



Number 178 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 27-06-2013**

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



البواردي للهندسة البحرية (ش.ذ.م.م.)

ALBWARDY

Marine Engineering L.L.C.

Joint Venture Partner of **DAMEN** Shipyards Group

Trust Built on Expertise...

- SHIP DRY-DOCKING
- AFLOAT REPAIRS
- SHIP BUILDING
- DIVING SERVICES
- SPECIALIST SERVICES

UNITED ARAB EMIRATES

Web : www.albwardymarine.com

Email: sales@albwardymarine.com



THE AHTSV SEA OCELOT doing an excellent job supplying the FPSO PERISAI KAMELIA whilst being under tow and awaiting installation in the Kamelia field offshore Malaysia.

Photo : Capt. Christian Schmidt – AfriShore (c)

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

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



The crude oil tanker "**POLYMNIA 1**", which was June 24th, near Curacao, waiting to go to Bonaire. Her dwt is 296.812., l.o.a. 330 mtr, breadth 60 mtr and IMO nr is 9575955 **Photo : Aart van Essen (c)**

Ore Ships Gain on Brazil Exports as China Mills Seen Restocking

Rates to ship iron ore extended the year's biggest rally on speculation Brazil expanded exports as Chinese steel mills, the biggest buyers, rebuild stockpiles.

Daily earnings for Capesizes hauling about 160,000 metric tons of the commodity used to make steel rose for a 13th session, extending the longest winning streak since July, according to the Baltic Exchange, the London-based publisher of shipping costs. Rates increased 9.9 percent to \$12,158 a day, the highest since Dec. 6.

Increased exports from Brazil created a temporary shortage of vessels available to load in the Atlantic, according to RS Platou Markets AS, the investment-banking unit of Norway's largest shipbroker. Chinese steelmakers are restocking as iron ore and steel prices recover, Frode Moerkedal, an Oslo-based analyst at Platou, said in an e-mailed report today.

"The strength in Capesize rates has coincided with stronger buying interest for iron ore," Moerkedal said in the report. "The main region of strength has been the Atlantic due to the recent upswing in Brazilian iron-ore exports and temporary vessel tightness as few Capesize vessels have been naturally positioned in the Atlantic."



The bulker **BERGE ARCTIC** arriving in Ijmuiden – Photo : Simon Wolf (c)

While imported ore with 62 percent iron content at the port of Tianjin rose 5.6 percent this month to \$116.60 a dry metric ton, the price is still down from a 16-month high of \$158.90 on Feb. 20, according to Steel Index Ltd. Inventories at Chinese ports rose 6.5 percent to 70.6 million tons from a four-year low on March 8, according to Beijing Antaike Information Development Co. Steel reinforcement bar futures in Shanghai rose 1.1 percent this month to 3,431 yuan (\$564) a ton. The Baltic Dry Index, a broader gauge of commodities shipping costs, rose 3.4 percent to 1,062, according to the exchange. Daily earnings for Panamaxers carrying about half as much cargo as Capesizes increased 1 percent to \$7,451. Rates for Supramaxes and Handysizes, the smallest ship types tracked by the index, each added less than 1 percent to \$9,722 and \$8,111, respectively, figures showed. Source: Bloomberg



The AHTS **RED FISH 4** takes over the towing gears from the **LEWEK GRIFFIN** whilst holding the **FPSO Perisai Kamelia**
Photo's: Capt . Richard Leistra (c)



SEACONTRACTORS and IPS ANOUNCE STRATEGIC PARTNERSHIP

The shareholders of **Seacontractors** and **IPS** announced that they have concluded a strategic partnership and are implementing integration between their manpower services. It includes the combined recruiting, crewing, contracting and pay rolling of maritime and offshore personnel worldwide. By combining the manpower services a reinforced business model is created, which paves the next step in the growth path of the companies.

All manpower supply business will be carried out under the **IPS Powerful People** label, whilst the Marine Contracting and Brokerage activities will remain using the Seacontractors branding. All existing Seacontractors and IPS offices will continue to participate in a new holding named **CENTURON**.

"This partnership between Seacontractors and IPS is an important step in developing greater integration of our back office systems and further broadening of our value chain involvement" says Xander Schanssema, executive director of Seacontractors. Rob Kooijmans, director of IPS: "Joining forces will create a robust platform of our strong manpower supply businesses, together with the leading Maritime Contracting and Brokerage activities of Seacontractors. The partnership will enable our ambitions of future growth for all our activities worldwide".



Teras Offshore
A subsidiary of Ezion Holdings Limited



www.terasoffshore.com

commercial@terasoffshore.com



The **CFL PRUDENCE** outbound from Rotterdam- Photo : Ria Maat ©

Groots alarm voor persoon in Waterweg

Maandag 24 juni, 21.10 uur melding op de pager van een persoon te water. Bij navragen zou de persoon ter hoogte van het peilhuisje te water zijn geraakt. De man bleek later thuis te zijn.

Maandagavond rond 21.00 uur zou aan de Koningin Emmaboulevard, bij het peilhuisje een man te water zijn geraakt. Door de VRR (Veiligheid Regio Rijnmond) is groots alarm genaakt. Op het water werd gezocht door de KNRM reddingboot **Jeanine Parqui**, binnenkomende loodstender **Aquila** en de **RPA**. Vanaf de wal werd gezocht door de

brandweer en politie. Er werd ook alarm gemaakt voor een helikopter en een duikteam van de brandweer Rotterdam. Om 21.40 uur werd gemeld dat de man thuis was en is de zoekactie gestaakt.

Vale and SBMA in Subic Bay iron ore transshipment operations

Brazil Vale Shipping Holdings Pte Ltd along with the **Subic Bay Metropolitan Authority** has formally launched a partnership for the transshipment of iron ore from this free port in 2012



The **VALE DALIAN**, **ORE SOSSEGO** and **MASS MERRIT** anchored in Subic Bay during ore transshipment last Monday

The company carries out iron ore transshipment operations from its Valemax mother vessel to be anchored in Subic Bay and then supply ore to smaller daughter vessels or feeders which are either Panamax or Capesize types.



The project boosted Subic port revenues by up to P70 million in the first year of operations alone.

Martins noted that "The Philippines is growing now at almost the same pace with China and the Philippines is emerging in the world economy, adding that "with this opportunity, now is our time now is the time for countries like Brazil and the Philippines."

The Vale project is helping to boost the Philippine maritime industry and stressed its importance to the SBMA.



In the strategic plan, they were very dead-set in continuing to promote the maritime business and the Vale project is an important pillar of the strategy to maximize the use of Subic Bay."



Mr Garcia added "We have a very good future here, pointing out that the Philippines is in a current state of rapid development, having achieved a 6.4% GDP growth rate over the first quarter of 2012 compared to 4% over the year. 2011"

He added that "And what is outstanding is the fact that it is the second highest growth rate in the region, second only to China." For his part, SBMA director and Treasurer Mr Joven Reyes said the agency is much honoured that VSH had chosen Subic Bay as its major transshipment port.


He said that "We hope even more that your business continues to move from success to success and that this partnership, which we are officially launching today, would lead to better and greater developments for Vale, Subic Bay, and of course our country down the road."



For the VALE operation **Malayan Towage and Salvage** stationed several tugs like the **INTREPID** (right) and **VIGILANT** (top) in Subic which are 24/7 on standby to assist the operation.

The **Vale** project began in late 2010 when SBMA and Vale proposed a solution that matched Vale's transshipment operations model with SBMA logistics business model. Source – zambotimes - All photos : Piet Sinke ©





CASHMAN EQUIPMENT CORP

MARINE EQUIPMENT RENTAL & SALES

A global company with fleets of vessels and marine equipment positioned around the world. ABS/Inland Barges (40'x10'x5' to 400'x120'x25')
• Tugs (10TBP to 100TBP) Cranes (Up to 600 Ton Lifting Capacity)

Offices Worldwide
North America and Europe: +1-225-216-7694 | Mexico, Central and South America: +52 938 381 4534
Asia Pacific/Singapore: +65 6221 8711 | Middle East: +971 504 638 925 | Africa: +237 7854 1809

www.4barges.com



The TSHD **HAM 312** working at Bengkulu, Indonesia taken - [Photo : Hank Overwijk \(c\)](#)

Havenbedrijf Rotterdam ondersteunt Europees voorstel voor hogere CO2 prijs

Het Havenbedrijf Rotterdam ondersteunt het voorstel van de Europese Commissie om 900 miljoen CO₂ -emissierechten voorlopig uit de markt te nemen en uitgesteld te veilen. Deze maatregel moet meer reële CO₂ -prijzen opleveren zodat projecten die de uitstoot van CO₂ moeten beperken, alsnog doorgang kunnen vinden. De historisch lage CO₂ prijzen frustreren milieumaatregelen en initiatieven voor onder andere het opslaan en afvangen van CO₂ (CCS: Carbon Capture and Storage).

Het opvangen, transporteren en opslaan van CO₂ is een van de pijlers van het nationale klimaatbeleid van het kabinet en is ook nodig om in Nederland ruimte te houden voor economische groei. CCS kan op wereldschaal een reductie van 15-55% van de benodigde CO₂-reductie in het jaar 2100 realiseren. Het Havenbedrijf en haar partners in het Rotterdam Climate Initiative (RCI) maken zich hard voor het ROAD project in de Rotterdamse haven (Rotterdam Opslag en Afvang Demonstratieproject) dat jaarlijks 1,1 miljoen ton CO₂ kan afvangen en opslaan (CCS). De historisch lage CO₂ prijs belemmert echter de voortgang van het project doordat het momenteel commercieel niet aantrekkelijk

is CO2 af te vangen en op te slaan. Een eenmalige interventie in het EU ETS (Emissiehandelssysteem), dat leidt tot een hogere CO2 prijs, kan de voortgang van verschillende CCS projecten in Europa een 'boost' geven.

Daarnaast bepleit het Havenbedrijf in RCI verband, ook structurele aanpassingen in de werking van het EU ETS. Het gaat dan om het verhogen van de CO2 reductie doelstelling naar 30% in 2020 (i.p.v. 20%), een herziening van de jaarlijkse lineaire reductie factor die gericht is op een CO2 reductie van 80 tot 95% in 2050 (t.o.v. 1990) en het beperken van de toestroom van internationale CO2 emissierechten. Op 3 juli buigt het Europees Parlement zich over deze kwestie. Het Havenbedrijf Rotterdam heeft zich de afgelopen periode actief ingezet om zijn visie in Brussel te etaleren. Met deze actie sluit het zich aan bij de Internationale Emissie Handel Associatie (IETA) die namens haar 140 leden oproept een eenmalige interventie in het EU ETS te ondersteunen.



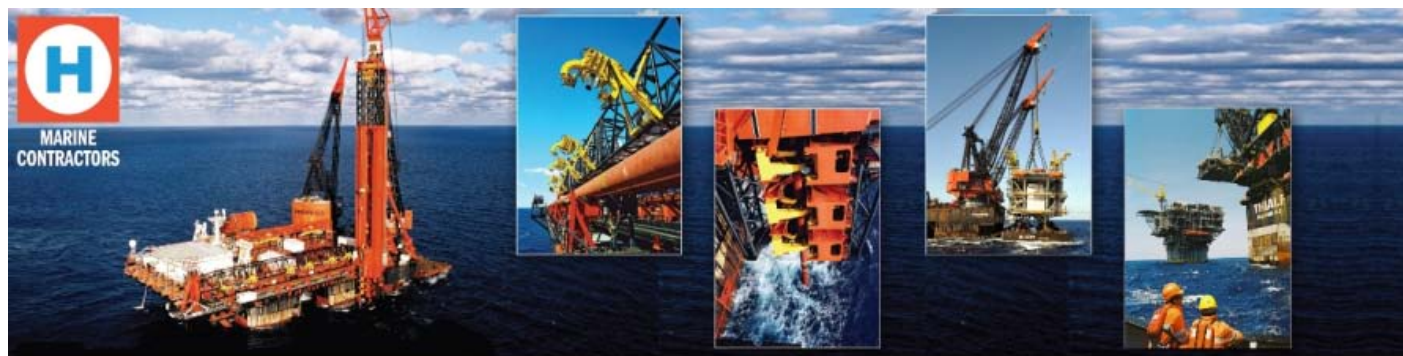
The **SAFMARINE LINYATI** arriving in Durban Port – Photo : Trevor Jones ©

Seafish bid to overturn ban

LAWYERS fighting a two-year ban on a super trawler operating in Australian waters say fears about irreparable environmental damage are unfounded. **Seafish Tasmania** is asking the Federal Court to overturn a ban imposed by Federal Environment Minister Tony Burke on the super-trawler **Abel Tasman**. Mr Burke used new legislative powers to ban the 142m vessel late last year after a public backlash. The company is alleging the ban is unjustified, citing stringent operating conditions.

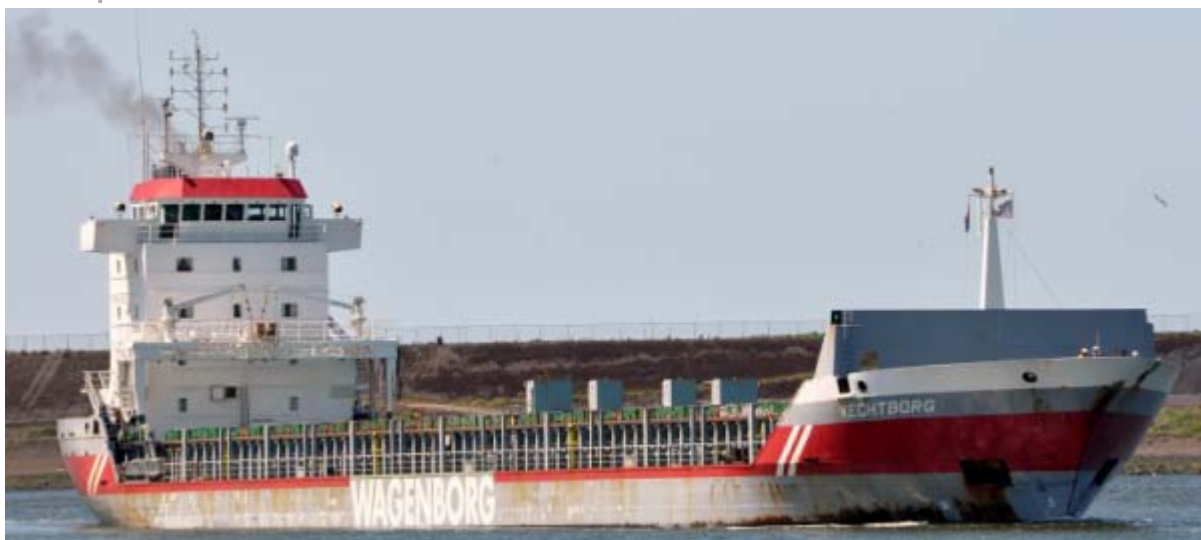
Seafish lawyers told the Federal Court in Brisbane today that fear about environmental destruction through by-catch or overfishing were unfounded because the vessel would operate under very strict conditions.

They said the trawler's 16,000-tonne quota was similar to that imposed on smaller boats, and any impact on other marine life would be strictly monitored by two on-board observers. The company's legal team also argued the minister would be able to order the vessel to move on from an area when it had fished for a similar period of time as smaller vessels. The trial is expected to run for two days. Source : The Mercury



Damaged ferry needs to be repaired in Germany

Ferry operator DFDS says they do not yet know what caused the incident. An investigation by DFDS Seaways and the Danish maritime authorities is underway. The damage to the ship has been investigated, and there is some damage to the hull in the front of the ship and on the bulb, and unfortunately it could not, as they had hoped, be repaired in the port. Therefore the ship has to go to a shipyard for repairs. Available dry dock capacity was found in Bremerhaven in Germany. Once the repairs have been completed, they will then have to be approved for safe sailing before the ship can go back into service. "We can confirm that, following the incident on June 22 involving **Sirena Seaways** as she entered the port at Harwich, sailings have currently been suspended on the Harwich-Esbjerg service while the ship is being repaired. The assessment of the damage to the ferry has revealed that it needs to be repaired in dry dock. As a result, it is likely that the vessel will be out of service until at least Saturday 29th June Source : [itv.com](#) / ferries of Northern Europe



The **VECHTBORG** approaches the IJmuiden locks enroute Amsterdam – Photo : Marcel Coster ©

Imtech Marine and Furuno mark historic 50th Anniversary and continue to explore new opportunities worldwide

Recently, **Imtech Marine** and **Furuno Electric Co.** announces the 50th Anniversary of their strategic partnership. To mark the occasion the two companies signed a three-year extension of most of their exclusive contracts and they agreed to explore to extend their cooperation to new opportunities worldwide. Furuno, which was established in Japan in 1948, represents Imtech Marine's oldest partner relationship. With the 50th Anniversary celebrations taking place in Japan, Imtech Marine's senior management met with the President of Furuno, Mr Yukio Furuno and Furuno's senior management.

Eric van den Adel, Managing Director **Imtech Marine**, says: "The relationship with **Furuno** is very important to us, 50 years is a good part of an entire lifetime. We aim to provide our clients with reliable maritime services around the world and we aim to work with the best companies in the world to achieve that. Furuno is a strong brand and we value to be a long-term partner in several countries around the world. Furuno is a vital part of our portfolio. We not only sell, install and commission the equipment, we also consult and advise and we service the equipment around the globe."

"**Imtech Marine** has been one of our partners of great importance throughout the years of cooperation of both companies. Our products and solutions together with a powerful sales force and a fully capable service team of Imtech Marine have been working in tandem on a number of projects worldwide, and we have succeeded in achieving customer satisfaction from the industry together. Looking back what we have contributed to the industry, it is our natural selection of the course that the amicable working relations between the two companies should continue and be further extended in the future", stated Muneyuki Koike, Managing Director of Furuno Electric Co., Ltd.

Thousands of vessels

The partnership has proved very successful over the years with thousands of vessels – including container vessels, fishing vessels, inland ships, offshore vessels and cruise ships – having Furuno equipment onboard, and sold, maintained and serviced by Imtech Marine. Currently, Imtech Marine, headquartered in Rotterdam, exclusively represents Furuno in the Netherlands, Belgium, Portugal, South Africa, Egypt, United Arab Emirates (UAE), Curaçao, Trinidad & Tobago, Hong Kong and China (a number of allocated shipyards). Most agreements have now been extended until 2017. And while Imtech Marine already services parts of West and East Africa for Furuno, further cooperation is being explored in Africa. Imtech Marine offers a wide range of Furuno's broad navigation and communications portfolio. Additionally, Furuno has developed, in close cooperation with and on behalf of Imtech Marine, the RHRS-2014 OEM river radar for the inland shipping market.

Capesize Bunker Consumption: Baltic Exchange Issues Brokers Guidance

The Baltic Exchange advises panellists that with the prevalence of 'slow steaming' they should assume that if steaming at 12kts laden/13kts ballast, Capesize vessels will consume 44 tonnes per day (NDAS).

The London market exchange has provided its shipbroker panel members with further guidance on the way in which they assess the capesize market.

The move has followed extensive market consultation and reflects the need for greater precision on the slow steaming characteristics of the Baltic capesize vessel type. The Chairman of the Baltic Exchange's Freight Indices & Futures Committee Guy Campbell said: "This guidance does not imply any change to the index definition. Our timecharter rates are assessments of the prevailing market for the Baltic reference vessel on the defined route. Slower speeds are currently the norm, so we are providing panellists with the information they need to allow their assessments to accurately reflect the market."

Users of Baltic information should note that the Baltic Exchange already expects panellists reporting timecharter routes to consider prevailing market conditions. This includes consideration of comparable fixtures concluded, as well as the likely steaming speed and consumption of the Baltic defined vessel in the prevailing environment for freight rates and bunker costs. The Baltic Exchanges' statement reads: When considering the prevailing timecharter market rate for the Baltic defined capesize vessel, panellists should assume that if steaming at 12kts laden/13kts ballast, the vessel will consume 44 tonnes per day (NDAS).

The Baltic Exchange is the world's only independent source of maritime market information for the trading and settlement of physical and derivative contracts. Its international community of over 600 members encompasses the majority of world shipping interests and commits to a code of business conduct overseen by the Baltic.

Source: MarLink.

The image shows a large, dark, rusted metal structure, likely a shipwreck, being lifted by a yellow crane. The background is a light blue sky with some clouds. The text "SALVAGE WRECK REMOVAL EMERGENCY RESPONSE" is overlaid on the image in large, bold, white letters.

**SALVAGE. WRECK REMOVAL.
EMERGENCY RESPONSE.**

TITAN delivers critical support anywhere
in the world, 24/7/365.

USA +1-954-545-4143 **Singapore** +65-63187828
UK +44-1273-515555 **Australia** +61-7-4035-4987

titansalvage.com

The logo features a stylized red and black shield with a white letter 'T' in the center.

**TITAN
SALVAGE**
A CROWLEY COMPANY

RESPONSE & RESULTS

CORRECTION ON YESTERDAYS CLIPPINGS

In yesterdays newsclippings at page 5 a photo could be found of the **MOL PRECISION (6350 TEU)**, this P-Class vessel is NOT a sister vessel of the 8100 TEU **MOL COMFORT** as mentioned in the caption, sorry for the confusing text - Piet

Breaking Down The Cost of MARPOL

Since January 8, 2009, United States (U.S.) and foreign flagged ships operating in the waters of the U.S. have been subject to MARPOL Annex VI. The Marine Environmental Protection Committee (MEPC) of the International Maritime Organization (IMO) adopted amendments to Annex VI and the nitrogen oxides (NOx) Technical Code, collectively referred to as Annex VI (Revised). Annex VI (Revised) entered into force on July 1, 2010. These amendments include significant and progressive limits for sulfur oxide (SOx) and NOx emissions from marine engines and for the first time addressed emissions of Particulate Matter (PM). The amendments replaced the SOx Emissions Control Areas (SECA) by introducing the concept of Emission Control Areas (ECA) for SOx, NOx, and PM.

On March 26, 2010, MEPC at its 60th session adopted amendments to MARPOL Annex VI to designate the new North American ECA and at its 62nd session, July 2011, to designate the U.S. Caribbean Sea ECA. The North American ECA entered into force on August 1, 2011 and took full effect on August 1, 2012; the U.S. Caribbean Sea ECA entered into force on January 1, 2013 and shall take full effect on January 1, 2014. The boundaries of the North American and the U.S. Caribbean Sea

Annex VI (revised) implements a three-tier structure for new engines.

- Tier I applied to a diesel engine that was installed on a ship constructed on or after January 1, 2000, and prior to January 1, 2011, and represents the 17 g/kWh standard, as stipulated in the existing Annex VI.
- For Tier II, NOx emission levels for a diesel engine installed on a ship constructed on or after January 1, 2011, would be reduced to 14.4 g/kWh.

• For Tier III, NOx emission levels for a diesel engine installed on a ship constructed on or after January 1, 2016, would be reduced to 3.4 g/kWh, when the ship is operating in a designated ECA. Outside a designated ECA, Tier II limits apply.

The Coast Guard has entered into a Memorandum of Understanding (MOU) with the Environmental Protection Agency (EPA) dated June 27, 2011, to set forth the terms by which the USCG and EPA will mutually cooperate in the implementation and enforcement of Annex VI to MARPOL as implemented by the Act to Prevent Pollution from Ships (APPS). The EPA has conducted an analysis of the expected economic impacts of Annex VI (Revised) on the markets for marine diesel engines, ocean-going vessels, and the marine transportation service sector. The EPA examined the impacts of all components of the markets for marine diesel engines, ocean-going vessels, marine fuels and international marine transportation services. This included the cost of the Clean Air Act emission control program marine diesel engines for U.S. vessel owners and the costs of complying with the emission and fuel sulfur controls for all ships operating in the area proposed by the U.S. Government to be designated as an Emission Control Area (ECA) under MARPOL Annex VI. This analysis looked at two aspects of the economic impacts: estimated social costs and how they are shared across stakeholders, and estimated market impacts in terms of changes in prices and quantities produced for directly affected markets. Annex VI (Revised) requires each party to take all reasonable steps to promote the availability of compliant fuel in its ports and terminals. For ships using low sulfur fuel oil, separate fuel supplies may be carried for use while operating worldwide and within the ECA's. Table 1 below provides the fuel oil sulfur limits referred to in Annex VI

With limited exceptions, including for certain public vessels, all vessels that operate in the North American ECA are required to be in compliance with the Annex VI (Revised) ECA fuel oil sulfur standard. Most vessels under 400 gross tonnage are likely already in compliance with the standard as the majority of these vessels operate using solely distillate fuel oil that meets the Annex VI (Revised) ECA fuel oil sulfur limit.

The total estimated costs in 2030 are approximately \$3.1 billion. These costs are expected to accrue initially to the owners and operators of affected vessels when they purchase engines, vessels and fuel. These owners and operators are expected to pass their increased costs on to the entities that purchase international marine transportation services, in the form of higher freight rates. Ultimately, these costs will be borne by the final consumers of goods transported by affected vessels in the form of higher prices for those goods.

With regard to market-level impacts, the EPA estimates that compliance would increase the price of a new vessel by 0.5 to 2%, depending on the vessel type. The price impact on the marine transportation services sector would vary, depending on the route and the amount of time spent in waterways covered by the engine and fuel controls. For example, the EPA estimated that the cost of operating a ship in liner service between Singapore, Seattle, and Los Angeles/Long Beach, which includes about 1,700 NM of operation in waterways covered by the EMC, would increase by about 3 percent. For a container ship, this represents a price increase of about \$18 per container, assuming the total increase in operating costs is passed on to the purchaser of marine transportation services. The per passenger price of a seven-day Alaska cruise on a vessel operating entirely within waterways covered by the EMC is expected to increase about \$7 per day. Ships that spend less time in covered areas would experience relatively smaller increases in their operating costs and the impact on freight prices is expected to be smaller. This analysis of the economic impacts

relies on the estimated engineering compliance costs for engines and fuels. These costs include hardware costs for new U.S. vessels, to comply with the Tier 2 and Tier 3 engine standards, and for existing U.S. vessels to comply with the MARPOL Annex VI requirements for existing engines. There are also hardware costs for fuel switching equipment on new and existing U.S. vessels to comply with the 1.0% fuel sulfur limit; the cost analysis assumes that 32% of all vessels require fuel-switching equipment to be added (new vessels) or retrofit (existing vessels). Also included are expected increases in operating costs for U.S. and foreign vessels operating in the U.S. ECA and U.S. internal waters. These increased operating costs include changes in fuel consumption rates and increases in fuel costs. Estimated price impacts for a sample of engine-vessel combinations are set out in for medium speed engines, and Table 3 (see previous page), for slow speed engines. These are the estimated price impacts associated with the Tier 3 engine standards on a vessel that will switch fuels to comply with the fuel sulphur requirements while operating in the waterways covered by EMC, for all years, beginning in 2016.

The estimated price impacts for Tier 2 vessels is substantially lower, given the technology that will be used to meet the Tier 2 standards is much less expensive. Because the standards do not phase in, the estimated price impacts are the same for all years the Tier 2 standards are required, 2011 through 2015. The EPA maintains that these estimated price impacts for Tier 2 and Tier 3 vessels are relatively small when compared to the price of a new vessel, these range from about \$40-\$480 million. The program price increases range from about \$600,000 - \$1.5 million. A price increase of \$600,000 to comply with the Tier 3 standards and fuel switching requirements would be an increase of approximately 2% for a \$40 million vessel. The largest vessel price increase is for a Tier 3 passenger vessel or about \$1.5 million; this is a price increase of less than 1% for a \$478 million passenger vessel. The EPA concludes that price increases of this magnitude would be expected to have little, if any, effect on the sales of new vessels, all other economic conditions held constant.

The market impacts for the fuel markets were estimated through the World Oil Refining Logistics and Demand (WORLD) model. The expected price impacts are set out in Table 5. Note that on a mass basis, less distillate than residual fuel is needed to go the same distance (5 % less). The prices in Table 5 are adjusted for this impact. Table 5 shows that the regulatory scheme is expected to result in an increase in the price of marine distillate fuel, about 1.3%. The price of residual fuel is expected to decrease slightly, by less than one percent, due to a reduction in demand for that fuel. Because of the need to shift from residual fuel to distillate for ships while operating in the waterways covered by the engine and fuel controls (the U.S. ECA and U.S. internal waters), shipowners are expected to see an increase in their total cost of fuel. This increase is because distillate fuel is more expensive than residual fuel. Factoring in the higher energy content of distillate fuel relative to residual fuel, the fuel cost increase would be about 39%.

The EPA used the above estimates of engine, vessel and fuel price impacts to estimate the impacts on the prices of marine transportation services. This analysis is limited to the impacts of increases in operating costs due to the fuel and emission requirements. Operating costs would increase due to the increase in the price of fuel, the need to switch to fuel with a sulfur content not to exceed 1.0% while operating in the waterways covered by the engine and fuel controls and due to the need to dose the after treatment system to meet the Tier 3 standards.

The total social costs of the coordinated strategy are based on both fixed and variable costs. Fixed costs are a cost to society; they displace other product development activities that may improve the quality or performance of engines and vessels. In this economic impact analysis, fixed costs are accounted for in the year in which they occur, with the fixed costs associated with the Tier 2 engine standards accounted for in 2010 and the fixed costs associated with the Tier 3 engine standards and the fuel sulfur controls for vessels operating on the waterways covered by the coordinated strategy are accounted for in the five-year period beginning prior to their effective dates.

For 2030, the costs are estimated to be about \$3.1 billion. It is expected that consumers of the marine transportation services will pay for these costs. Additionally, consumers will pay prices for the goods transported by sea. The EPA estimated annual monetized health benefits of Annex VI (Revised) in 2030 will be between \$110 - \$270 billion, assuming a 3% discount rate (or between \$99 - \$240 billion at 7% discount rate). EPA believes by 2030 emission reductions associated with the ECA will annually prevent: between 12,000 - 31,000 premature deaths, about 1,400,000 work days lost: and about 9,600,000 minor restricted-activity days. Furthermore, the EPA predicts the following important ecosystem benefits: NO_x, SO_x and direct PM reductions reduce deposition in many sensitive ecosystems, improve visibility – especially in Class I federal areas; and reduce ozone damage to many ecosystems throughout the U.S. The bottom line is every consumer will be paying more for the goods used in everyday life and more in taxes for governmental regulatory enforcement in order to reduce NO_x, SO_x, and PM in the atmosphere.

Finally, under the law of unintended consequences, will this cause a consolidation in the industry? The larger carriers could absorb some of these additional costs, potentially squeeze out smaller carriers and then purchase these assets and make up profits on the back end. We are seeing a similar scenario playing out in the airline industry.

Source: Gary English of Forensic & Investigation Group, LLC.

West of England moves to new office in Piraeus



The **West of England P&I Club** in order to meet planned growth and service objectives in Greece and the Mediterranean held an open house reception on 13th June to celebrate the opening of their new Greek office located at 95 Akti Miaouli in Piraeus. The event was hosted by the Club's Chairman **Matheos Los** and, underlining the Club's longstanding commitment to the Greek shipping market, coincided with the 100th anniversary of the appointment of its first Greek Director, **Zorzis Michalinos**, in 1913.



Left : **Anastassia Luisa Moschos** – Moss Marine Management and **Tom Bowsher** – West of England, Underwriting Director

The Club's first office in Greece was opened 43 years ago. Ian Clarke, Managing Director of West of England (Hellas) since 2012 said: "After 32 years in our former building we have moved into excellent new premises that have been configured to better suit our needs.

Below : **Nicola Ioannou** – Hill Dickinson, **Stelios Ioannou** – Oceanfleet Shipping Ltd, **Stephen Purvis** – Justships and **Mike North** – Seascope Insurance Services Ltd



The space provides a contemporary working environment which allows us



to incorporate technology that fully supports our global IT systems. We also have a conference facility that gives us the ability to deliver enhanced training to our Members and their brokers in a relaxed and efficient setting". The reception also provided an opportunity for the local shipping community to congratulate the Club's underwriter for the Greek market, Tom Bowsher, on his appointment as a Director of the Management Company in London.

Left : **Dimitra Dandolos** – West of England and **Poppy Prevezanou** – Evmar Marine Services

West of England P&I welcomed over 400 visitors during the day



THB Verhoef bv
Key components for medium speed diesel and gas engines

QR code in the top right corner.

Logos of partner companies: MARKISCHES WERK, GOETZE, DUAD, Miba (Innovation in Motion), and MARIDIS GmbH (Maritime Diagnostic & Service).

thbverhoef.com

Zadelmakerstraat 6, 2984 CC Ridderkerk (Rotterdam region), T: +31 180 412183, F: +31 180 418757, E: sales@thbverhoef.com

Capesize market to remain bullish says analyst

The dry bulk market has been experiencing its long-awaited rally, with the **Baltic Dry Index**, the industry's benchmark rising to healthier levels for ship owners. Yesterday, the BDI rose by an additional 35 points to 1,062, with Capesizes once again stealing the show, as the Baltic Capesize Index rose by 90 points to reach 1,912 points. According to the latest weekly report from Commodore Research & Consultancy, global spot chartering activity remained firm last week, which allowed dry bulk freight rates to find greater support. In total, 110 vessels were chartered to haul dry bulk commodities in the spot market last week, the same amount as the previous week. In addition, 10 vessels were chartered for period deals, 5 more than the previous week. According to the analyst, "Capesize rates have been able to find the largest amount of support, as we have been anticipating, as capesize fleet growth has remained low. We continue to believe that as the months progress, the impact of low Capesize growth will become more pronounced in the market. We remain cautious for the Panamax market, however, as more Panamax vessels are set to continue to be delivered this year than any other type of dry bulk vessel". According to Commodore Research & Consultancy, "in China, demand for imported thermal coal in the spot market has remained under pressure as we have predicted. 7 vessels were chartered to haul thermal coal to Chinese buyers last week, 2 less than the previous week and 6 less than the trailing four week average. Qinhuangdao coal port stockpiles have risen above the critical 7 million ton level, which has caused demand for imported coal cargoes to decrease.

In the iron ore market, 25 vessels were chartered to haul iron ore to Chinese buyers last week, 10 more than the previous week and 10 more than the trailing four week average. This is the largest amount of Chinese iron ore fixtures to have surfaced since the Week Ending February 8. Various other developments including Taiwan agreeing to allow wheat imports from the US North Pacific, Indian electricity production setting another new record, and global steel prices remaining relatively low will also affect the market and are discussed in greater detail in the remainder of this week's report. Approximately 145 vessels are anchored outside major Australian coal and iron ore ports, 20 more than a week ago. Approximately 45 vessels are anchored outside major Brazilian iron ore ports, 5 more than a week ago. Of the 190 vessels congested at major Australian and Brazilian coal and iron ore ports, approximately 140 of them are capesize vessels. In comparison, approximately 120 capesize vessels were anchored outside major Australian and Brazilian coal and iron ore ports a week ago" the analyst mentioned.

Meanwhile, South American grain and Indonesian coal fixture volume fell last week, which has caused the pace of growth in panamax rates to slow. It remains likely that the recent surge in South American grain fixtures and congestion at grain ports has helped panamax rates find support even though panamax fleet growth remains high. As South American grain fixtures and congestion stabilize, panamax rates could come under renewed pressure. Also

hindering the panamax market is the recent decline in Chinese thermal coal fixture volume, which has come as a result of further coal stockpiling at the port of Qinhuangdao". Commodore said.

"Going forward, we remain bullish for the capesize market especially for the second half of the year. The Capesize market continues to benefit from low fleet growth, and as the months progress, the impact of low growth will become even more pronounced. We continue to believe that as long as Chinese demand for iron ore is strong during the second half of this year, then Capesize rates will find sustained support. It is also important to recognize the surge in Capesize rates that occurred during late 2012. As we discussed last year, and have highlighted in several reports this year, Capesize rates were able to find sustained support during the fourth quarter of last year as the Capesize fleet grew by an average net addition of only 3 vessels during August through December. In comparison, the previous seven months saw the Capesize fleet grow by a much larger average net addition of 16 vessels during January through July. So far this year, the Capesize fleet has been growing by an average net addition of approximately 5 vessels", Commodore predicted.

It concluded its argument by noting that "after a few months of low Capesize fleet growth last year, Cape rates were finally able to rise above \$9,000/day by early October and then stayed above \$13,000/day for seven straight weeks. This was a tremendous achievement considering that Cape rates stayed at depressed levels throughout the first three quarters of last year. For this year, we believe the Capesize market is showing signs of recovery that first were glimpsed during October of last year. While there will surely be fluctuation at times, it is likely that Capesize rates will find a good deal of strength during the second half of the year -- as long as Chinese demand for imported iron ore is strong. While it has been troubling that Chinese steel output has exceeded demand during several months this year, it is encouraging that Chinese iron ore imports have remained firm as spot iron ore import prices have stayed low. Overall, we believe iron ore import prices will stay low due to ongoing increases in global iron ore production. Low iron ore prices, robust iron ore imports, and low Capesize fleet would help Capesize rates find even greater support".

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



Ship Delivery

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

TOS 
Energy & Maritime Solutions

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



The old but impressive **NEDLLOYD HONSHU** sailing from Durban - Photo : Trevor Jones (c)

KD expects creditors to pursue ARA vessel arrests as bankruptcies escalate

ROTTERDAM based law firm AKD says that creditors of ailing shipping groups such as STX Pan Ocean of South Korea, and TMT of Taiwan, could seek to take advantage of prevailing bankruptcy laws to enforce vessel arrests and other attachments in the Amsterdam-Rotterdam-Antwerp (ARA) region. Haco van der Houven van Oordt, a partner with the shipping and offshore team at AKD in Rotterdam, says, "The recent reports of bankruptcies and voluntary liquidation proceedings involving shipping companies have now reached levels which exceed any in recent memory. STX Pan Ocean, South Korea's largest dry bulk operator, has reportedly obtained bankruptcy protection and is now seeking recognition of protection orders in various international jurisdictions after creditors moved to arrest a significant part of its fleet operating around the world. "Creditors are looking to protect their assets and limit their losses in the most efficient way possible. And because shipping is such an international industry, those creditors are becoming increasingly keen to understand the legal approach to bankruptcy adopted in different parts of the world. For example, bankruptcy protection does not enjoy worldwide currency. It works in those countries - including the US and the UK - which adopt a universal approach to cross-border insolvencies. But there are a few exceptions to this rule.

"It is reported that several of [STX Pan Ocean's](#) creditors have already arrested vessels in China, and we expect creditors also to turn to the Netherlands, which adopts a territorial approach to bankruptcy. This means that creditors can still take action against the assets of [STX Pan Ocean](#) in the Netherlands despite the existence of bankruptcy proceedings and protection orders." In addition to its territorial approach to the law of bankruptcy, the Netherlands is widely recognised as a haven for those looking to attach ships and/or to arrange for their swift judicial auction. There are very few legal hurdles to pass in order to obtain leave for attachment. And it is not just ships calling at Rotterdam and Amsterdam which are subject to attachment in the Dutch courts. All ships proceeding to Antwerp and Ghent have to transit the River Scheldt, where they are also subject to Netherlands jurisdiction.

Haco van der Houven van Oordt concludes, "It would be surprising if we did not see creditors looking increasingly to the ARA region in the wake of the continuing fall-out from the bankruptcies of major shipping groups."

Bulk shipper sees balanced supply, demand in 2015

[U-Ming Marine Transport Corp](#) one of the nation's major bulk shippers, expects the market to reach an equilibrium in 2015 on the back of improving supply and demand. The company will further increase its capacity and upgrade its fleet at the end of 2015 or the first half of 2016 to boost its profitability as the bulk shipping industry recovers. "The worst has passed," U-Ming Marine president C.K. Ong told shareholders at the company's annual general meeting. Ong said the industry might still see some volatility this year and next because of oversupply. However, given the sluggish sentiment over the past two years, fewer shippers have ordered new vessels. With a slower increase in supply, the market might reach an equilibrium by 2015, he said. Meanwhile, the US Federal Reserve's plan to stop quantitative easing may reduce the flow of speculative money, including to the shipping industry, Ong added. Optimistic about the industry's outlook, U-Ming plans to distribute a cash dividend of NT\$2.50 per share this year, although its net profit last year only amounted to NT\$1.8 billion (US\$59.31 million), or NT\$2.10 per share. That sparked a rally in U-Ming's stock, which climbed 3.01 percent to close at NT\$44.45 yesterday, outpacing the local bourse, which slid 0.45 percent, Taiwan Stock Exchange data showed. U-Ming Marine spokesman Stephen Chen said the company is scheduled to take delivery of 14 vessels by the end of 2015 or the first half of 2016, placing the company in a better position to benefit from improving industry fundamentals. The company reported a net income of NT\$197.54 million, or NT\$0.23 per share, in the first quarter of the year, compared with a net profit of NT\$585.57 million, or NT\$0.68 per share, a year earlier, company data showed. **Source: Taipei Times**

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

CASUALTY REPORTING



Cargo Ship Sinks off Oman, Captain Found Dead

An Iranian ship captain has died after his cargo ship sank last week near an Omani port. Nine other Indian crewmen were rescued on Wednesday by the Omani Coast Guard and naval ships. The captain's body was discovered the next day. According to local news reports, the vessel sank about 1.4 nautical miles from the Sultan Qaboos Port. The **NISAR R3** was reportedly carrying a cargo of 816 tonnes of bitumen - a sticky, black and highly viscous liquid or semi-solid form of petroleum. A control tower received a distress report from the ship; water was flowing onboard, and the ship lacked the equipment to drain water. Two tugboats arrived on scene, only after the ship was completely submerged. Rescue vessels were able to recover some of the bitumen, which had spread to the nearby shores. The surviving crewmen were transported to a police hospital for medical treatment. **Source : MAREX**

NAVY NEWS

China's vessel Haixun 01 visits Sydney



China's largest patrol and rescue ship **Haixun 01** set out for its first visit to Australia, Indonesia, Myanmar and Malaysia and arrived at Sydney's Garden Island port last Saturday morning.

The vessel departed from Shanghai on June 13, **Haixun 01** and is expected to join the Asia-Pacific Heads of Maritime Safety Agencies Forum in Australia's Cairns on July 2.

Photo : Ian Edwards -
www.shiphoto.com.au ©

It will also visit Indonesia's Jakarta port before stopping at Myanmar and Malaysia. "It's our first time to send a maritime patrol boat to visit

several countries, and it's also our longest trip in terms of navigation mileage," said Zhai Jiugang, deputy director of the maritime safety administration, commenting on the 60-some day, 13,909 nautical mile trip. It's also the first time China sent a patrol and rescue ship to visit the southern hemisphere. Chief of Australian Maritime Safety Authority Graham Peachey welcomed the vessel's arrival by saying that the visit showed the close collaboration between Australia and China on maritime safety, according to Xinhua. During the weeklong visit in Sydney, AMSA personnel will meet with their Chinese counterparts and undertake a tabletop search and rescue exercise scheduled for Wednesday, said Peachey.



Photo : Ian Edwards - www.shipphoto.com.au ©

A series of maritime cooperation exercises, including the maritime search and rescue exercises, maritime safety management and disaster relief, will be carried out between **Haixun 01** and marine authorities of the four mentioned countries, according to Xu Guoyi, head of the Shanghai Maritime Bureau and also the captain. Issues such as water traffic safety, anti-terrorism and anti-pollution will also be discussed. "The trip provides an opportunity to learn from each other and to jointly improve our capability of maritime management and service," he said, adding it strengthens the ties and exchanges between countries' development of shipping and trade. The 128.6-meter-long, 5,418-ton vessel, which has a maximum sailing distance of 18,520 km without refueling, only officially joined the Shanghai maritime authority in the middle of April and it's this brand-new vessel's first trip abroad. **Haixun 01** is also equipped with a helipad to allow airborne searches and rescue missions. Furthermore the 5000 tonne vessel is Fully fitted for patrol/surveillance duties she also has impressive Towage/Salvage and firefighting capabilities including accommodation for 200 persons if needed in emergencies. "The vessel, which can also be regarded as a helicopter carrier, makes it possible to expand the cruising range for search and rescue," Zhai said. **Haixun 01** is expected to return to Shanghai by Aug 9.

SHIPYARD NEWS



24/7

PHONE +31 10 2042 445

salvage@mammoet.com www.mammoetsalvage.com

MAMMOET
Salvage

Worldwide Salvage
Smart solutions, united experience

Bollinger delivers fourth tug in series to Crowley

Bollinger Shipyards, Inc., Lockport, LA, recently delivered the DP 2 classed **Ocean Sky**, the fourth of four Ocean Class tugs for Crowley Maritime Corporation, Jacksonville, FL. The first two Ocean Class tugs, the **Ocean Wave** and **Ocean Wind**, classed DP1, were delivered in the fourth quarter of 2012. **Ocean Sky**, sister vessel to the **Ocean Sun**, was delivered this past May.



The **OCEAN SKY** Photo : John Ara – Crowley Solutions ©

Each tug has two Caterpillar Tier II-compliant C-280-12 main engines that drive two four-bladed controllable-pitch propellers in high efficiency nozzles via Reintjes LAF 5666 reduction gears. The engines develop a total of 10,880 hp. The engines have the capability of being upgraded to meet EPA Tier III and Tier IV regulations.



At 156 feet in length, the **Ocean Sky** and **Ocean Sun** are 10 feet longer than the first two tugs and are rated at 10,880 hp. The 156 ft x 46 ft vessels are outfitted for long-range, high-capacity ocean towing, rig moves, platform and floating production, storage and offloading (FPSO) unit tows, emergency response and firefighting.

Photo : Robert Socha – Bollinger Marine Fabricators

All four tugs were built at **Bollinger Marine** Fabricators, LLC in Amelia, LA.

Zhejiang Shipbuilding delivers CAP CAMPBELL (3,765 teu)

XT Shipmanagement has taken delivery of the 3,765 teu container ship **CAP CAMPBELL**, which the Haifa- and Tel Aviv-based non-operating owner charters to **Hamburg Süd** of Germany. The vessel was built by **Zhejiang Shipbuilding** at Ningbo, a yard of the Sinopacific Group.

Exact design specifications of the 228m long and 37m (15 rows) wide ship have not been provided yet, but the **CAP CAMPBELL** is believed to be (near-) identical to earlier **SDARI 3800 types** delivered by **Shanghai Shipyard** and **Taizhou Catic Shipbuilding**. All of these vessels are to trade with Hamburg Süd or its affiliate Alianca. Recently-delivered ships of the series are the **PEDRO ALVARES CABRAL** and **CAP CORTES**.

The new **CAP CAMPBELL** phased into the Japan and China to New Zealand service (#179), jointly offered by Hamburg Süd with MOL, Coscon and NYK. The newbuilding replaces the 3,586 teu charter ship **HS BERLIOZ**, which Hamburg Süd is expected to return to her owners this week. **Source : Linervision**

Damen introduces Arctic Modular Towing Supply Vessel concept

Arctic Minor of Delft university of Technology results in double-ended Arctic concept vessel

Last February, five Maritime Engineering bachelor students of the **Delft University of Technology** (the Netherlands) finished their Minor on Arctic Engineering. In cooperation with Damen Shipyards Group and other partners this project has now resulted, amongst others, in a new Arctic vessel: the Damen AMTSV (Arctic Modular Towing Supply Vessel). The 100 m double acting supply ship is capable of operating in the Barents Sea year round and in the Baffin Bay and Beaufort Sea for 8 months. The AMTSV has the ability to sail through 1.6 metres of level ice at 3 knots.

The Toptrack programme of Delft University of Technology offers students the unique opportunity to organise their own Minor and fill it up with master courses. In this particular case students **Reiner Bos, John Huisman, Martijn Obers, Tobias Schaap** and **Max van der Zalm** organised their own Arctic Minor.



'Not taking the easy way out', was an often heard quote while looking for a subject. One of the least easy challenges in Maritime Engineering seemed to be the Arctic, where a harsh climate hampers all operations and the danger of ice lurks at all times. As it appeared that the Aalto University in Helsinki (Finland) offered several courses on ice, they were included in the project.

Five complementary partners

Furthermore, the help of the industry was sought, turning the Minor into a combined project of shipbuilder Damen, risk management and classification company DNV, Dutch hydrodynamics and nautical research institute Marin and the two universities. The goal: the design of a new Arctic Offshore Support Vessel by combining the skills of all partners into a complete view on shipbuilding, from design to delivery.

The project contained three parts. First, a literature study was carried out, to get an overview of the environment, the market and the geography in the Arctic and to create an operational profile for the vessel. Second, a comparison study was held, testing three existing Damen vessels on their Arctic capabilities. The third stage consisted of a ship design, combining the experiences of the Arctic Minor Team into one innovative concept, launched at January 31st 2013.

Two bows

The Arctic Modular Towing Supply Vessel (AMTSV) is capable of operating in Arctic waters for 8 to 12 months, depending on the specific region. The vessel actually has two bows; when she sails through open water the accommodation will be in the front. Through ice however, she will sail with her thrusters first. The 'stern first' concept is not new in arctic shipping. However, in this case it's a veritable 'double-bow' vessel, a concept which is incorporated in the structural lay-out of the ship. This means the AMTVS could be classed as such.

The AMTSV can handle up to 1.6 m of level ice at a speed of 3 knots. The research showed this to be an optimal solution, because the shape of an ice bow is completely different compared to an open water bow. When using two bows no compromises have to be made. Another argument for this concept is that, while sailing through ice, the thrusters will create a flow around the hull which decreases friction. Because the vessel can sail in both directions, she

also has to be capable of towing in both directions. Hence a double acting winch of 300 tonne is installed. This winch is installed inside the accommodation so the harsh weather will not affect it.

No compromises on crew conditions are made, by allowing the crew to work in the Enclosed Superstructure (ESS) located behind the conventional superstructure. This superstructure can be kept up above zero degrees with an outside temperature of -55 degrees. The ESS is not only useful for the crew, but temperature sensitive cargo can also be kept in this area.

Photo **Arctic Minor team**, from left to right: **Max van der Zalm**, **Tobias Schaap**, **Reinier Bos**, **Martijn Obers**, **John Huisman**



External LNG storage



This Arctic concept vessel will be running on Liquid Natural Gas (LNG), with Dual Fuel engines, in an effort to make it more environmentally friendly. The main disadvantage of LNG is that it requires a lot of storage capacity. However, ice strengthened vessels have a lot steel weight in the hull compared to open water vessels and this means that the centre of gravity is relatively low. Therefore the disadvantage is negated by placing the LNG tanks on top of the ESS. Altogether this project is a fine example that the motivation of students, supported by open-minded universities and the partnering companies, can lead to the creation of a substantial and innovative project. The Arctic Minor project taught the team about cooperation, working in a foreign environment and most of all Arctic shipbuilding. For its part, **Damen** will incorporate their research into its own, ongoing Arctic research programme.



The **MAERSK KALMAR** left **Damen** shiprepair's Schiedam drydock after repairs following her collision with the **Conmar Avenue** on the Weser earlier in May. She was assisted by **Thamesbank**, **Texelbank** en two **Union's** and moored at a berth Wiltonhaven Schiedam. **Photo : Jan Simons ©**

Hyundai Samho delivers MOL QUALITY (13,900 teu)



The 13,900 **APL TEMASEK**, earlier unit of the series / Photo : **Pascal Bredel**

Japan's **Mitsui O.S.K. Lines**, better known as **MOL**, has taken delivery of the 13,900 teu neo-overpanamax vessel **MOL QUALITY** this week. The ship, which MOL charters from **APL**, is to join the Grand Alliance's Asia to Europe service Loop 4 (#1729). The ship is the fourth unit in a series of APL-owned sister vessels, of which five ships will be chartered out to the Japanese Line. The **MOL QUALITY** follows the **APL RAFFLES**, delivered in May.

The **MOL QUALITY** is 368.50m long and 20-rows wide and was built in South Korea by **Hyundai Samho Heavy Industries**. The ship was built under the project name **APL ADVANCE**, until it was clear that the vessel will be chartered by **MOL**. **APL's** and **MOL's** joint 13,900 teu series was designed in cooperation with the Norwegian classification society DNV. The ships are optimized for moderate service speeds and low fuel consumption. They are the first jumbo twin-isle ships designed with a fully enclosed bridge and the vessels' deck houses are built with flush outside bulkheads in order to keep the crew safe from pirate attacks. Source : **Linervision**

Grandweld secures contract to build four 42M Aluminum Crew Boats for COTEMAR

Dubai based **Grandweld Shipyards**, has secured a contract worth over US \$21 million from the Mexico-based **COTEMAR**, to design and build four 42M Fast Aluminum Crew Boats. The contract was signed on June 4, 2013, said in the company's press release.

The world-class reputable design 42M crew boat will be fitted with EPA Tier 3 compliant main engines, and advanced navigation equipment to meet the client's specific needs. The vessels are designed to reach speeds in excess of 26 knots. They benefit from luxury seating, accommodation for VIP guests, a larger deck space and enhanced comfort for the crew.

The vessels can seat 100 offshore personnel, and has a 100sqm loading area for over 90 tons of deck cargo. They can also carry a large amount of fuel and freshwater.

The vessels will be built at Grandweld's yard in Dubai Maritime City, and will operate in the Gulf of Mexico. The vessels will comply with US Environmental Protection Agency requirements and US Coast Guards regulations. The first vessel will be delivered in May 2014, with the fourth and final vessel to be delivered in August 2014. Grandweld's new customer **COTEMAR, S.A. de C.V.** is a leading provider for services related to the development of the offshore oil and gas industry in the Gulf of Mexico. Grandweld's 42M class of vessels has been a huge success for its unrivalled design,

and build quality, with over 30 vessels delivered or currently under construction for clients worldwide. **Grandweld** a fully integrated shipyard providing shipbuilding, ship repair and engineering solutions to the marine industry, is part of **Stanford Marine Group (SMG)**. SMG is 51% owned by a Fund managed by Abraaj Capital and 49% by Abu Dhabi-listed Waha Capital. **Source : PortNews**

ROUTE, PORTS & SERVICES

**ANY SHIP OR DESTINATION...
WE DELIVER** www.redwise.com



**Ship delivery
Crew management
Maritime recruitment**

Check our website!

Follow us!

Redwise
GLOBAL SHIP DELIVERY & CREWING

President of PowerTech Lars Hellberg to leave Wärtsilä

Mr Lars Hellberg, President of PowerTech, Executive Vice President and member of the Board of Management has announced he will leave Wärtsilä to become the President & CEO of Fortaco Group, a Finnish industrial manufacturer. Mr Hellberg will leave Wärtsilä at the latest in mid-December 2013. Wärtsilä has started the process to appoint a successor for him, said in the company's press release.

"I want to thank Lars for his commitment in enhancing Wärtsilä's position as a globally recognized technology leader during the past nine years. I wish him the best of success with his new challenges," President and CEO Björn Rosengren says. **Source : PortNews**



The **REESTBORG** outbound from Rotterdam – Photo : Frans de Lijster (c)

Hapag-Lloyd drops Charleston from Transatlantic 'GMX' service

Hapag-Lloyd announced the removal of the Charleston call from its Transatlantic 'GMX' service (#131) which links Northern Europe with Mexico and the US East- and Gulf Coast. Charleston will be dropped at the end of July.

The suspension is motivated by the need to improve schedule reliability, said the German carrier in a statement. Charleston will last be visited on 29 July by the 3,534 teu **LISA SCHULTE**. The 3,606 teu **NORFOLK EXPRESS** thereafter will inaugurate the truncated rotation: Antwerp, Bremerhaven, Le Havre, Veracruz, Altamira, Houston, New Orleans, Thamesport, Antwerp.

Both Hapag-Lloyd and OOCL, which is a slot buyer on the 'GMX', continue to cover the port of Charleston through their respective services and slot swap agreements:

OOCL's 'Atlantic Express' (#129), a fast 28 day service with a 5,892 teu per week capacity: Hamburg-Süd also provides one ship, Hapag-Lloyd is a slot buyer;

Hapag-Lloyd's 'Gulf Atlantic' (#130), operated by Hapag-Lloyd with five 3,237 vessels: OOCL - alongside NYK - is a slot buyer. Of note, Atlantic Container Line has also a slot participation on the Gulf Atlantic service.

Following the removal from the 'GMX', the port Charleston remains connected to North Europe by eight Transatlantic container liner services. **Source : Linervision**

DNV KEMA releases floating offshore wind turbine structures standard

DNV KEMA has released its new standard for floating offshore wind turbine structures that will help ensure safety and reliability in floating wind turbines, and give the nascent floating-turbine sector the confidence to continue its development to commercial maturity, said in the company's press release.

In response to the fast-expanding offshore wind market, DNV KEMA, the energy arm of DNV, has developed a new standard that will help accelerate the development of a new generation of floating offshore wind turbines by establishing design requirements for the floating structure and related systems. According to Johan Sandberg, head of renewable energy at DNV KEMA, Norway and project sponsor, the standard covers a broad range of issues, including safety philosophy and design principles; site conditions, loads and response; materials and corrosion protection; structural design; design of anchor foundations; floating stability; station keeping; control and mechanical systems; transport and installation; in-service inspection and cable design.

"As demand for wind energy increases, we predict offshore deployments will continue to move into deeper waters and, consequently, there's a need to establish design standards that will help ensure safety, reliability, and confidence in future wind turbines," he says. "To that end, the new standard, developed as a Joint Industry Project (JIP) with 10 participating companies, aims to spur progress in floating offshore wind through a framework for best practices and technical requirements, plus producing guidance for design, construction and in-service inspection."

Sandberg notes that many densely populated coastal areas around the world are not suitable for traditional bottom-fixed offshore wind turbines. In other areas, the shallow water coast is already developed or challenging seabed conditions makes bottom-fixed offshore wind unsuitable. Also, local communities have been known to oppose projects due to negative visual impacts.

"Recent successful deployments of full-scale prototype configurations have demonstrated that floating wind turbines can be a viable alternative and the market is taking notice. Several companies and research institutes worldwide are already engaged in developing research programs, pilot projects and even planning for commercial development of floating wind farms," he says.

For various reasons, countries like Japan and the U.S. have also made offshore wind energy one focus of their energy policy. According to Sandberg a tricky point in the development of offshore wind around the coastal belts of these countries, like the majority of coastal belts around the world, is that water depths can range from dozens to hundreds of metres. This situation demands new technology so in both Japan and the U.S., ideas are turning to floating structures for wind turbines. "It is now time to take the next step: standardization. A new standard can increase the confidence in the industry and hopefully attract new investors to this new renewable energy technology," says Sandberg. "The decades of expertise that DNV has amassed in the standardization of maritime offshore oil & gas, and onshore and offshore wind is invaluable for the development of standards for floating offshore wind structures." The new standard for floating wind structures, devised under DNV KEMA's leadership through project manager Anne Lene Hopstad and technical specialist Knut Ronold supplements the developed DNV Guideline for Offshore Floating Wind Turbine Structures, and the existing standard DNV-OS-J101 Design of Offshore Wind Turbine Structures.

The 10 participants in the JIP study are Statoil, Nippon Steel & Sumitomo Metal Corporation, Sasebo Heavy Industries, STX Offshore & Shipbuilding, Navantia, Gamesa, Iberdrola, Alstom Wind, Glosten Associates and Principle Power.



HAL's **ZAANDAM** arriving in Vancouver (Canada) - Photo : Sander Koster ©

Leading provider of marine services
in the following areas:

- Oil & gas terminals
- LNG terminals
- SPM terminals
- Floating Production (FLNG, FPSO, FSO)
- Mining logistics

smitlamnalco.com



Dredging works start at approach canal to port Bronka

Dredging works have started at the approach canal to the Marine Multipurpose Complex Bronka (MMPK Bronka, Big Port St. Petersburg), says the press center of the project investor Fenix LLC. The customer of the dredging works is FSUE Rosmorport.

The dredging is being implemented by Baltstroj CJSC at the canal sector clear of the utility network. Gas and water pipelines supplying Kronshtadt have been shifted and buried to minus 16 m. Dismantling of decommissioned networks is scheduled for August-September 2013.

Prior to dredging operations ecologists had executed baseline survey of the environment condition in the area of supposed works. Besides, specialized organization had examined the site to eliminate explosive hazard.

The Marine Multipurpose Complex Bronka (MMPK Bronka) is being built on the southern shore of the Gulf of Finland, in the place where the dam and the ring road border the territory of Lomonosov. The Bronka Complex will comprise three specialized facilities: a container terminal encompassing 107 hectares, Ro-Ro terminal of 57 ha and logistics center of 42 ha. Container terminal will feature the 1.176 m-long waterfront (including 5 berths). The waterfront of rolling cargo terminal will be 630 meters (3 berths). The Bronka Phase 1 capacity is projected to be 1.45 million TEUs and 260,000 units of Ro-Ro cargoes. The facility's container throughput is planned to be increased to 1.9 million TEUs. The Bronka Multipurpose Complex will be able to handle Panamax containerships and the ferries of Finnstar class.

Private investors are expected to inject nearly RUB 43.7 billion in the project with the Russian Government investment at some RUB 15.2 billion.

Implementation of the Bronka project will bring 2,300 work places at sea terminals alone. Upon completion of the outer harbor facilities annual direct tax payments to the budget of St. Petersburg will be at RUB 1.7 billion (plus indirect tax due to a multiplier effect – RUB 5.1 bn), the federal budget will get RUB 2.0 billion a year (RUB 5.9bn).

Source : PortNews

Maersk bullish on investing in Russian terminals, sees sound future

DANISH shipping giant AP Moller-Maersk is bullish on the growth prospects in Russia, saying it would boost its investment if the right opportunity presented itself. "We would be very comfortable if there were opportunities coming up to increase our investments," group CEO Nils Andersen told Reuters at the St Petersburg Economic Forum.

"Irrespective of the fact the market has been cooling, we continue to be convinced that Russia is a growth economy and that the increase in the middle class will give a basis for continued growth," he said. The comments came despite the decline in value of Russian port operator Global Ports. APM Terminals bought a 37.5 per cent stake in Global Ports from N-Trans for US\$860 million in the fourth quarter of 2012.

But Global Ports' shares have since declined 11 per cent on the back of weak economic first quarter growth of 1.6 per cent, Russia's lowest level since 2009. "It is going according to plan," said Mr Andersen. "It is too early to give a real estimation of the first year, but we have good cooperation with our partner here." Both APM and N-Trans own equity interests of 37.5 per cent in Global Ports and operate it on an equal basis. The remaining 25 per cent of the company is traded on the London Stock Exchange.



The brandnew **MAERSK LABREA** enroute Gothenburg. - Photo : Marcel Coster ©

China's port container throughput still tops world in global growth

THE Chinese Academy of Social Sciences' (CASS) statistic show that global container transport demand continues to rise this year with Chinese ports in the lead, Xinhua reports.

As world's economy recovers, global container transport demand will continue to rise this year, said CASS. But overcapacity still remains a severe problem and will cast shadow container shipping prospects. The report makes a prediction on the world's top 20 container ports this year. Chinese ports will take up 11 places on the list. Among the top 10 ports, seven will come from China.

According to the report, ports in the Bohai Rim region will be the fastest growing in China. Tianjin and Qingdao's box volume increases are expected to reach 10 per cent. Dalian's will even hit 24 per cent growth while the rise in the Pearl River Delta ports will be slower. Hong Kong might even record decrease of somewhere from 2.4 to 3.3 per cent, said CASS. Asia's container throughput increase will still be faster than the world's average. European and American port will only be able to manage a weak growth. Wang Shouyang, a director from CASS, suggested that as China's

status in the world's shipping industry is improving, and the country should shift its focus from enlarging ports to improving service and efficiency. **Source : Schednet**

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

SMIT LONDON SCRAPPED

It was heard from managers of the **"GLOBAL CHANGE" (ex SMIT LONDON)** that the proud tug was beached and will be scrapped in India. This is for a lot of seafarers a very sad day, as well for myself, I made my first 5 months seagoing trip as a 16 years old boy on this tug in 1975 when the tug was brandnew, it is sad to see her go like this

DFDS no longer part of Scandlines sales process

On 3 May 2013 **DFDS** announced its participation in the sales process for Scandlines. DFDS' bid for Scandlines was not accepted and therefore DFDS is no longer part of the sales process, said in the company's press release.

.... PHOTO OF THE DAY



The **WEST PHOENIX** moored in olen Norway. **Photo- Keith Eddie- DPO west Phoenix ©**

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

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>