviembre and the tugboats **ESTI** and **RIO BAYANO I**, that are part of a previous generation. The names of these new boats are taken from different landmarks around Panama.

Boat christening is a tradition in the Panama Canal and among the shipping industry to ensure the good fortune of each new vessel and its crew. **Source : MarineLink**



The **WIND SURF** passing the Croatian historical city Rovinj -**Photo: Hans Reints ©**

Oil Tankers Extend Losses for Fourth Session on Fewer Charters

Rates for the largest oil tankers hauling Middle East crude to Asia fell for a fourth session as demand from charterers to hire ships slowed. Charter costs for very large crude carriers transporting 2 million barrels of cargo on the benchmark journey to Japan from Saudi Arabia slid 0.4 percent to 41 industry-standard *Worldscale* points, according to the *Baltic Exchange*, the London-based publisher of freight rates. Rates lost 3.2 percent this week.

The supply of VLCCs in the Persian Gulf over the next four weeks expanded by two to 82, according to figures from *Marex Spectron Group* today. That compared with 58 tankers at the start of the month, the broker's data showed. The VLCC fleet's carrying capacity will expand 5.1 percent this year, near demand growth of 5 percent, according to *Clarkson Plc*, the world's largest shipbroker. "Charterers continue to hide in the wings," Halvor Ellefsen, a shipbroker at *Galbraith's Ltd.* in London, said in an e-mailed report today. "We fully expect them to continue their drip-feeding ways, hoping to dent owners' confidence." Daily earnings for VLCCs on the benchmark voyage reached the lowest since May 24, dropping 4.3 percent to \$13,184 according to the exchange. Those assessments don't reflect owners cutting speeds to save on fuel, their biggest expense. The price of ship fuel, known as bunkers, rose 0.1 percent to \$607.32 a metric ton, according to data compiled by *Bloomberg* from 25 ports worldwide.

Fuel Costs

Worldscale points are a percentage of a nominal rate for more than 320,000 specific routes. Flat rates for every voyage, quoted in dollars a ton, are revised annually by the *Worldscale Association* in London to reflect changing fuel costs, port tariffs and exchange rates. The *Baltic Dirty Tanker Index*, a wider measure of oil-shipping costs that includes smaller vessels, was unchanged at 580, according to the exchange. The biggest move for rates for oil tankers was for cargoes headed to northwest Europe from loading ports in the North Sea, up 4.5 percent to 87.75 *Worldscale* points. The biggest change for vessels hauling refined products was for ships hauling cargoes to Japan from the Middle East, down 2.1 percent to 91.92 points. **Source: Bloomberg**



The tug **MERSEDEH** moored in the port of Dohar (Oman) **Photo : Rik van Marle (c)**



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Expanding broker opens up in Singapore

Fast-expanding broker **Westshore** has formed a joint venture with **Raes Shipping Projects** forming **Westshore Raes**. The operation is headed up by Alexander Pettersson, a Norwegian national who has lived abroad, mainly in Asia, for most of his professional career.

Mr Pettersson has a Masters from London's City University and has worked for the **Raes Group** for the last eight years. His connections and extensive experience in Asian Shipping.

He started shipbroking in the traditional shipping sector, namely tankers and dry bulk on the newbuild side. Latterly this developed into sale and purchase activities and chartering. The last five years have seen a steady shift in focus towards the offshore market in his professional activities as a result of the burgeoning interest in this sector in Asia.

Source : Offshore shipping Online



The 82 mtr long 2009 built Wagenborg operated **KELT** at the Westerschelde off Vlissingen
Photo : Henk Nagelhout (c)

German shipping industry in push to form alliances -PWC

Half of Germany's maritime shipping companies plan to enter alliances with peers or deepen existing pacts in the next few months to counter overcapacity and falling freight rates, consultancy PWC said on Thursday. "We expect more so-called platform solutions to emerge," said **Claus Brandt** PWC partner and shipping specialist, referring to jointly-owned entities that buy and operate vessels. "The market situation forces more and more shippers to consider new

ways of doing business. That leads to cooperation." A survey by PWC of 100 German shipping groups showed that more the 40 percent of them were already closely cooperating with peers. Global shippers are also in a push to team up to ease competitive pressures. The industry's top three, including Maersk Line, on Tuesday agreed to share vessels in a bid to minimize losses caused by over capacity and falling freight rates.

Maersk Line, a unit of Danish shipping and oil group [A.P. Moller-Maersk](#) agreed an operating alliance with its two biggest rivals, Switzerland-based [MSC Mediterranean Shipping Company S.A.](#) and France's CMA CGM. PWC's Brandt joined other industry experts in saying the Maersk alliance would likely face difficulties in getting antitrust clearance. An agreement on freight rates between the three sector heavy weights was bound to be blocked by antitrust authorities, he said.

A big tie-up attempt in Germany, however, failed recently. The planned merger of unlisted container shipping group [Hapag-Lloyd](#) with rival [Hamburg-Sued](#) was called off in March because terms could not be agreed. Key [Hapag-Lloyd](#) shareholder Klaus-Michael Kuehne on Thursday was quoted as saying by German monthly Manager Magazin that [Hapag-Lloyd](#) may either have to find a new partner or shrink its business to focus on profitable market segments and regions. Source :Reuters

Maharashtra will seek special funds to salvage ships

In the light of the vulnerability of Mumbai's coastline to oil spills, the state plans to demand setting up of a special fund for salvage operations. The demand may be put forth during union minister of environment and forests Jayanti Natarajan's visit to Mumbai on Thursday. There have been at least five incidences of collision of merchant vessels or ships running aground off the city coast in the past three-four years. Source : Indiatimes

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The 2011 built [MADRID TRADER](#) in Rio Grande – Photo : Marcelo Vieira ©

Protection from pirates for maritime vessels flying the German flag

German Federal Office of Economics and Export Control (BAFA) launches approval process for private armed security services Starting immediately, private security firms operating in Germany and abroad can apply for approval with the German Federal Office of Economics and Export Control (BAFA) to be commissioned on board merchant ships flying the German flag. The new Maritime Ship Surveillance Regulation entered into force today.

"It's important that the approval process for private security services can finally begin now," says Ralf Nagel, Chief Executive Officer of the German Shipowners' Association (VDR). "The salient points for the shipowners were taken into consideration by the German federal government."

The Regulation contains numerous requirements that need to be met by the security firms. Each mission must be carefully planned and documented. Staff members must have the necessary personal suitability as well as emergency medical skills and legal knowledge. The use of firearms is only permitted in self-defence or emergency assistance.

"The BAFA will now initiate the approval mechanism speedily and professionally," says Nagel. After all, from 1 December 2013, only private maritime security companies approved by the BAFA will be allowed to be deployed on ships flying the German flag. "Until then an adequate number of suitable firms will have to be approved so that the German shipowners can actually protect their crew members in regions impacted by piracy," says Nagel. "Until now no ship protected by armed security staff has ever been captured by pirates."

Hydrex White Paper No. 12 and 12A, Ship-hull Performance Optimization Tool (SPOT) Pilot Project

There has been a great deal of attention amongst ship hull paint manufacturers on the subject of a transparent standard for measuring ship hull performance and efficiency. This came in the wake of a series of claims on the subject that "so-and-so paint will save x% of fuel bills." Of course a standard of this type would be of value to shipowners in deciding on bottom paint for their ships. Bunker prices have spiraled. The pressure to reduce air emissions from shipping is growing. Even a few percent more or less fuel efficiency can make a huge difference, especially when extrapolated across the world fleet. But such a standard needs to be comprehensive. Ideally it would take into consideration the entire life cycle of a ship and compensate for increased hull roughness from paint degradation and spot repairs. The International Standards Organization has expressed a willingness to help develop such a standard.

In the meantime, there is a great need for shipowners, ship officers and crew to gain control of the fuel efficiency of their own ship (or fleet) and adopt measures that will enable them to achieve maximum hull efficiency and performance and maintain it. What is needed is a simple method which puts the owner, Captain, Chief Officer, Chief Engineer in charge of their own ship's hull efficiency and provides a pathway for inevitably and invariably achieving the most efficient hull coating system and hull and propeller husbandry regimen for the entire life of their ship.

Hydrex White Paper 12 "Ship-hull Performance Optimization Tool (SPOT)" is just such a method, presented with all applicable detail so that any officer of any ship anywhere can simply take the White Paper and its accompanying "Quickstart Guide" (**Hydrex White Paper 12A**) and begin applying the information using existing resources and immediately start seeing results in terms of improved hull efficiency. Over time, this will lead to the optimization of the hull coating system and hull and propeller maintenance program for a ship or fleet. With enough information gathered, this system would lead to the optimization of the hull efficiency of the entire world fleet with consequent enormous reduction in fuel consumption and resulting air emissions from shipping worldwide. SPOT is being piloted and refined and any and all feedback from use of this system is encouraged so that a final version can be published. **Hydrex White Paper No. 12** is available now for download at www.shiphullperformance.org or can be requested from any Hydrex office. Hydrex hopes to receive a flow of feedback from implementation of SPOT.

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SOMETIMES IT GOES WRONG



Seen June 20th during Sail [DEN HELDER 2013](#) at the Marsdiep , a collision between the Russian [SEDOV](#) and an anchored [Kogge schip](#) Photo : [Peter van der Zwart](#) ©

Tanzania: Missing Tanzanian Ferry Found in Kenya

A Tanzanian registered ferry, [MV NANSIO](#), which slipped away in October, 2012 while docked at Mwanza South Port, has now been sighted at Kisumu in Kenya. At the time of 'disappearance' the ferry was at the centre of an ownership dispute which was still being decided in the Tanzania High Court. [Kamanga Ferry Limited](#) were the plaintiffs in the case while Dominic Nondo, Richard Ndorosi and Birikaa Perdersen were the three respondents. In an attempt to get the ferry back to Tanzania, Kamanga Ferry Limited wrote to [Kenya Maritime Authority \(KMA\)](#) in Mombasa.

KMA Director General, Mrs Nancy Karigithu advised them to "urgently institute proceedings in the High Court of Kenya to enforce the decision of the High Court of Tanzania." East African Business Week has learnt that in December, 2012 the 280 tonnage vessel with a capacity of 300 passengers was re-launched on Lake Victoria (Kenya) to service Mbita, Mfangano and the Takawiri Islands under the trading name of [Mbita Ferry Services](#).

However, court documents show that on September 20, 2012, Judge A.R Mruma of the High Court of Tanzania sitting in Mwanza, issued an order restraining [MV NANSIO](#) from being moved outside the jurisdiction of the court till the hearing and determination of the case. Nondo claims he knows nothing about the ferry because he was not the owner. "I am not the owner of [MV NANSIO](#) How can I know this matter?" he said. Formerly, Nondo was the Chief Engineer of [MV NANSIO](#) The court brokers, S. L Isangi Auction Mart & Court Brokers, served copies of the court order to respondents on October 19, 2012 although one of them refused to accept it. On the same day the ferry travelled to Port Bell, Uganda.

The brokers say the departure of the vessel was intended to defy the court order and was not supposed to happen. They said the ferry had a clearance to travel from the Tanzania Roads Authority (TRA), Surface and Marine Transport Regulatory Agency (SUMATRA) and the Immigration department. But Mwanza police said the matter was not reported. "If there was a court order, how was the ferry allowed to sail outside Tanzania?" Mwanza Regional Police Commander Ernest Mangu queried. However, records show that the matter was reported to the police in Mwanza and even the Mwanza Regional Commissioner, Eng. Evarist Ndikilo was informed, but no steps were taken to date. Eng. J. L

Loisimaye, an inspector with SUMATRA, said the agency was aware that the vessel sailed to Uganda, before moving onto Kenya. He said, "How can a Tanzanian registered ferry sail into Kenyan waters without following laid down procedures? It is a matter subject to investigation." advising this reporter to talk to SUMATRA headquarters in Dar Es Salaam.

The SUMATRA acting Director General Ahmed Kilima directed all inquiries to their offices in Mwanza. "In any event of a stolen vessel, the owner must report the matter to the police... contact SUMATRA and the police in Mwanza," he said.

The Port Master, Mwanza, E. Kasyupa told East African Business Week he knew nothing about **MV NANSIO**. "The name of the ferry is new to me. This is my first time to hear about the vessel," Kasyupa said, adding that he had just reported at Mwanza port. The ownership wrangle arose after the death of former **Kamanga Ferry Limited**, boss Klaus Gaetje, nine years ago in Uganda. **Source : Ferries Outside Europe**

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STRAINSTALL'S NEW CONTAINER WEIGHING SYSTEM ALREADY PROVING A SUCCESS WITHIN "FORWARD THINKING" UK PORTS

Since its recent launch, **Strainstall's Container weighing system** has already become established in the Intermodal/Ports industry. It is currently being used at numerous key UK Ports in the UK including Port of Felixstowe and Tilbury – as well as being considered for integration throughout ports and terminals within Europe, Chile, The USA and Canada.

The system was developed in response to recent talks within the IMO calling for mandatory verification of container weights and utilises Strainstall's 45 years of expertise in designing standard and bespoke load measurement solutions. It has been specifically developed to enable port authorities, shipping companies and couriers to establish the exact weight of containers, as well as the ability to detect eccentric loads. Having this information can help avoid accidents and damage to equipment, stack collapse due to overloaded containers, poorly loaded vessels consuming additional fuel, and revenue loss for terminals and shipping lines from transporting containers with under-declared weights.

The Twist-lock variation of the CWS is currently providing accurate data to London Container Terminal (Port of Tilbury) having recently been installed on the ports Straddle Carrier vehicle. A spokesman from the port says 'We are very impressed with the high accuracy of the Strainstall system and the flexibility Strainstall have with regard to other weighing options/methods'

Strainstall's container weighing systems is available in numerous formats enabling the customer to choose the most appropriate and keep their options open. By integrating strain gauge technology with associated instrumentation, an accurate load measurement solution that requires no modification to the standard spreader arrangement is provided. It offers low impact installation and use a range of display options to allow operators to view live loading and log/transmit data for analysis at a later stage.

The Strainstall container weighing systems are available in a variety of options including:

- Diaphragm load cell – Strainsall can replicate twistlock components such as collars/washers and convert them into load cells. This is a simple non-intrusive solution that provides high accuracy and negates the need for replacements at the end of the recommended service life.

- Load tension twistlocks – the standard spreader or head block twistlock is replicated and supplied as a load sensing twistlock. This negates the need for additional hardware
- Load pins – Straininstall can replace existing load bearing pins within the structure and replace them with load pins, a proven solution for overload protection for decades.
- Truck weighing - a bespoke highly accurate solution typically using compression load cells which can be designed to suit an individual set of requirements.
- Bespoke solutions – A custom built system can be created to meet the customer's specific needs

Scott Cruttenden, Business Development Manager – Industrial Sector said "We have been very pleased with the high accuracy of data we have seen from our systems within the numerous ports. This has highlighted both the operational value of having our CWS in place as well as the value of ensuring safety during container loadings and ensuring weight is evenly distributed" The key benefits of the Straininstall container weighing system include:

- Simple non-intrusive integration
- High accuracy and reliability
- Optional telemetry versions available
- Numerous output options
- View live or store historic data
- Can be retrofitted
- Monitors live and eccentric loads
- Practical calibration in situ
- Durable/rugged solution to suit environment

Systems specification have been finalised and are due to be installed within the UK's largest Port – Port of Felixstowe. The port are ensuring they have solutions in place prior to any mandatory measures being imposed. Tilbury and Felixstowe are two examples of UK ports forward thinking approach.

Full steam ahead for Vancouver's cruise ship industry

Vancouver's cruise industry is mounting a comeback, and this season, Canada's biggest port has a couple of heavyweights in their corner, including the industry's largest conference, and the world's most famous cartoon mouse.

The world's largest cruise industry association sails into the Vancouver Convention Centre this week with its largest annual conference, [Cruise3Sixty](#).

Having the event here is "definitely a show of support," said Christine Duffy, president and CEO of Cruise Line International Association. "As popular as Vancouver is, it's important to remember that you're in a more competitive market today than you were in 2002, which was really the high point of cruises in Vancouver."



Disney cruises ship [DISNEY WONDER](#) outbound in Vancouver harbour [Photo : Robert Etchell©](#)

During that peak year in 2002, more than a million passengers cruised through Vancouver. By 2010, that number was down to under 580,000. Tourism professionals attribute the decline to a number of factors, including post-9/11 security concerns in the U.S., a sluggish overall economy, and the implementation in 2006 of an Alaskan head tax, which resulted in fewer ships sailing to Alaska.

But this year, things are trending in the right direction for Vancouver's cruise industry, which is expected to bring in more than 820,000 passengers for 2013 — a 24 per cent increase over 2012. Those big ships bring in boat-loads of money every time they dock at Canada Place or Ballantyne Pier, said Dayna Miller, Tourism Vancouver director of sales. Each time a vessel uses the city as its home port, it brings in an estimated \$2-million to the community, said Miller. The port expects 236 sailings in 2013. The spinoff for local retail, hospitality and attractions is significant, said Downtown Vancouver Business Improvement Association executive director Charles Gauthier. Recognizing the increasing size and importance of this market, Gauthier said the DVBIA decided to ramp up portside efforts for 2013 with their "Downtown Ambassadors." These DVBIA employees will greet cruise passengers at the dock as they disembark, welcome them, and use iPads to show tourists some of the downtown core's attractions.

Some of the competition over the past decade has come from Seattle. In 2002, when Vancouver saw more than a million passengers, Seattle had about a quarter of that number. In recent years though, Seattle has caught up and surpassed Vancouver. For 2013, Seattle expects more than Vancouver, but the gap has closed.

The Disney Wonder alone, which switched to Vancouver from Seattle, brings in more than 75,000 passengers. It will be back again for 2014. Disney's return was cause for celebration in the local cruise industry, said Miller. "Let's be honest, they're a huge international entity — and who doesn't love Mickey?" **Source : The Province**

STX Pan Ocean Seeks Protection From US Creditors

The bulk shipper **STX Pan Ocean Co Ltd** filed for protection under U.S. bankruptcy law on Thursday to shield its assets from creditors in the United States, less than two weeks after filing for court receivership in South Korea. STX sought protection under Chapter 15 under the U.S. bankruptcy code with the federal bankruptcy court in Manhattan.


The company had previously said it needed protection because it faced "a liquidity crunch" that left it unable to obtain sufficient funds to repay its debt, which recently totaled about 5.51 trillion won (now US\$4.81 billion).



The bulk carrier "**STX RAPIDO**" ready to depart Timaru after discharging urea fertilizer . **Photo : Tom Johnston ©**
In Thursday's filing, two court-appointed administrators for **STX** said the company has struggled with a shrinking profit margin amid a decline in the value of dry bulk shipping contracts. They said **STX** has several long-term contracts that

will prove profitable and around which it intends to reorganize. The filing seeks recognition of the Korean proceeding as a “foreign main proceeding,” and to halt a variety of existing and potential litigation and claims in the United States. Non-U.S. companies use Chapter 15 to block creditors who want to file lawsuits or tie up assets in the United States.

Source : gCaptain



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SHTANDART VISITS OUDE SCHILT



The replicas of the 1727 Dutch shipbuilder Wybe Gerens built **SHTANDART** visited Oude Schilt at the Island of Texel – **Photo's : Jacob Kiewiet ©**

CASUALTY REPORTING

Eleven rescued from overturned PNG barge

Authorities say they have rescued all 11 crew members of a barge that overturned off the coast of Papua New Guinea.

Tug boat Go Rigel recovered all the crew members from a life raft 80 nautical miles northwest of PNG's capital, Port Moresby, just hours after a shipping distress call and emergency beacon was activated at 3.30am on Thursday.

The Australian Maritime Safety Authority (AMSA) said two planes and helicopter assisted in the rescue. The cause of the incident is not known. AMSA said it was working with the Maritime Rescue Co-ordination Centre in Port Moresby to gather more information. AAP's attempts to contact PNG's National Maritime Safety Authority (NMSA) were unsuccessful on Thursday. In February 2012, as many as 141 people died after the overloaded passenger ship **RABAUl QUEEN** - with an incomplete passenger manifest - sank in rough seas off the coast of Lae, PNG's second-largest city.

It is considered the Pacific Island nation's worst maritime disaster. A subsequent commission of inquiry made 25 recommendations for improving maritime safety in PNG, 14 of which were aimed at improving the capability of the NMSA. Source : The Sydney Morning Herald

NAVY NEWS

USS Guardian Grounding Investigation Results Released



The U.S. Navy has released the results of an investigation that assessed circumstances surrounding the **ex-USS Guardian** grounding that occurred in Philippine waters on January 17. Characterizing the **ex-Guardian's** grounding on Tubbataha Reef in the Sulu Sea as a "tragic mishap," Adm. Cecil D. Haney, commander of the U.S. Pacific Fleet, wrote in the 160-page document that "**USS Guardian** leadership and watch teams failed to adhere to prudent, safe, and sound navigation principles which would have alerted them to approaching dangers with sufficient time to take mitigating action."

Haney further summarized that a "lack of leadership" led to the watch team's disregard of visual cues, electronic cues and alarms in the hours leading up to the grounding, and that an ultimate reliance on what would turn out to be inaccurate Digital Nautical Charts (DNC) during the planning and execution of the navigation plan ultimately led to a degradation of the ship's navigation ability.

Haney did however have words of praise for the "heroic efforts of the crew to save their ship." Highlighting the actions of the Engineering and

Damage Control teams, Haney wrote that their efforts were instrumental in reinforcing the ship's hull integrity despite multiple breaches. He also commended the Boat Coxswains, Damage Control Assistant, and the Navy rescue swimmers who all ensured the safe evacuation of the crew without significant injuries. The commanding officer of **ex-Guardian**, Lt. Cmdr. Mark Rice, the executive officer/navigator Lt. Daniel Tyler, the assistant navigator, and the officer of the deck at the time of the grounding were relieved of their duties on April 3 by Rear Adm. Jeffrey A. Harley, commander, Expeditionary Strike Group (ESG) 7. Further administrative action is under consideration. The **Avenger-class** mine countermeasures ship had just completed a port call in Subic Bay and was en route to Indonesia and then on to Timor-Leste to participate in a training exercise when the grounding occurred, approximately 80 miles east-southeast



of Palawan Island. **Guardian** was subsequently dismantled, decommissioned and stricken from the naval registry. After the incident, the United States and Philippines conducted a joint marine damage assessment. The U.S. government is prepared to work with the Philippines to provide compensation for the damage to the reef caused by the grounding. **Guardian** and its crews had served the U.S. Navy honorably for over 23 years. A redacted version of the report can be viewed on the U.S. Pacific Fleet website at <http://www.cpf.navy.mil/foia/reading-room/>.



French Navy Espionage-ship A 759 **Dupuy de Lome** visited Haifa – Photo : Peter Szamosi (c)

SHIPYARD NEWS

A large offshore wind turbine is being installed at sea. The structure is complex, with a tall tower and a large nacelle. Several cranes are visible, and the scene is set against a sunset or sunrise sky.

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Samsung delivers **EVER LEARNED** (9,200 teu), the 13th new L-type for Evergreen



The 9,200 teu **EVER LEARNED** is delivered Photo : Vladimir Tonic ©

South Korea's **Samsung Heavy Industries** today delivered the 9,200 teu new-L-class vessel **EVER LEARNED**, the 13th unit in a series of 20 identical sisters ordered in Korea by various related companies within the Evergreen Group between July and September of 2010. The ships are part of a wider series of 30 units, since Evergreen placed follow-up orders for ten identical sister ships at **CSBC Kaohsiung** in May 2011.

The new **EVER LEARNED** will phase into the 'CES' standalone Far East to Europe service (#24) of **Evergreen Marine** on which CMA CGM, NYK, Coscon, Hanjin and K-Line take slots. The ship was christened at the beginning of this month at **Samsung's** Geoje Island shipyard in a triple ceremony during which sister ships **EVER LEGEND** (Samsung L-type number 12) and **EVER LEGION** (number 14) also received their blessings. **Source : Linervision**

Damen Shipyards Hardinxveld supplies a real “special” to Amsterdam’s Waternet Foundation



The “**Waterspreeuw**”: a tailor-made hybrid patrol vessel for Amsterdam’s complex network of waterways

Damen Shipyards Hardinxveld-Giessendam recently delivered an exceptional vessel, the “**Damen Patrol Vessel 1304 Hybrid**”, designed and constructed for Waternet (the Water Network Foundation). The most striking features of this hybrid patrol vessel are that it is clean, quiet, and can sail under Amsterdam’s bridges along the through routes. The “**Waterspreeuw**” – meaning “Dipper” in English – was ceremonially named by the Amsterdam Executive Councillor Carolien Gehrels on 17 June 2013.

Reduced emissions

Waternet is an innovative water organisation that takes the entire water cycle as its basis. In order to achieve its sustainability objectives, it collaborates closely with other parties. By choosing a hybrid, multifunctional vessel, Waternet is taking the lead in reducing emissions from vessels within the municipality of Amsterdam. The city’s Air Quality Action Plan plays a key role. The Waterspreeuw will be used for inspections and patrols, and for enforcing various legislation and rules in Amsterdam’s canals and other waters.

Electric motor with powerful reserve

The Waterspreeuw can be powered entirely by electricity with a 130 kW electrically driven rudder propeller manufactured by Hydrosta. ES Technology supplied 13 lithium polymer batteries for the drive system, providing enough electric power for at least 6 hours at an average cruising speed of 10 km/h. The vessel also has a Steyr/AMK diesel generator set that complies with the European CCR3 standard for exhaust gas emissions set by the Central Commission for the Navigation of the Rhine. This means that the engine easily complies with the CCR2 standard stipulated by the client.

The engine switches on automatically when the battery capacity falls below the minimum level. Using both drive systems, the Waterspreeuw has a top speed of 16 km/h; using the batteries alone, it can hold that speed for an hour. The engine provides additional capacity when necessary but basically the intention is for the vessel to operate on electric power. The **Waterspreeuw** is being supplied with a Zone 3 certificate issued by the Human Environment and Transport Inspectorate (ILT).

Green multi-tasker

The **Waterspreeuw's** designers took account of the various different waters and bridges in and around Amsterdam. With its overall height of 1.80 metres, it can basically pass under all the bridges along the city's through routes. The special hull design makes it a low-wash vessel, thus minimising inconvenience to houseboats during manoeuvres in Amsterdam's busy canals. The rudder propeller and the 11 kW bow thruster mean that the **Waterspreeuw** is highly manoeuvrable in the narrow canals. The new vessel has its own 3-metre spud pole, meaning that it can moor anywhere without being dependent on the mooring facilities available. With the **Waterspreeuw**, Damen has created a genuine "green multi-tasker".

Comments by **Jos van Woerkum** (Managing Director of Damen Shipyards Hardinxveld)



With the construction and ceremonial naming of the **Waterspreeuw**, **Damen Shipyards Hardinxveld** has once more provided a fine example of workmanship and customisation at the highest level. Our motto "Just ask, and we'll build anything that isn't standard" really does apply to the **Waterspreeuw**. The vessel is highly versatile and meets the stipulated emissions standard, one of the conditions set by Waternet. We are also grateful to Waternet for being commissioned to carry out this challenging assignment after an intensive European tendering procedure.

Product range

Damen offers a wide range of ships, such as: tugs, workboats, patrol vessels, high speed crafts, dredgers, cargo vessels, PSV's, oil-spill response vessels, patrol vessels, frigates and even mega yachts. Product design and engineering are carried out in-house and a broad range of standard designs is available. Damen's product

development policy is driven by an extensive R&D programme, customer feedback and (field) experience.

Chinese yards acquire license to build German-designed 'Stream LNG' vessel type



The Stream LNG of IPP - Hamburg

IPP Ingenieur Partner Pool of Hamburg and Technolog Services as IPP's marketing partner recently presented their concept for a series of dual-fuel open-top container vessels. Dubbed '**Stream LNG**', the concept proposes ship designs with main engines that can run on heavy fuel oil, natural gas or a mixture of the two.

Since the main components of the 'Stream' concept are modular, IPP claims it can apply the major features of its concept to designs ranging from 3,000 teu to 5,000 teu. Two vessel types have been designed so far. The 'Stream

4200 LNG' is a 245m long panamax-beam (13 rows) ship, whereas the '**Stream 5000 LNG**' is a 249m long and 37.40m (15 rows) wide baby-overpanamax vessel.

Both types are designed for moderate service speeds of 18.5 to 19.5 knots, with a top speed of 21.0 knots. The ships are powered by MAN-designed dual-fuel main engines. The developers claim that the vessels would emit approximately 30% less carbon dioxide per teu than comparable ships with conventional heavy fuel oil propulsion. On top of this, they comply with the strictest emission rules when sailing in full-LNG mode. One idea of the 'Stream' concept is to store LNG in one medium-sized main tank, which can be supplemented by additional LNG tanks fitted in special containers. If required, the ship's bunker capacity for LNG can thus be increased at the expense of a number of container slots.

The open-top 'Stream' vessels are fitted with a stack-spitting system which allows a flexible distribution of cargo loads across the ship. Unlike on hatchcoverless ships that do not provide stack-spitting, the weight of container stowed on deck, does not rest on the lower part of the stack which is stowed inside the hold. China's SUMEC Marine Company this year acquired a license to build 'Stream' ships from IPP and Technolog. SUMEC partners with New Yangzijiang Shipbuilding, New Century (aka New Times) Shipyard, Zhejiang Shipyard, Jingling Shipyard, Hantong Heavy Industries and Chenggxi Shipyard to offer the design to customers. **Source : LInervison**

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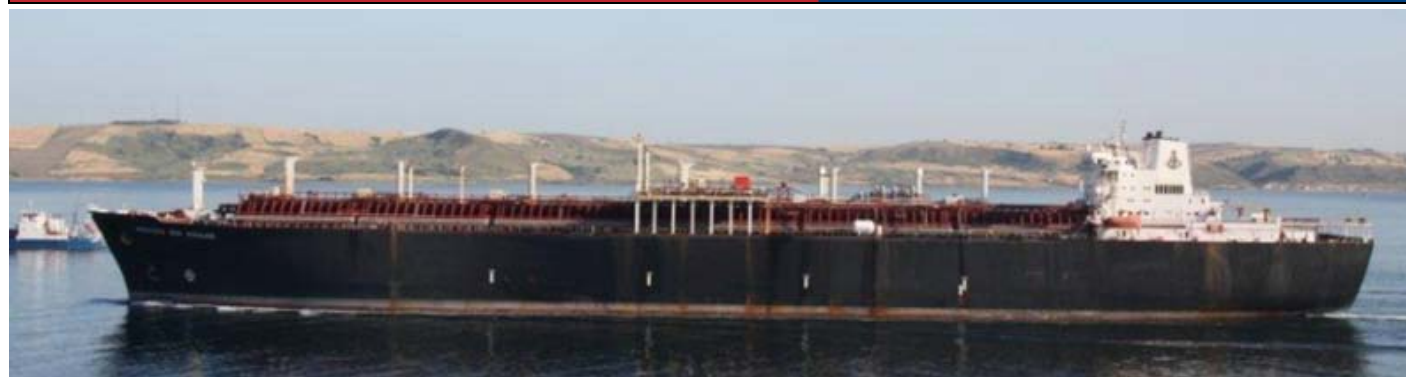
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The **MOSTEFA BEN BOULAID** southbound in the Dardanelles – **Photo : Hennie Petersen (c)**

WAN HAI 517 (4,680 teu) delivered

The Taiwanese carrier **Wan Hai** received its newest fleet addition, the 4,680 teu **WAN HAI 517**. The ship is the final unit in a series of six compact wide-beam vessels that Wan Hai ordered in two installments in May and July 2007, respectively. All six sisters are built by CSBC at Kaohsiung. Earlier capacity estimates had classified the ships as 4,532 teu units, but Wan Hai recently released a somewhat higher intake of 4,680 teu.

As usual with Wan Hai, the shipping line has omitted the 'unlucky' number 4 and thus also the number 14 in the series which started with the delivery of **WAN HAI 511** in May of 2012. This explains why the sixth ship actually carries **517** as a prefix and not **516**. The new vessel will make her debut in the new Far East to WSCA service 'ASA' (#2743) operated by Wan Hai, Evergreen ('WSA2'), Coscon and PIL, where she joins three of her five earlier sisters. This service was opened in early May and it deploys a fleet of eight ships in the size range from 3,850 teu to 5,039 teu.

Originally, the entire sextet was slated for delivery in 2010 and 2011. In the aftermaths of the global economic crisis, the ships' deliveries were however deferred by up to 24 months. Source : Linervision

Old tugs sold as authority steps up port efficiency

The Seychelles Ports Authority (SPA) has sold two tugs from its fleet of five which are past their useful economic lives for port operations in Victoria.



GOELETTE and **COLIBRI**, both 29 years old, have been sold to a private company in Western Africa for a total of R5m.

Twenty-five years back, the tugs cost around R14m and their economic lives were between 10 to 12 years. In a press release, the SPA said the decision to sell the tugs encapsulates the authority's strategy to enhance the efficiency and effectiveness of its tug services in Port Victoria.

This is in direct response to new trends in regional and international maritime and port industry whereby bigger vessels are opting for faster turnaround periods in ports, smoothness in tug operations, and more powerful tug boats for better maneuverability during berthing and unberthing. The SPA's marine mechanical team has ensured that the tugs have been very well maintained over the past years and are still in reasonably good working condition to perform less powerful tasks.

"With an average of 13 ton bollard pull capacity, combined with their age, it was felt that they were no longer meeting the pulling and pushing requirements of bigger vessels calling at Port Victoria," says the press release. The two vessels are expected to leave Port Victoria soon after logistical arrangements by the new owner are completed. Aimed at taking tug operations in Port Victoria to a new level, the SPA invested in two more powerful 30 ton bollard pull capacity and state-of-the-art tugs in 2011.

The new tugs - Ascension and Rosemary - are performing to expectations. They are equipped with high tech equipment and this has enabled SPA's tug operators to gain new skills. As for the fifth tug **ALOUETTE**, the SPA is finalising its logistical preparations for a major overhaul and refitting in order to extend its useful life for at least 10 more years. As part of the government's strategy to make Port Victoria a port of refuge, SPA is looking towards increasing its capacity in order to bring its tug services beyond the Seychelles waters such as long range towage and salvage operations. From a commercial and economic standpoint, this means capturing an existing niche market, thus bringing more revenue to SPA and the government. It is expected that the full functionality of the Eve Island passenger, cargo and maritime related business facilities on Praslin, the proposed expansion of the La Digue basin, and the extension of the Mahé quay will bring more economic activities in our maritime and port industry.

This will help to create more wealth for local businesses in this sector, hence more economic benefits to Seychelles.

With an all Seychellois team, the SPA, under the strong leadership of the Ministry for Home Affairs and Transport, has been able to achieve most of its short- to medium-term targets, notes the press release. The authority is now propelling forward towards the achievement of its long-term goals, in line with the 2020 national development targets for the maritime sector **Source: Seychelles Nation**

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Kenya: Britain Pumps Sh4.5 Billion to Mombasa Port

The British government has announced a Sh4.5 billion funding for the modernisation of the port of Mombasa to improve efficiency. Speaking at the port of Mombasa, British High Commissioner to Kenya Christian Turner said the funds will be used for the improvement of road and rail linkages and terminals within the port to ease congestion of cargo.

"The benefit of the port will not be achieved unless the inefficiency is addressed to meet the growing demand of cargo handling that is predicted to rise by 400 percent by 2030. We must change how we operate at the port," said Turner. He said that the investment will lead to an improvement of transit time for cargo and benefit the economy by Sh100 billion once complete.

"It's a very significant commitment from the UK government through the Department for International Development (DfID) and our partners Trademark East Africa (TMEA) to improve efficiency at the port of Mombasa that serves not only Kenya but the entire East Africa region," said Turner. The project includes the widening of gate 18, construction of dual carriage to improve exit and evacuation of cargo at the port. The funding will also be used for designing and modernising berth 1 to 18 by deepening and strengthening the old berths within a period of four years.

Already tenders for the five projects have been advertised with the work supposed to commence by next month and the funds will be channeled through their partners TMEA.

Turner said widening of entry points will also assist in tackling with the drug menace, ivory and contraband at the port.

"Enhancing security at the port is key by ensuring proper scanning of containers to deal with smuggling of drugs and other illegal goods from getting into the country," said Turner.

This comes as President Uhuru Kenyatta directed Cabinet Secretaries dealing with the Northern Corridor to reduce the movement of transit goods from the Port of Mombasa to Malaba to a maximum of five days.

Speaking in a Cabinet meeting at State House on Thursday, Kenyatta said the current situation where a container takes an average of 18 days to reach Kampala from Mombasa was untenable.

He said that he will hold a meeting with all those involved in the running of the port in three weeks time to confirm that the target has been achieved.

He ordered the formation of a Cabinet sub-committee that will include all Cabinet Secretaries dealing with the Northern Corridor. He said that the committee will report to him during every Cabinet meeting on what they are doing to improve efficiency.

Kenyatta has also ordered the Commissioner of Customs to relocate to Mombasa and directed the clearing process at the port to be digitised in order to enhance efficiency at the Kenya Ports Authority (KPA).

He said the government will prioritise the construction of a dual carriageway from Changamwe to Jomvu to ease congestion. **Source : AllAfrica**



ISS warns of foreign vessel reporting requirements as US Coast Guard assesses \$75,000 penalty for late reporting

Inchcape Shipping Services (ISS), the world's leading maritime services provider, is advising of foreign vessel casualty reporting requirements following a \$75,000 penalty assessment by the US Coast Guard against a cargo vessel for failure to immediately report a marine casualty.

The regulations require immediate notification of reportable casualties to the US Coast Guard (USCG), with a subsequent written notification on 'Report of Marine Accident, Injury or Death' form CG-2692 within five days. The USCG penalised vessel had experienced a failure of its main engine and had not reported the casualty for more than 10 hours.

Under the requirements, foreign vessels have to report casualties that occur in the navigable waters of the U.S. (12 NM from baseline), its territories or possessions, or whenever an accident involves a U.S. vessel. U.S. vessels also have to meet the regulations.

Further regulations also advise that foreign vessels carrying oil in bulk as cargo, or as cargo residue may have to report certain casualties that occur in waters subject to U.S. jurisdiction, including Exclusive Economic Zone (see 46 USC 6101(d)2). Also foreign vessels are subject to the same penalties for failure to report.

Failure to report a bona fide casualty may result in a civil penalty (\$25,000 max.) against the vessel owner, operator, master or person in charge of the vessel and/or Action of misconduct against a U.S. issued license or document for violation of a regulation.

ISS is also advising of requirements regarding notification to the USCG of Hazardous Conditions following the USCG siting a decision by the US Court of Appeals that reinstated a jury verdict that found that a crew's failure to immediately report a hazardous condition to the USCG amounted to a criminal violation of the US Ports and Waterways Safety Act and the importance of its regulatory requirements.

Under US regulatory requirements Regulation 33 CFR 160.204 defines a hazardous condition as: "Any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbour, or navigable waterway of the United States. It may, but need not, involve collision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage."

Regulation 33 CFR 160.215 also requires that "Whenever there is a hazardous condition either aboard a vessel or caused by a vessel or its operation, the owner, agent, master, operator, or person in charge shall immediately notify the nearest Coast Guard Sector Office or Group Office." The initial report should be made either by VHF radio or by telephone.

If the hazardous condition is also a reportable "marine casualty", the initial report has to be followed up with a written report within five days as required under regulation 46 CFR 4.05-10. It is deemed that a negligent failure to report a hazardous condition immediately may result in civil penalties being imposed, while a wilful or knowing failure to make such a report may result in criminal charges being brought against the Master and the company. If found guilty, the penalties may include a criminal fine of up to \$250,000, a prison sentence of up to six years or a term of probation of up to five years.

The USCG recommends that Agents should ensure that all vessel Masters are aware that they must report any hazardous condition to the USCG immediately while in US territorial waters and of the consequences of failing to do so and the requirement of the need to provide the USCG with a written report within five days of the initial notification if the hazardous condition qualifies as a reportable marine casualty.

If there is any doubt as to whether or not a particular circumstance is a reportable hazardous condition it advises that Masters should report the situation immediately to the nearest USCG Sector Office where the incident occurred for assessment.

.... PHOTO OF THE DAY



The **PRINCESS SEAWAYS** disembarking the pilot outbound in Ijmuiden – Photo : Mark de Bruin ©

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