



Number 176 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 25-06-2013**

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The ATHENS HIGHWAY moored in Melbourne – Photo : Dale E.Crisp. (c)

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The **PRIDE OF SNEEK** passing the Oude Maas – Photo : Cees de Bijl ©

The Propeller Club of Manila



Peter Heimstaedt, currently Chief Officer on **NSB** container ships, has been visiting the Philippines for more than 40 years. He developed an affection for the country and its people, married one of their famous nurses and established a hyper-dynamic life between Germany where he resides and the Philippine Islands where he intends to retire. Among numerous other activities, he became known for his research work and untiring efforts to reveal, identify and explore many of the less reported war wrecks on the bottom of

Philippine waters (see NSBmagazine Oct 2012). Not content with just travelling around, he expanded his activities to teach at maritime academies throughout the country and support initiatives for education and training of young seafarers. He gives below an account of the "**Propeller Club of Manila**" of which he is a member. The Club is an offshoot of the parent organization that originated in the United States and has become widely acknowledged for its

scholarship programmes for Filipino mariners. Peter says “Since **NSB** is building up connections and boosting activities in crewing and manning in the Philippines , it may certainly be interested to establish ties with the Club”.

The “**Propeller Club of Manila**” was formed in Manila in 1971 and the founding members were mostly connected with U.S. liner shipping companies. The **Propeller Club** embarked on their scholarship programme back in 1990 sponsoring young men from disadvantaged families at the **Don Bosco Technical Institute**, Makati where they were enrolled in a **Ship Mechanic Course**. At the beginning of the millennium there were 10 students graduating from the programme annually but the extent of training was just limited to the **Don Bosco Institute** as this was all the Club could afford at that time. The Club received a tremendous boost in 2005 when a funding was secured from the Australian Government (AUSAID) through the **Salvation Army Development Office**, Australia, which enabled the Club to greatly enhance the training course. AUSAID sponsored the first three batches of the expanded programme and subsequent main sponsors have been **TK Foundation**, **Swire Pacific Offshore**, **Mideast Shipmanagement**, **Wallem Shipmanagement**, **Grieg Shipping** and the **International Maritime Training Trust**. A total of **315** students have been enrolled in the scholarship programme since international funding began.



Last Saturday afternoon there was a graduation ceremony in the **Salvation Army Central Corps** premises in Ermita – Manila during which ceremony **Mr Ian Berry**, the chairman of the



International Maritime training Trust was present, in total 25 persons graduated for the Fitter Machinist course and 6 girls graduated for the Digital Photography course, and are trained to work as a photographer onboard cruiseships



The Club operates a boarding house in Ermita, Manila for the out



of town youths . Also a boarding house is maintained in Subic (75 miles / 120 km North-West of Manila) for the students doing on-the-job training there. House parents from the **Salvation Army** are assigned to



each of them. In the funding of the boarding houses the Club is assisted by **Women of Wallem (WOW)** which is a charitable organization run by the wives, sisters and daughters of seafarers employed by **Wallem**. WOW's contribution helps towards the salary of the house parent, rent, electricity and food expenses.



Upon completion of the official part of the ceremony it was time for the "*graduation song*" and some dancing by the students followed by snacks and drinks before going home **all photos : Piet Sinke ©**

The Board of Trustees, recognizing that gender equality is an important requirement in the corporate responsibility policy of most companies these days, have established a training programme for females. Six young ladies were chosen and awarded an 18-month training scholarship which includes photography lessons, basic hair style and make-up. The intention of the Board was to train the young ladies with a view to future employment on board cruise ships. This batch is being fully sponsored by the **Propeller Club** themselves. Recently, due to the big demand of cooks in the maritime industry, the Board has decided to create a new programme which will involve culinary training. This exciting project will allow the Club to help more underprivileged youth in the country. The Club hope this new programme will be a continuing feature for the **Propeller Club** going forward.

Today the Club has over 100 members who are drawn from all different sectors of the local shipping scene and from companies supporting the maritime industry. The membership consists of Filipino, American, British, Canadian, French, Dutch, Polish, Swedish, Italian, German, Irish, Spanish, Norwegian, Danish, Indian, Singaporean, Korean, Australian and New Zealand nationals who are involved in shipowning, shipbroking, ship insurance, surveying, ship classification, crewing/manning agency and other maritime related activities. Luncheon meetings are held on the third or fourth Wednesday of each month at which members can network together and listen to a guest speaker. Every year the Club holds two major fundraisers. In February the Club arranges a special wine-tasting luncheon and in September an auction is staged to generate funds for the scholarship programme. The Club's President is **David Reynolds** who is President of **Messrs. Inter-Asia Marine Transport, Inc., Manila**, who are involved in shipbroking and ship agency. The vice-president and Trustee in charge of the scholarship programme is Dale Godkin who acts as an agent for immigration to Australia. The Club is always on the look-out for more members. Applicants do not have to be involved in shipping – anyone is welcome! **The Propeller Club Manila, Inc**, 3rd Floor, Raha Sulayman Building, 108 Benavidez Street, Legaspi Village, 1229. Makati City, Philippines. Email: Kath@propellermanila.org / Website: www.propellermanila.org.

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ACERGY DISCOVERY alongside the **NEXEN SCOTT** platform - Photo : Derek lamb and jos de back ©

Ore Ships Rise as Expanding Cargoes Seen Displacing China Output

Rates to ship iron ore rose for a 12th session, the longest streak since July, amid speculation Chinese demand will increase as cheaper cargoes displace domestic production.

Daily earnings for Capesizes hauling about 160,000 metric tons added 3.4 percent to \$11,064, the highest since Dec. 10, according to the Baltic Exchange, the London-based publisher of shipping costs. Rates jumped 45 percent for the week, the most since September, data showed. The price of the ore, used to make steel, will extend its decline to below \$90 a dry ton in the third quarter as miners add about 200 million tons of annual capacity in the next year, according to Jefferies Group LLC. Costlier Chinese producers will shut down, spurring imports, analysts led by Christopher LaFemina said in a report e-mailed today. "As significant new low-cost seaborne supply from Australia and Brazil displaces high-cost Chinese production, seaborne supply should continue to take market share from the domestic Chinese iron-ore market," LaFemina said in the report. "As a result, and rather counter-intuitively, seaborne iron-ore demand should strengthen while iron-ore prices weaken." Imported ore with 62 percent iron content at the port of Tianjin, a global benchmark, slid 18 percent to \$118.60 a ton this year, according to The Steel Index Ltd. Third-quarter swaps anticipate \$113.25 a ton, according to GFI Group Inc., a broker. The Baltic Dry Index, a broader measure of commodities shipping costs, rose 1.5 percent to 1,027, capping the biggest weekly gain since October, according to the exchange. Daily earnings for Panamaxs carrying about half as much cargo as Capesizes rose 0.8 percent to \$7,377. Supramaxes and Handysizes, the smallest ship types tracked by the index, each rose less than 1 percent to \$9,654 and \$8,103, respectively. **Source: Bloomberg**



The **CHARLOTTE THERESA**, **ALCEDO** and **BOW CHAIN** moored in Rotterdam- 3rd Petroleum harbor
Photo : Marius van den Ouden ©



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Coal, grain cargoes help push up Panamax freight rates

Panamax coal freight rates on established routes from South Africa's Richards Bay and Indonesia to India ended the week higher on Friday on availability of coal cargoes, sources said. The South American grain season was also providing support to Panamax freight rates as grain cargoes had absorbed plenty of tonnage, sources said. With the monsoon season having begun in India, vessel owners were demanding a premium to go to the west coast of India, sources said. The monsoon season typically runs from May to September and results in the closure or draft restrictions at some ports on the west coast of India.

"There is no set premium owners are asking to go to the west coast of India, but it depends on the vessel availability as well as the port," a Singapore-based source said. A second Singapore-based source noted that several vessels were still ballasting to the east coast of South America [ECSA] and the ballast bonus had jumped to \$500,000 from \$300,000 earlier. Earlier this week, a gearless Panamax vessel was fixed from Indonesia to the west coast of India at \$8.95/mt while a geared 60,000 mt vessel was fixed on the same route at \$9.75/mt, an India-based source reported.

"Last week we pointed out that the floor was found after several weeks of declining rates in both hemispheres. This week we saw an upturn in rates with fresh cargoes entering the market," broker Fearnleys said in its weekly note Wednesday. "Increased activity out of the USG [US Gulf] and USEC [US east coast] with fresh coal cargoes causes rates to increase as the Northern part of Atlantic is tight for tonnage," the broker added. However, there were nearly 290 vessels waiting outside the ECSA for grain cargoes, adding that the recent increase in rates is partly due to tonnages tied up for long voyages after the peak in the ECSA grain season. These signs have deterred some European owners from rating fresh time-charter ideas while they contemplate the impact of the current trend, broker Braemar Seascope said in its weekly note Thursday. "For the time being, market expectation is positive and the consensus view is for the rates to remain firm up to around mid-July dates," the broker added. Platts assessed the daily Panamax freight rates from Richards Bay to India's west coast at \$14.20/mt and to the east coast at \$14.50/mt, both up 10 cents from Thursday. Week-on-week, they were up 50 cents and 40 cents, respectively. Platts also assessed the daily Panamax freight rates from Indonesia to India's west coast at \$9.40/mt and to the east coast at \$7.75/mt, both up 15 cents from Thursday and up 70 cents and 45 cents on the week, respectively.

RIISING OPTIMISM

Capesizes saw a significant jump in freight rates this week as a temporary tightness in vessel availability set in, sources said. The first Singapore-based source said 31 Capesize vessels had suddenly been removed from the market by South Korean bulk shipper **STX Pan Ocean**, which filed for protection under US bankruptcy law on Thursday.

"There are plenty of Capesize vessels available but they are laid up somewhere in Singapore or elsewhere. But charterers have to cover their cargoes for June and that's pushing up Capesize freight rates," he added. But he noted that the rise in Capesize freight rates appeared temporary as China remains largely inactive in the coal market and vessel oversupply weighs down rates. Optimism prevails [in the Capesize market] and the present push seems well supported, in strong contrast to the market we have experienced over the past months," Fearnleys said. A 150,000 mt Capesize vessel was fixed from Indonesia to India at \$8.25/mt to carry coal, sources said. The India-based source Reported a fixture for a 140,000 mt vessel from Indonesia to the west coast of India at \$7.60/mt, adding that this was a spot vessel for a coal cargo. The first Singapore-based source said Capesize freight rates from Richards Bay to India had gained \$2 this week and were currently being quoted at about \$12/mt. "China has been active on iron ore not only from Australia, but also from Saldanha Bay [in South Africa] as well as Tubarao [in Brazil] and that has pushed up Capesize freight rates," the second Singapore-based source said. **Source: Platts**



The TSHD's **WATERWAY** and **ARGONAUT I** working together in Owendo, Gabon.

Photo : Crew Argonaut I (c)

UAL's Triple Celebration: New Vessel, New Agency Name & 30 Years of Successful Shipping

UNIVERSAL AFRICA LINES LTD (UAL) named its new build 8,600dwt cargo ship MV **UAL Texas** at a festive event at the Cruise Terminal Rotterdam. As well as the ship naming, the event also celebrated the new name for UAL's global agents. In Europe, HMT – established for 30 years and part of the UAL ALLIANCE for many years – adopted the new name

Universal Africa Lines Netherlands (UAL NL).

The new name emphasizes the UAL group's prevailing and complementary strengths and services. Clients have grown to trust the UAL name in West Africa as the 'can do' organization with the knowhow to get it done. UAL has offered a regular liner service into West Africa from Europe, USA and South Africa for over 30 years, notching up 150 sailings during 2012.

Photo right : Niilo Alakopsa (c)



"After all these years of successful cooperation through the UAL ALLIANCE, both HMT and CSA in Houston will adopt the UAL name to emphasize the devotion of service to principal UNIVERSAL AFRICA LINES LTD," explained UAL NL CEO Roger Jungblut. "With this step, we have a uniform approach to the

market by introducing a renewed, yet already familiar and overall clear branding, that will strengthen the group's collective position on the market. Simplifying our branding emphasizes our motto – 'To The Point'."

Fleet Expansion

At today's festivities Miss Suzanne den Boef, granddaughter of Mr. Jungblut, marked the beginning of a bright future for the new UAL NL as she performed the christening of the latest new build. The MV **UAL Texas** complements UAL's fleet of 16 modern, multi-purpose geared vessels. Shipyard Bodewes launched the **MV UAL Texas** in May in the Netherlands. She is a sister vessel of MV **UAL Houston**, launched in 2012, and features the **Groot Cross-Bow®**, an innovative bow shape with wave piercing abilities. **Groot Ship Design** developed the bow shape which reduces slamming and enables the vessel to maintain her speed more easily compared to more conventional bow shapes with bow flare. Thanks to this, the vessel consumes less fuel, reducing emissions and creating a smoother journey in heavy weather. On her maiden trip she will sail from Aberdeen via Antwerp to various destinations including Malabo, Pointe Noire, Banana and Lobito in West Africa.

30 Year Anniversary

In 1983 Mr. Jungblut started the HMT organization, focusing on oil & gas and special projects in shipping & forwarding. At that time a small outfit of four, the company developed throughout the years into a general shipping management specialist. The team welcomed their appointment as General Agent for UAL as an opportunity to manifest the agency's capabilities. The combination proved dynamic and equally valuable to both the line and the agency, which today employs over 40 staff. In adopting the UAL brand, the agency concentrates wholly on providing full operational support, consistent with dedicated commercial care to both the line and the customers.



The **UAL TEXAS** outbound from Rotterdam – Photo: Ria Maat (c)

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Managers continue tanker purchases, but outlook remains negative

Orders for crude tankers often reflect shipping companies' expectations of future supply and demand. Managers often place new orders when future demand is expected to increase more than supply, on the condition that they expect to generate profit with the investment. Since tankers generally take more than two years to construct (sometimes up to five years), the metric is often more relevant to long-term investment horizons.

For the week ending June 7th, the number of crude tankers on order rose to 6.71% of existing vessels from 6.45% for the prior week. Crude tankers on order have begun basing a year ago as shipping companies returned to the market


to place new orders in anticipation of a supply shortage in the long-term. Since managers are often slow to adjust to changes in demand and the short run supply curve is inelastic (ships take time to construct), we can expect shipping rates for transporting crude oil across ocean to rise in the future from current depressed levels.

The crude tanker orderbook, which includes tankers under construction, also rose higher, increasing from 10.30% as percentage of capacity in deadweight (DWT) at the end of May to 10.41% for the week ending June 7th. Investors look at the orderbook because it provides additional data that reflects when managers believe they will be able to generate maximum economic profits from their investments. While it is positive to see the orderbook stabilizing after falling for most of this year, construction activity continues to fall, which suggests most of the increase in orderbook was driven by increases in the number of orders placed, and that managers are in no rush to receive new ships.

As crude tankers take around two to five years from the placement of order till delivery, orders for crude tankers is an indicator most suited for long-term investment horizons. Managers are in no rush to receive new ships because global oil trade growth is expected to remain stagnant over the next couple of years as the U.S increases its own domestic oil production and supply growth remains elevated. Current data suggests tanker companies, such as Teekay Corp. (TK), Tsakos Energy Navigation Ltd. (TNP), Ship Finance International Ltd. (SFI) and Teekay Tankers Ltd. (TNK), should do well in the long run. However, short to medium-term risks remain and global oil trade is expected to remain stagnant as the U.S. increases its own domestic production, which is negative for shipping rates. This will also affect the Guggenheim Shipping ETF (SEA), which holds positions in the four companies mentioned earlier, as well as other large shipping companies. **Source: Market Realist**

AMSA's Circulars on Foreign Flagged Vessels Operating in Australian Near-Coastal Waters

The purpose of this Marine Notice is to draw the attention of ship owners, ship operators, masters, officers and crew to the changing regulatory environment for all foreign flagged vessels operating in Australian waters. With the commencement of the Navigation Act 2012 and the Marine Safety (Domestic Commercial Vessel) National Law Act 2012 (National Law) on 1 July 2013, jurisdiction over foreign flagged commercial vessels in Australian waters will be via the Navigation Act 2012. This includes foreign flagged vessels solely engaged in intra-state operations (i.e. voyages within the waters of an Australian State or Territory). Given the complementary nature of the application of the new acts, foreign flagged vessels will not be able to operate under Australian State or Territory jurisdiction nor to "declare out" of the Navigation Act 2012. More details about these Acts can be found in the information sheets at: www.nationalsystem.amsa.gov.au/factsheets.php and www.nationalsystem.amsa.gov.au/ - **Source: AMSA.**



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CASHMAN EQUIPMENT IN SWIBRE PIPE LAYING PROJECT IN MEXICO



CHM Maritime SAPI DE C.V.'s (Cashman Equipment Corp) tugs **MARINA POLARIS**, **OCEAN RAIDER 17** and barges **JMC 2508** and **JMC 2509** in Tampico Mexico, following a 10 month pipe laying assignment working for **Swiber** in the Bay of Campeche.



UANI Launches MINERVA Iranian Vessel Tracking System

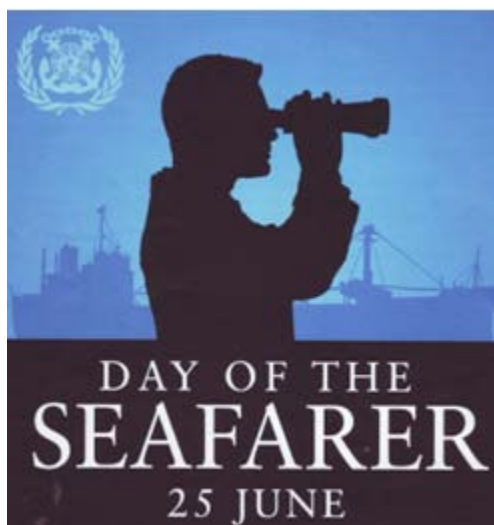
United Against Nuclear Iran (UANI) announced the launch of its Maritime Intelligence Network and Rogue Vessel Analysis (MINERVA) system. MINERVA is a new UANI initiative that tracks Iranian vessels and identifies and exposes the Iranian regime's efforts to smuggle oil and cargo in circumvention of international sanctions. Through MINERVA, UANI conducts 24-hour real-time tracking and course prediction of Iranian and Iran-related vessels, including clandestine vessels, anywhere in the world. MINERVA analysts are located in New York, London and Hong Kong,

allowing for around-the-clock monitoring. MINERVA is able to detect nefarious Iranian shipping activities as they occur, and UANI in turn notifies relevant authorities of illicit actions occurring in their jurisdictions.

MINERVA collects, processes, and analyzes raw vessel data such as speed, heading, identity, draught, and destination information. The system then correlates this shipping data with supplementary data from maritime industry sources, and employs algorithmic analysis to create distinct vessel and shipping route profiles and predict the courses and destinations of otherwise undetectable vessels of the Iranian regime. MINERVA is the next phase of UANI's Shipping Campaign. The campaign has resulted in dozens of shipping and maritime-related companies including all thirteen of the world's major classification societies, multiple shipping lines, and numerous countries ending their provision of services to the Iranian shipping industry.

UANI developed MINERVA in response to the Iranian regime's increasing efforts to make vessels "dark," and avoid being detected by traditional vessel-tracking systems. For example, vessels of Iran's National Iranian Tanker Company (NITC) and Islamic Republic of Iran Shipping Lines (IRISL) are now regularly disabling their on-board location-transmissions systems, or "spoofing" their locations, destinations, and/or identities by inputting false identifying information. MINERVA's unique capabilities allow UANI to monitor such vessels, and take relevant action to halt illegal Iran-sponsored shipping schemes. Source : [United Against Nuclear Iran \(UANI\)](#)

Day of the Seafarer 2013



Left : happy Crew of the [MAERSK CLARISSA](#) - Photo : [Graham Prosser](#) ©

For example, we will ask you to take a picture of yourself, or ask a colleague to take it, from a ship while working at sea or in port in a situation that surprises, or that inspires those that rarely consider what its like to be at sea. Post to any of the IMO's social media channels, telling us how many days you have spent at sea this year and why you posted this picture.



This year's theme for Day of the Seafarer is [Faces of the Sea](#). It is a natural evolution from last year's successful theme of *It came by sea and I can't live without it*. Fundamentally it moves the theme to bringing the campaign back to the unsung heroes of shipping – the seafarers themselves and literally spotlights the human face of shipping and the sacrifices that seafarers make.

Like in previous years, your participation will be key to the success of this campaign and we will invite you to voice your support using social media.

But this is just a small glimpse of what we have in store, so stay tuned for more information on how to get involved, our toolkits will be available in a few days. In the meantime, feel free to download our campaign's branding and start spreading the words. For more information : [click on the Day of the Seafarer banner](#)

TOS congratulates captain John Venis with 20 year anniversary

For the last 20 years captain **John Venis** has been working for **TOS**. With **TOS** celebrating its own 20 year anniversary in 2012, this means that John has been working for **TOS** since the early beginning of the company. **Marleen Stuurman** (Executive Manager Operations) and **Achouak Jouahri** (Manager Division Maritime) visited tugboat **Fairplay 26** to surprise John on the job.



Marleen Stuurman (left), **John Venis** (middle), **Achouak Jouahri** (right)

"We surprised John on the job to thank him for all those years representing **TOS** at a number of different clients and for the last 15 years at **Fairplay** in particular. At first he worked on a bridge/tunnel construction between Sweden and Denmark. He also worked for **Damen** in Gabon, Africa and in the year 1998 he started working for **Fairplay Towage** in the Rotterdam harbour. He contributed to the success and growth of **TOS**", says **Marleen Stuurman**.

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World premiere: permanent underwater repairs to all types of propellers now possible

Over the years the **Hydrex** R&D department has continuously improved underwater repair techniques to make it possible for Hydrex diver/technicians to perform permanent repairs on seals, thrusters, rudders and almost any other part of the underwater vessel without the ship needing to go to drydock. The final step has now been taken by the development of a repair system that allows **Hydrex** to perform permanent underwater repairs to every type of propeller in dry conditions. All kinds of repair or maintenance work can be carried out to propellers, twin propellers, variable pitch propellers, azipod and collapsible thrusters.

This is especially important news for supply vessels, navy ships or any vessel under contract or on a location far away from available drydock possibilities. Staying on hire for underwater repairs will save precious time and money.

This new repair system can be transported by air transport to any location around the world from the Hydrex fast response centers within a very short time frame. It can be assembled very quickly (12 hours) on-site.

With the implementation of this technique our diver/technicians can now perform permanent repairs to all parts of the underwater ship propulsion system in drydock-like conditions.

For further information contact us at + 32 3 213 53 00 or at hydrex@hydrex.be



The **HEENVLIET** outbound from Rotterdam – photo : Henk van der Heijden (c)



The 2013 delivered 365 mtr long **COSCO BELGIUM** enroute Antwerp – Photo : Henk Nagelhout ©

MOL Group sued over price fixing

Mitsui O.S.K. Lines Ltd. said Wednesday its U.S. subsidiary **Mitsui O.S.K. Bulk Shipping (USA) Inc.** (MOBUSA) is being targeted by a class-action lawsuit accusing it of conspiring to fix prices for the ocean transport of cars, Ship & Bunker reports. The suit, filed in the U.S. District Court for the Southern District of California with David Schroeder as the lead plaintiff, seeks unspecified compensation for alleged damages and an injunction against the defendants.

"The effect of these lawsuits on MOL's business performance is uncertain at this stage due to the difficulty of calculating the financial impact," said MOL. A number of other automotive shippers, including Nissan Motor Car Carrier Co. Ltd., have been hit by a class action suit led by Schroeder.

Read in full: <http://shipandbunker.com/news/am/461275-mol-group-hit-by-us-price-fixing-suit>

Sovcomflot to become world's first owner of innovative gas carriers in 2016-17 – Gazprom

Sovcomflot OJSC will become the world's first owner of innovative gas carriers in 2016-17, IAA PortNews journalist cites Nikolai Grigoriev, Director of Global Shipping & Logistics, Gazprom Marketing & Trading, as saying during the ceremony of signing agreements between Gazprom Marketing & Trading, Russian Maritime Register of Shipping, United Shipbuilding Corporation and Sovcomflot on the construction of a series of LNG carriers (Gaz Ice with cargo capacity of some 170,000 m3).

"We will use a new main propulsion plant, engines with direct supply of gas to reduce fuel consumption by almost a half. We also transfer from Ice2 to Arc4 class to operate at the Northern Sea Route in summer navigation. It will cover Gazprom demands of export to the Asia-Pacific region. So we will reach the consumption of 100 tonnes of fuel per day, plus ice class for operation at NSR and gas evaporation rate of 0.1. There are no such vessels today. I hope Sovcomflot will be the first owner of such a gas carrier in 2016-17," said Nikolai Grigoriev.

As IAA PortNews reported earlier, Sovcomflot had signed an agreement with United Shipbuilding Corporation (USC) on the reservation of construction slots for the placement of orders to build further gas carriers of the Velikiy Novgorod series. Along with the agreement on the reservation of construction slots, OAO Sovcomflot concluded a memorandum of understanding with Gazprom Marketing and Trading, which provides for a construction order for up to 13 gas carriers from the enhanced «Gaz Ice» series under a future GM&T charter.

The new gas carriers in the "Gaz Ice" series will have a higher ice class – Arc 4 (as classified by the Russian Maritime Register of Shipping). This will allow them to transport LNG via the Northern Sea Route during the summer period. The new vessels will also offer better efficiency than other similar gas carriers as they will be fitted with a cargo containment system that reduces levels of gas lost through evaporation to no more than 0.1% per day.

Elaborating the design for the new vessels brought together specialists from Gazprom Marketing and Trading (GM&T), OAO Sovcomflot, the Russian Maritime Register of Shipping, and OAO USC.



The **BUNGA BALSAM** outbound from Rotterdam – Photo : Monique Davis-Mulder (c)

CASUALTY REPORTING



Sirena Seaways ferry damaged hitting Harwich dock

Almost 500 passengers were stranded on a ferry for more than two hours after it struck the quay while docking and started to let in water. The **DFDS** ferry **SIRENA SEAWAYS**, with 489 passengers on board, hit Parkeston Quay, in Harwich, Essex, just after midday last Saturday



Eyewitnesses said the ship was listing after the accident, which holed the vessel beneath the water line. Essex Fire and Rescue Service said no-one was trapped or injured. The **DFDS** ferry was carrying 489 passengers

The fire service said the ship's crew plugged the hole from inside and built a compartment with watertight doors to stem the leak. There had been no pollution, a spokesman added. A

Department for Transport spokesman said a team from the Maritime Accident Investigation Branch was at the scene investigating how the accident happened.

The Walton Coastguard rescue team, the Harwich RNLI lifeboat, the harbour launch boat, and an RAF search and rescue helicopter from Wattisham Airfield attended the incident, along with a number of other nearby vessels and tugs that went to assist.

At 14:45 BST the ferry was brought along the quayside and all the passengers on board started disembarking.

Aimee Rampton, watch manager at Thames Coastguard, said: "We had a very successful outcome today: 489 people onboard and no injuries incurred." The 23,000-tonne vessel had just arrived from Esbjerg, Denmark.

It is described on the DFDS website as a "modern cruise ship with a real focus on passenger entertainment and comfort". Eric Chalmers, who was at quay when the crash happened, said the ferry was "only just" upright in the water following the collision. Mr Chalmers said: "I heard a horrible, really loud crumpling, thundery noise.

"I snapped my head around and there she is, ploughing straight into the docks bows-on." Chris Vincent, 50, was on board the ship having returned from a motorcycle tour to the Arctic Circle and said the ship "juddered" as it hit the quayside.

'Heard a bang'

"We were coming into the port at about 11:45 BST and were due to arrive at 12:00. The ferry seemed to be coming in at quite some speed," he said. Passenger Chris Vincent said he heard a loud bang. We heard a bang and some metallic noises. We looked out of the cabin window and could see the ship had hit a hydraulic boarding ramp and some metal bollards. The front of the ship ploughed into the quay." "The crew were quite good and kept everybody calm. They put tea and coffee and soft drinks on for everybody."

Mr Vincent, a salesman from Syston, Leicestershire, said messages over the ship's public address system told passengers what was happening. Ch Insp Nick Lee, of Essex Police, said: "We worked closely with DFDS, the Port of Harwich authorities and the coastguard. The boat was redocked and the passengers were able to disembark."



Photo : Robert Maughan LV18 ©

Gert Jakobsen, vice-president of communications for **DFDS**, said it was "difficult to say" why the ship had struck the quayside. "There might have been some wind, we don't know why, but it hit the quay," he said. "A ship is very heavy and it caused some damage to the quayside. There was also some damage to the ship in the front at the starboard side. "It took in a little water but not much. The ship was fully able to handle it so it only took in water for a short period of time." **Source : BBC**

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NAVY NEWS

"Big E" comes home to NNS for inactivation

Huntington Ingalls Industries' Newport News Shipbuilding (NNS) division celebrated the return of **USS Enterprise (CVN 65)** during the ship's final homecoming to the shipyard for her inactivation. Towed from Naval Station Norfolk to the shipyard, Enterprise had more than 100 shipbuilders on board who were involved with the construction and maintenance of this first nuclear-powered aircraft carrier.

"**Enterprise** set the stage for a long and distinguished career that transformed the U.S. Navy and put Newport News Shipbuilding on the map as the birthplace for America's nuclear aircraft carriers," said NNS President Matt Mulherin. "With Enterprise at Pier 2, we have our oldest nuclear carrier at one end of the shipyard, and our newest—**Gerald R. Ford (CVN 78)**—at the other end, in Dry Dock 12. These carriers represent our remarkable past and our bright future. They represent innovation, strength and diplomacy, and they represent the greatest shipbuilders in the world."

As the only super carrier powered by eight nuclear reactors, **Enterprise** will be the first aircraft carrier to undergo an inactivation. NNS will defuel the ship's eight reactors and prepare Enterprise for its transit to Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PSNS&IMF). The ship is scheduled to depart NNS in 2016.



Lloyd D. Joyner Sr. was among the shipbuilders who rode **Enterprise** from Norfolk to Newport News and one of only four shipbuilders on board who helped to build her. He started making molds for the ship in 1958. "From the beginning, everybody knew this ship was something special," Joyner said. "It's a privilege and an honor to be here today on her very last voyage."

Enterprise joined the Navy's fleet in 1961. The ship aided in the Cuban Missile Crisis and operations Enduring Freedom and New Dawn, as well as naval maritime security operations. Capt. William C. Hamilton Jr., Enterprise's commanding officer, addressed the shipbuilders aboard the "**Big E**," referring to the ship as the poster child for the shipyard's "Always Good Ships" motto. "What a fine ship it was, and what a great job you folks did building her and maintaining her. She is one of a kind. ... It is my privilege to deliver her back to you today. With dignity and respect, we will put this old war horse to bed." **Source : MarineLog**

SHIPYARD NEWS



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Kherson Shipyard (Ukraine) launches third complete tanker SVL Unity

The 21st of June 2013 at **Kherson Shipyard** was marked with a Launching Ceremony of tanker, project RST27, SVL UNITY, the third ship of the tanker series, being built by the shipyard as per the order of **SVL Companies Group** (Malta), the system's release says. The total cost of the contract exceeds USD 50 million. The vessel is intended for the sea and combined (river-sea) transportation of crude oil and oil products, including petrol without limitation as to flashpoint, with provision of simultaneous transportation of two cargo grades.

«For today, Kherson Shipyard is an exclusive company in Ukraine, constructing complete vessels of RST 27 Project, which are in high demand now. An early execution of this contract enables us to reckon upon further cooperation with SVL and forthcoming of new customers, - said Mr. Oleg Fedak, KSY Director General. Mr. Artemiy Osipyan, SVL Co-owner, noted high workmanship of construction of all three vessels. He emphasized that the first vessel successfully passed sea trials and has already got down to operation. The second ship is now being prepared for such a test which is going to be held in the near future. Mr. Artemiy Osipyan expressed gratitude to the shipyard staff for high professionalism, displayed while construction of all three vessels of the series.



The contract for construction of the three complete river-sea tankers was signed in 2011 between KSY and Maltese company SVL. The first ship of the RST27 project series, **SVL LIBERTY**, was delivered to the Customer on 22nd of March c.y. The degree of readiness of the second ship of the series as of beginning of June c.y. was 96,2 %. At the end of June the tanker will proceed with the sea trials. The complete execution of the contract is supposed in 2013.

The Project is developed by the **Marine Engineering Bureau** (MEB, Odessa city). Overall length of the vessel is 140,85 m, breadth - 16,86 m, depth - 6 m. Capacity of six cargo tanks and two slop tanks is 8100 cum, deadweight at sea - 6980 tons at draft of 4,20 m, in river at draft of 3,60 m - 5378 tons, service speed - 10 knots.

The tanker engineering considers the special requirements of oil companies as well as adheres to additional ecological restrictions of Class of the Russian Maritime Register of Shipping ECO Project (ECO-S). The tankers comply with the outer dimensions of the Volga-Don Shipping Canal and Volga-Baltic Waterway. The vessels completely satisfy the new international requirements, provide for cargo transportation with temperature maintenance at 60 °C. **Kherson Shipyard** is a member of shipbuilding sector of Smart Holding - Smart Maritime Group. The Shipyard was founded in 1951. For the last 7 years the company constructed and delivered to the customers 38 vessels, including drilling platform supply vessels – anchor handlers and refrigerating vessels, river tankers, railway ferries, complete dry-cargo ships of CHELSEA type etc. **Source : PortNews**

Carnival files suit against BAE Systems

Carnival Corporation filed suit in the U.S. District Court for the Southern District of Alabama on June 13, seeking damages in relation to the April 3 incident in which the cruise ship **CARNIVAL TRIUMPH** broke away from its moorings at BAE Systems Ship Repair's Mobile, Alabama, shipyard. Named as defendants in the civil action are: BAE Systems SSY Alabama Property Holdings, LLC, BAE Systems Southeast Shipyards Alabama LLC, Signal Ship Repair, LLC, The United States Army Corps Of Engineers, Bernadette W. Johnson, individually and as Surviving Wife and as Administratrix and Personal Representative of the Estate of John R. "Buster" Johnson, and Jason Alexander Ewing.



Left : **Carnival Triumph** slams into dredge **Wheeler**

Carnival is seeking damages "in excess of **\$12.6 million**" and, among other things, asserts that BAE was in breach of its ship repair contract with Carnival by failing to provide a suitable berth and wharfage for the **Triumph**. It says in a court filing that "the berth and wharfage provided were completely unsuitable for the **TRIUMPH** due to the deteriorated, defective, and inadequate bollards used to moor the **TRIUMPH** at Pier K."

See also the movie at : http://www.youtube.com/watch?feature=player_embedded&v=JLdnKVlqUv0

Signal Ship Repair's shipyard was damaged in the incident as was the Corps of Engineers dredge **Wheeler**. Signal has filed a \$300,000 claim against Carnival and Carnival says a claim from the Corps is anticipated. Bernadette W. Johnson, who is named in the suit, is the widow of John Buster Johnson, a BAE employee who was reportedly blown into the river by the same 40-50 mph winds that caused the **Triumph** breakaway and who drowned in the incident. Also named is another BAE employee, Jason Alexander Ewing, who was injured in the incident. Both Mr. Johnson's widow and Mr. Ewing filed separate lawsuits against **Carnival** May 29. Read Carnival's complaint [HERE](#) source : **MarineLog**

ROUTE, PORTS & SERVICES



Harbour expansion will boost growth potential of Port of Esbjerg



The largest harbour in Denmark expands when the Port of Esbjerg's new Østhavn ("East Harbour") opens Friday 21 June. The 650,000 square metre expansion of the harbour will consolidate Esbjerg's position as the leading North Sea port for the wind turbine industry and increase its potential to develop and grow other business areas.

Esbjerg is the EnergyMetropolis of Denmark, and has recently been nominated to become a member city of the exclusive World Energy City Partnership.

Grand opening

The opening ceremony will be attended by the Mayor of Esbjerg, Johnny Søtrup and the Danish Minister of Transport, Henrik Dam Kristensen. To indicate the significance for the entire city, all citizens of Esbjerg are afterwards invited to a harbour festival with music and entertainment.

The new section of the harbour in Esbjerg covers 650,000 square metres, the equivalent of about 100 football pitches. It has taken two years to build and the investment amounts to approximately 100 million euro.

Designed for offshore wind turbines

Representatives from the wind turbine industry will be the first to move into the new area, which features facilities specially designed for testing, pre-assembly and shipping of offshore wind turbines. Yet the Østhavn is also designed to accommodate the needs of the oil and gas industry, as well as trailer (ro-ro) and container operators.

- Handling offshore wind turbine traffic has become more and more demanding with respect to infrastructure and harbour facilities. Our new Østhavn is big enough for even the largest of wind turbines. Having that capacity is crucial in the ever-more competitive market for offshore wind projects, says Port Director Ole Ingrisch,

A strong international harbour in the Energy Metropolis of Denmark



Esbjerg's Mayor Johnny Søttrup (left) is pleased that the new harbour will enable the Port of Esbjerg to continue to meet demands in the future. He acknowledges that the success in Esbjerg by large is due to the enterprising and adaptive nature of the city that has transformed entirely from fishery to business in the energy sector:

- The development in the energy sector is rapid, and we experience a huge demand of offshore wind turbines in the North Sea. It is therefore essential that the Port of Esbjerg had vision and foresight to for instance expand the harbour. We are now not only able to meet demands but also to take an active part in shaping the future development, says Mayor Johnny Søttrup.

Mare Harbour Tugs Donate £2,000 to Falklands' Community

DUTCH TUGS AT MARE HARBOUR DONATE £2,000 TO FALKLAND COMMUNITY

LAST Sunday Captain **Kooiker**, master of the Dutch tug **Giessenstroom** and Captain **Verkaik**, master of the **Dintelstroom**, along with their crews gave donations to both the **Stephen Jaffray Memorial Fund** and the Education Department.

Van Wijngaarden, the Dutch company contracted by the Ministry of Defence to operate the two tugs in Mare Harbour have recently launched a new vessel, the **Amerstroom** in Holland. To mark the acceptance of new vessels into the company it has been custom for **Van Wijngaarden** to make a donation to local Falkland charities. **Captain Kooiker** said: When the **Dintelstroom** was taken in service three years ago we donated money to Stanley Sea



Cadets and Stanley Seamen's Mission. □ **Captains Kooiker** and **Verkaik** nominated the **Stephen Jaffray Memorial Fund** and the Education Department because of their significance and importance amongst the local community. Gardner Fiddes, the Chief Fire Officer and a Trustee of the **Stephen Jaffray Memorial Fund**, receiving the £1000 cheque said: □ It is a privilege to be able to accept this donation. □ The fund was established 20 years ago by the family of the late Stephen Jaffray, following his death in 1992. Mr Jaffray was a member of the Stanley Fire Brigade and over the years thousands of pounds have been raised in various charity events.

Photo : Captain Verkaik ©

The **Stephen Jaffray Memorial Fund** offers assistance to help with flight and accommodation costs for family members of people who need to leave the Islands for medical treatment and who might otherwise be unable to afford to accompany and support them. Eileen Davies, the training and education manager for the Education Department received the second donation of £1000 and said the money will be split between Camp Education, Stanley House and the two schools. Chief Officer Chris Locke, the Queen's Harbour Master, Mare Harbour who was at the presentation with his wife Nancy said: □ It is great that the local community is able to benefit from the generosity of our Dutch tug company **Van Wijngaarden**. We hope the

donations will make a difference to both the [Stephen Jaffray Memorial Fund](#) and Falklands Education. □ Source : Falkland island news network

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Venice Looks to Calm Cruise Ship Waves

On a recent day here, a half-dozen giant cruise ships sidled by St. Mark's Square as they entered the famed Giudecca Canal, offering their 35,000 passengers a thrilling, up-close view of one of Europe's architectural treasures.

But the rising traffic has raised serious concerns about the pollution that the ships—branded "floating skyscrapers" by opponents—bring to the lagoon, and about potential damage from their heavy wakes to the delicate foundations of the majestic, waterside buildings. After protesters in small boats recently tried to block the mastodonic ships from entering the canal, government officials last week agreed to open talks on rerouting the cruises away from the fragile city center, with the aim of presenting proposals by late July.



"They are awful," says Cristina Beltrami, 40, an art historian living in Venice. "I understand that it's wonderful to see St. Mark's Square from the deck of these monsters, but they are just too big." Yet over the past decade, the surge in cruise tourism has proved an economic boon to Venice, which is now the most popular stop on the Mediterranean

cruise circuit and the home port—where trips start and end—for many routes.

About 1.8 million cruise tourists passed through Venice last year, compared with just 337,000 in 2000. More than 650 cruise liners, which can be nearly 1,000 feet long and weigh 100,000 tons, docked in the city last year.

Indeed, some locals are worried about losing the clients that the big ships bring. "Venice is a city of merchants," said Alessandro Stanziani, 69, who owns a restaurant near St. Mark's Square. "When cruise liners don't come through, we notice the decline in business a lot."

Nevertheless, opposition has intensified, especially after the [Costa Concordia](#), a cruise ship run by Costa Crociere, ran aground off the Tuscan shore in January 2012, killing at least 30 people. That giant hulk is still stranded in the shallow waters there. Venetians fret about the possibility of a similar disaster involving the cruise liners that pass about 300 meters 1,000 feet from St. Mark's Square and through the canal to dock at the passenger port, located inside the Venetian lagoon.

Following the Costa disaster, the Italian government banned large ships from getting too close to the coast, but granted an exception for Venice until an alternative route could be found. The cruise operators say that they already take extra precautions when navigating around Venice. For instance, they use cleaner fuels when they approach the city and are pulled by tugboats once they get close to the center. "Safeguarding Venice was a longtime commitment for Costa even before the Giglio accident," Tom Strang, a senior vice president at Costa Crociere, said by email. Earlier this month protesters launched their latest volley, with about 2,000 people turning out to try to block access to the ships, brandishing colorful banners saying "No Big Ships."

"God knows why they are still allowed to pass through the canal," said Silvio Testa, spokesman for the organizers of the demonstration. In response, officials and cruise operators last week agreed to begin consultations to find a way to reroute boats weighing more than 40,000 tons away from the current St. Mark's route. Their goal is to have alternatives ready to present to government officials in Rome at a meeting set for July 25. Proposals to build offshore tourist terminals that would keep the boats outside the lagoon are costly and would take years. Just dredging a new approach to the current passenger terminal that avoids the Giudecca Canal—the Venetian port authority's preferred

option—would cost around €120 million and take about a year. A short-term fix could involve rerouting the larger ships through the lagoon but farther from St. Mark's to dock at a terminal in the commercial port at the nearby industrial area of Marghera.

But some worry that a less spectacular route will damp cruise tourists' enthusiasm, possibly jeopardizing the 6,000 jobs that the industry has brought to the area. "The port has greatly benefited from this phenomenon," said Paolo Costa, head of the port authority. If Venice lost its role of home port for the eastern Mediterranean routes, it would quickly be replaced by Athens, Istanbul or Alexandria, Egypt, he said. **Source : Wall Street Journal**

.... PHOTO OF THE DAY



Maridive Offshore Base barge seen leaving Valletta, Malta on the 21-06-2013, after refit at **Palumbo Ship Yards**, assistent by the tugs, **Sea Salvor**, and **Mari**. **Photo : Gaetano Spiteri. ©**

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