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Spliethoff's MERWEDEGRACHT leaving the Zandvliet locks in Antwerp
Photo : Stan Muller (c)

IN MEMORIAM

Capt. Michael John Bozier

Mike was born in Suffolk, England on 25th March 1936. He was educated at Plymouth College then Royal Hospital School, Suffolk.

He went to sea as an apprentice with Shell Tankers and remained with them for all his sea-going career taking his tickets in London and Southampton

Having gained his Extra Masters Certificate he emigrated to Australia with his wife and two sons in 1967.

Very shortly after arriving in Sydney he was employed as a marine surveyor with the firm of Avdall and Rowe – subsequently to become Avdall and Bozier P/L.

Mike was involved in a wide spectrum of marine surveying including compass adjustments, small vessel surveys right through to commercial vessels focusing on hull, cargo and marine casualties. He also undertook the exacting task of producing Grain Loading Manuals for ships. This was in the days prior to computers and required a considerable number of complicated calculations.

Mike, early in his surveying career, became well known and greatly respected for his evidence in Maritime Court and Marine Arbitration cases and was a much sought after expert witness both in Australia and London.

He was a member of a number of professional organizations during his time in Sydney.

The Company of Master Mariners of which he was the Branch Secretary for many years.

The Nautical Institute of which he was a Fellow and committee member.

In the 1980's he spent considerable time and energy in the formation of the Australasian Institute of Marine Surveyors (A.I.M.S.) and became its founding President. He was subsequently made a Fellow of that organization.

Member of the Maritime Law Association of Australia and New Zealand.

Member of the International Institute of Marine Surveying.

After retiring from full time surveying in 2001 he continued to serve as an expert witness for transport lawyers and was also heavily involved in the administration of A.I.M.S.

Mike "Crossed the Bar" on the evening of 17th June 2013 having fought his last battle with cancer with great courage and dignity.

He will be sadly missed by the very many colleagues in the Maritime and Transport Law fraternities in Australia and overseas.

Mike is survived by his wife, June, and children Rolfe, Grant and Inga.


***** Mike rest in peace *****

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The **ILULA** outbound from Rotterdam – Photo : [Henk van der Heijden](#) (c)

Multinational anti-pirate navies seek merchant ship help in operation

THE **Combined Task Force 150**, the anti-pirate multinational naval force, is seeking the cooperation of merchant shipping for a July 2-6 security operation in Bab el Mandeb Strait, the narrows separating Djibouti in Africa and Aden in Arabia. The aim of the operation is to be ready to react at any time to a sudden maritime threat, said the US

Maritime Liaison Office (MARLO) Bahrain in notice 21 of June. This operation will include a merchant vessels security phase to train in case of emerging threat to merchant traffic in the area, reported GAC Hot Port News.

To strengthen reaction plans, **CTF150** is seeking merchant ship volunteers to participate that will involve them receiving recommendations and security information from the naval forces in the area, answering hailings at the entrance and exit of the area, and at the master's discretion, and speed permitting, follow recommendations for Bab El Mandeb strait transit. Volunteers are asked to communicate to MARLO/UKMTO their expected date of their way through. In the case of an imminent threat, merchant vessels are recommended to take avoiding action within their capabilities while **CTF 150** forces respond.

Merchant vessels sighting suspicious activity should report the following information: Name of reporting vessel, their vessel's position, course, speed and direction and the nature of the suspicious, including its course and speed.

On receipt of a threat report, the nearest warship is to acknowledge and close to investigate and interdict suspects, keeping naval force informed. A helicopter is to close and investigate and report any situation. Combined Task Force 150, usually 14 or 15 ships, is based in the US naval base in Bahrain and is established to monitor, inspect, board, and stop suspect shipping to pursue the War on Terrorism and in the Horn of Africa in the North Arabia Sea to support operations in the Indian Ocean. Countries contributing are Canada, Denmark, France, Japan, Germany, the United Kingdom and the United States. **Source : Schednet**



The **FAIRMOUNT EXPEDITION** moored in Paramaribo (Surinam) after safe delivery of the **HARVEY ROVER**, the **FAIRMOUNT EXPEDITION** is for sure the largest AHT which ever visited Paramaribo

Photo : Maarten van der Jagt (c)

Crude Oil-Tanker Rates Plunge as Available Ship Surplus Expands

Rates for the largest oil tankers hauling Middle East crude to Asia fell the most in a single session for more than a month as the supply of ships expanded. Charter costs for very large crude carriers transporting 2 million barrels of cargo on the benchmark journey to Japan from Saudi Arabia slid 3.9 percent to 39.03 industry-standard Worldscales points, according to the Baltic Exchange, the London-based publisher of freight rates. That's the biggest one-day fall since May 21, the data show. The supply of VLCCs in the Persian Gulf over the next four weeks expanded by eight to 89, according to figures from Marex Spectron Group today. That compared with 58 tankers at the start of the month, the broker's data showed. The VLCC fleet's carrying capacity will expand 5.1 percent this year, near demand growth of

5 percent, according to Clarkson Plc (CKN), the world's largest shipbroker. Rates will remain between 40 and 42 worldscale points "for the immediate near term," Marex Spectron said in an e-mailed report

Daily earnings for VLCCs on the benchmark voyage fell 9.9 percent to \$12,393 according to the exchange. Those assessments don't reflect owners cutting speeds to save on fuel, their biggest expense. Worldscales points are a percentage of a nominal rate for more than 320,000 specific routes. Flat rates for every voyage, quoted in dollars a ton, are revised annually by the Worldscales Association in London to reflect changing fuel costs, port tariffs and exchange rates. The Baltic Dirty Tanker Index, a wider measure of oil-shipping costs that includes smaller vessels, slipped 0.5 percent to 580, according to the exchange.

The biggest one-day change in rates for ships hauling crude was for tankers shipping 80,000 metric-ton cargoes to Wilhelmshaven, Germany, from Primorsk, Russia, which lost 6.4 percent to 69.75 Worldscales points. For vessels shipping refined fuels, the largest move was for tankers hauling cargoes to Europe from the U.S. Gulf, which increased 5.7 percent to 105.36 points, according to the exchange. **Source: Bloomberg**

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BigLift Shipping welcomes Happy Sky



BigLift Shipping celebrated the name-giving of its new Heavy Lift Vessel **HAPPY SKY**. The ceremony has taken place at Huisman China's new quay side in Zhangzhou, China, which was officially opened at the same time.

The name-giving ceremony of the **HAPPY SKY** was performed by **Ms. Erni Bartel**, the partner of **Joop Rodenburg**, CEO of Huisman. **Huisman** and **BigLift Shipping** share a long history together in the design of heavy lift cranes and handling materials. Besides that, **Huisman** has been a valuable customer for many years. At the same time of the name-giving ceremony, **Huisman** China has inaugurated its new 380

m long quay side including the 2,400 mt travelling quay side crane Sky Hook.

HAPPY SKY is the latest addition to **BigLift Shipping's** fleet of Heavy Lift Vessels. She was built by **Larsen & Toubro** in India. She features two 900 mt Heavy Lift Mast Cranes built by **Huisman** and commissioned at **Huisman** China's.

In a response to market demands, the crane pedestals are now 4 m higher than in the original plans, giving the vessel a lifting height unmatched in the world fleet of heavy lift vessels. **HAPPY SKY** is 155 m long and has 18.680 tdwt. The vessel's length and the forward position of her superstructure offer a single, large cargo hold and a wide, open deck area. She has folding hatch covers, a large poop deck and cargo rails which make the vessel's full deck area available for cargo stowage. Happy Sky's tween deck is adjustable in height and she is allowed to sail with open weather deck hatches at a draught of up to 7.5 m. Furthermore, she has Finnish/Swedish 1A Ice Class notation. During sea trials Happy Sky achieved a service speed of 17 kn. The first voyage will take her to Cape Lambert Port B, Phase B project in Australia.

HAPPY SKY is the first of two **Happy S Class** vessels to be added to the **BigLift** fleet. **HAPPY STAR** will follow early in 2014. With the **HAPPY SKY**, BigLift's fleet consists of 14 state-of-the art vessels with lifting capacities to 1,800 mt. For more information on **BigLift**, please visit our website www.bigliftshipping.com

SEVERAL TRANSPORTS DEPARTED FROM ROTTERDAM AREA

Over the last week several transports passed Rotterdam and Hoek van Holland outbound to the offshore locations



The tug **BUGSIER 9** departed with the **WAGENBORG BARGE 5** loaded with 2 topsides named **PL-L5A** and **PL-D-18A** built by **HSM** in Schiedam **Photo top : Frans de Lijster (c) - photo below : Monique Davis-Mulder (c)**



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Sleephoppersimulator MIWB uitgebreid met faciliteit om olie op te ruimen

Samenwerking **Maritiem Instituut Willem Barentsz** met maritieme partners



Maritiem Instituut
Willem Barentsz

Het **Maritiem Instituut Willem Barentsz** op Terschelling, onderdeel van NHL Hogeschool, breidt haar nieuwe sleephoppersimulator uit met de mogelijkheid om olie op te ruimen. Recente ongelukken waarbij grote hoeveelheden olie in zee terecht kwamen, bevestigen het belang om goed voorbereid te zijn op dit soort calamiteiten. De nieuwe simulator biedt hiertoe voldoende mogelijkheden. Op

dinsdag 25 juni tekenden **NHL Hogeschool** en het Opleidings- en Ontwikkelingsfonds voor de Waterbouw een samenwerkingsovereenkomst.



Met de sleephoppersimulator trainen studenten en huidige bemanningsleden het varen en het manoeuvreren tijdens het baggerproces. Dankzij uitbreiding van de simulator kunnen straks ook olie-opruiming werkzaamheden gesimuleerd worden. De introductie van deze nieuwe faciliteit is onderdeel van een upgradings- en uitbreidingsproject van de simulatoren op het maritiem instituut.

Sleephoppersimulator

Een sleephopperzuiger is een schip dat met sterke pompen en motoren zand, klei, slib en grind van de zeebodem zuigt. Baggervaartuigen als deze worden ingezet bij grote landaanwinningprojecten zoals Maasvlakte 2 en bij het uitdiepen van vaarwegen. Het zijn technisch zeer geavanceerde schepen: de grootste is meer dan 200 meter lang. Naast het opzuigen van zand kunnen dit type schepen ook olie van het wateroppervlak verwijderen hetgeen ze goed inzetbaar maakt bij grootschalige olieverontreinigingen op zee.

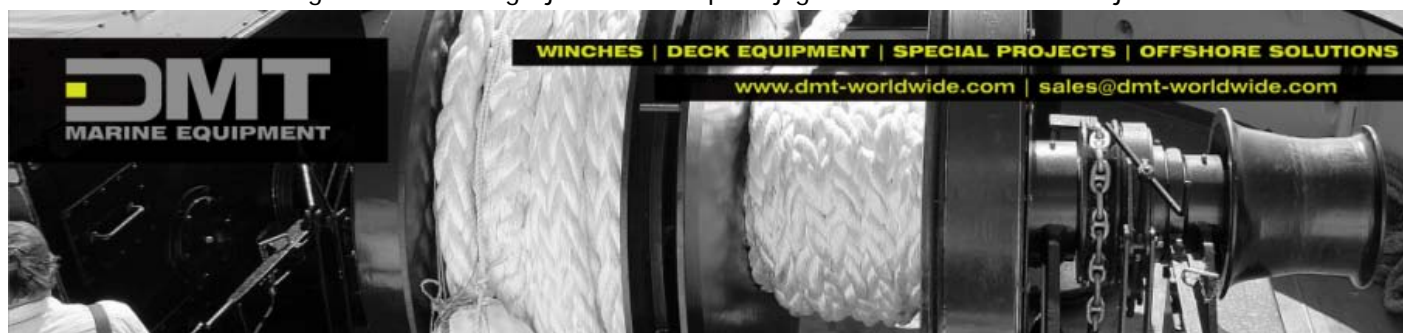
Samenwerking

De uitbreiding van de simulator is in samenwerking gebouwd met de leden van de Vereniging van Waterbouwers en Kongsberg Maritime in Noorwegen. Het project is mede tot stand gekomen dankzij subsidies van Stichting Samenwerkingsverband Noord Nederland (SNN) en de provincie Fryslân. Daarnaast financierde het Opleidings- en Ontwikkelingsfonds voor de Waterbouw (O&O-fonds) een groot deel van de bouw. Het O&O-fonds heeft regelmatig overleg met de school over:

- * de promotie en instroombevordering van jongeren naar de waterbouwopleidingen;
- * het op peil houden van de kwaliteit van het aangeboden onderwijs en de aansluiting van het beroepsonderwijs op de arbeidsmarkt;
- * de mogelijkheden van scholing en ontwikkeling van medewerkers in de waterbouw.

Maritiem Instituut Willem Barentsz (MIWB)

Het **Maritiem Instituut Willem Barentsz** op Terschelling is onderdeel van NHL Hogeschool. Het MIWB heeft de bacheloropleidingen Maritiem Officier, Scheepsbouwkunde en Ocean Technology. Momenteel studeren zo'n vijfhonderd mensen aan het MIWB. Het instituut is internationaal actief in onder meer Kazachstan, de Filipijnen en Maleisië en werkt samen met Singapore Maritime Academy. Naast opleidingen voor voltijdstudenten organiseert het MIWB verschillende maritieme cursussen voor de beroepsbevolking. Het lectoraat Maritiem Milieu- en Veiligheidsmanagement is verbonden aan het MIWB. Lector Wierd Koops is deskundige op het gebied van olieverontreiniging op zee; de nieuwe simulatorfaciliteit geeft nieuwe mogelijkheden voor praktijkgericht simulaties binnen zijn lectoraat.



The **EOS** arriving in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Changes at the top of HSW

Veterans of the ferry industry, Gerassimos Strintzis, Kostis Klironomos and Antonis Agapitos have taken the helm of Hellenic Seaways (HSW), Greece's largest passenger ship operator.

The management board of the Piraeus-based company underwent an overhaul after the resignation of John Vardinoyannis as chairman and company CEO. Strintzis, was elected Chairman of the board; Klironomos, Vice-chairman, and Agapitos CEO. A further overhaul of the board will take place June 27, when one of the three Italian representatives of Minoan Lines, a 33.4% stake holder in HSW, will resign reducing the HSW board to 10 members.

Strintzis is a former ceo of HSW and founded Blue Star Ferries, now part of the Attica Group. He was also longtime boss at Strintzis Lines, a rival of both Anek and Minoan. Klironomos is a former leading light at Minoan Lines, while director Agapitos has taken the day-to-day duties. At the end of a dramatic board meeting, at the Piraeus offices of HSW, Vardinoyannis stepped down June 12. There had been growing dissatisfaction among HSW's major shareholders, over the companies poor results and on several questionable deals, such as the aborted sale of the Argosaronic fleet.

Vardinoyannis remains MD of Anek Lines, arch rival of Minoan. Anek is heavily indebted towards HSW though major HSW shareholders have been able to get this indebtedness reduced. Both Crete-based Anek and Minoan are listed on the Athens Stock Exchange (Athex), while Anek is 32.5% owned by Cyprus-based Sea Star Capital headed up by Vardinoyannis which also owns of a 25.4% in HSW. In his resignation letter Vardinoyannis said he chose to resign as chairman of the board "in the best interests of the company and its shareholders". He said: "At a time when the company is in negotiations with creditor banks to restructure its debt by doing what they can to cope with the consequences of the financial crisis inflicting Greek shipping as a whole, there are no margins for compromising the future of one of the most important Greek forces in the Aegean with alleged obstacles which personify imaginary scenarios to hide expansionist strategies." Vardinoyannis said: "Hellenic Seaways, the leading Greek ferry company, is and will remain greater than each and every one of those who are currently involved in its administration. This will be taken care of by its shareholders, who remain firmly committed to the wellbeing of the company." Watchers of the struggling Greek ferry sector say there has been uneasiness at Hellenic for sometime and the return of Strintzis seemingly, with the consent of Vardinoyannis and the agreement of Grimaldi Group and Piraeus Bank which represents around 38% of shareholders, is sanctioned. In 2011, Anek had sought to purchase the 33.4% stake in HSW controlled by Minoan and after making a 44.5m down payment, in November, Anek failed to pay the first installment due so HSW remained in the hands of Minoan. Anek maintained the original 125m agreed was too high in the ever deepening financial crisis and declining ferry market. **Source : Shippax / David Glass / ferries of Southern Europe**

Longtime Carnival cruise line company CEO steps down amid crises

Carnival Corp. said its decades-long chief executive who was at the helm as the firm became the world's largest cruise company -- and faced recent crises as its ships faced highly publicized safety problems -- will step down.

The Miami firm said Tuesday that **Micky Arison**, 63, will leave his CEO post July 3 but stay on as chairman of the board in a move that splits the two positions. Arnold W. Donald, 58, a 12-year member of its board, will replace Arison as chief executive.

Arison became chief executive in 1979, before the company went public, and guided it through its arrival on Wall Street and several major acquisitions, including Princess Cruises, Holland America and Costa Cruises. Carnival said that under Arison's helm the company grew from three cruise ships and one brand to a fleet of more than 100 ships that ferry around 10 million travelers a year.

Last year the company came under worldwide scrutiny when its **Costa Concordia** ship crashed off the coast of Italy, killing 32 and leading to criminal charges against the captain. Then in February, an engine fire on **Carnival Triumph** zapped most of the power on board, leading to overflowing toilets and angry passengers as the ship was towed from the Gulf of Mexico. The company has since announced that it will make safety upgrades to its entire fleet. But Carnival's problems took a toll on the cruise industry, recent surveys by Harris Interactive show. In its quarterly report issued Tuesday, Carnival reported sales down 1.7% to \$3.48 billion for the quarter ended May 31. That was below analysts' predictions that averaged about \$3.56 billion. Company profit for the quarter was \$41 million, which was better than analyst forecasts and a considerable jump from \$14 million during the same period last year. The profit result was helped by declining fuel costs. Carnival said its cumulative advance bookings for the rest of 2013 are below last year levels. **Arison**, who also owns the Miami Heat, will remain Carnival's largest shareholder. "I have been discussing this with the board for some time now and feel the timing is right to align our company with corporate governance best practices and turn over the reins after 34 years as CEO," Arison said in a statement. Arison praised new chief executive Donald as "an exceptional professional with extensive experience in organizational leadership who will bring a fresh perspective to the company." **Source : Los Angeles Times**

SMITBARGE 6 LOADED WITH ACCOMODATION BLOCK TRANSPORTED FROM MERCON IN GORINCHEM TO MAMMOET PREMISES IN SCHIEDAM



The **SMITBARGE 5** loaded with the **VALAMON LQ** accommodation unit was transported by **MAMMOET MARITIME** which used the pusher tugs **Aries** and **Matricaria** and the tug **SPITSBERGEN**. The transport passed

several bridges



Despite the Rain and wind the transport went perfect - Photo's : Marijn van Hoorn © unless mentioned others



Passing the van **Brienoord** bridge –

Photo : Niels Reyngoudt ©



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The **DSV WINDMERE** working close with the **Sapura 3000** and the **FPS Gumusut Kakap** in the back ground. **S3000** doing installation of mooring lines. **Windermere** equipped with 2x ROV for Survey work. Water depth 1400m

Photo : Rene DOORN ©

Zoekactie naar vermist persoon



De Kustwacht heeft dinsdag avond en nacht met veel materieel gezocht naar een mogelijk vermist persoon nabij Ter Heijde. Rond 21.50 uur kwam op het Kustwachtcentrum een melding binnen van KNRM-station Scheveningen dat op strand nabij Ter Heijde kleding was gevonden. Door het Kustwachtcentrum zijn de reddingboten van KNRM Scheveningen, Ter Heijde en Hoek van Holland gealarmeerd, alsmede een defensie helikopter. Later voegden zich nog een politie helikopter, eenheden van diverse strandreddingbrigades en een vaartuig van de Haven van Rotterdam bij de zoekende eenheden. Zij hebben tot na middernacht een groot gebied afgezocht langs de kust. Daarna heeft het Kustwachtvliegtuig nogmaals het gebied tussen Hoek van Holland en Scheveningen doorzocht met infrarood apparatuur. Er werd niets aangetroffen. Aan de landzijde heeft de politie het duingebied doorzocht. Ook dat leverde niets op. **bron : Kustwachtcentrum Den Helder**

Big jump in iron ore shipping rates spurs Capesize orders



Iron ore transshipment in Sohar (Oman) with left the **VALE HEBEI** and right the **SAMJOHN DREAM**

Photo : Rik van Marle ©

The biggest jump in iron ore shipping rates since September is spurring speculation that demand from Chinese steelmakers is rebounding after stockpiles of the second-biggest seaborne cargo dropped to a five-year low. "Stockpile levels in China are very, very low and rising Capesize rates are the first sign that demand for iron ore is returning," said Eirik Haavaldsen, a shipping analyst at Pareto in Oslo. Shipowners are now getting more bullish, with Greek companies ordering more Capesizes in the first quarter than at any time since 2008, according to Golden Destiny, a shipbroker in Piraeus. **Source: Bloomberg**



The brandnew **MAERSK LABREA** outbound from Rotterdam – **Photo : Harry van den Berg ©**



Update: Incident Involving the Containership MOL Comfort

Mitsui O.S.K. Lines, Ltd. updates the status of the containership **MOL Comfort** as of 23:00 JST (18:00 Dubai time) on June 25, 2013. The vessel could not continue sailing under its own power from June 17 because the hull fractured in 2 parts while under way on the Indian Ocean.

- **Vessel**

The fore part is located near 15'43"N 69'07"E. The aft part is drifting near 14'03"N 65'30"E in an east-northeast direction. The weather at the site is still adverse.

- **Containers (No change from previous Update)**

Some of the containers were lost, but majority of the cargo are confirmed to be aboard the fore and aft part.

- **Rescue of the cargo and hulls**

We have contracted with a salvage company and are proceeding to rescue the cargo and hulls. The four boats arrived at the site on June 24. We have started to tow the fore part toward Arabian Gulf. We will continue to monitor the aft part and prepare for the tow operation.

- **Oil leakage**

We confirmed no oil film around the fore part. For the aft part, there is oil film, but there is no large volume of oil leakage confirmed.



The **MOL COURAGE** – Photo : Ria Maat ©

- **Safety inspection on sister vessels (No change from previous Update)**

We have started an investigation of the causes together with the shipbuilder, **Mitsubishi Heavy Industries** (hereafter MHI). Although the cause of this incident has not been identified yet, MOL, together with MHI and the classification society (Nippon Kaiji Kyokai, ClassNK), is arranging inspection of the all six sister vessels **MOL Creation**, **MOL Charisma**, **MOL Celebration**, **MOL Courage**, **MOL Competence**, **MOL Commitment** as quickly as possible. This inspection is in addition to the one carried out by the crew during navigation. MOL also started operational precautions to reduce the stress on the hull as an interim contingency plan. **Source: Mitsui O.S.K. Lines, Ltd.**

MOL COMFORT's rear half sinks

Mitsui O.S.K. Lines (MOL) informed that the aft part of its container vessel MOL **COMFORT**, which had broken in two in a storm, finally sank in 4000 mtr deep water. The **MOL COMFORT** had suffered a structural failure of her hull on Monday 17 June, while sailing in adverse weather conditions and a heavy swell.



Photo : gCaptain

At the time of the accident, the ship was underway westbound from Singapore to Jeddah on a routine voyage on the G6-alliance's Loop 1 (#1726). The vessel's crew was able to abandon the ship and was subsequently saved by a container vessel in the vicinity. The two separated parts of the **MOL COMFORT** had

remained afloat for ten days, with most of the cargo still on board, until the aft part of the hull, which includes the main engine and accommodation block, finally sank yesterday

MOL said that the aft part of the stricken ship had been rolling heavily in the adverse weather and that the salvage tug, which had arrived on the scene earlier, was unable to establish a towing line. With more and more water entering the fractured holds, the aft part of **MOL COMFORT** finally lost stability and sank.

The fore part of the damaged vessel is meanwhile relatively stable, with almost all containers still onboard. The salvage company contracted to rescue the cargo has successfully established a tow line to the bow of **MOL COMFORT** and is now towing the bow section toward the Middle East Gulf. **Source : Linervision**

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Research shows shipping rates will remain depressed, negative for shipping

Because much of the dry bulk shipping industry's service is commoditized, supply and demand balance is one of the most important drivers for dry bulk companies' top and bottom line performances. The simplest and easiest metric available to investors is the Baltic Dry Index (BDI), which reflects the daily shipping rates to transport raw materials such as iron ore, coal, and grain across oceans in the spot market. When demand growth outpaces supply growth, shipping rates will rise, supporting companies' revenues, earnings, and profits.

Not so positive Baltic rates

On June 21, the Baltic Supramax, Panamax, and Capesize Indexes stood at 923, 927, and 1822, respectively. Shipping rates—Capesize in particular—rose recently due to China's restocking activity of iron ore and seasonal pick-up in thermal coal use, which makes up more than 25% of the world's total dry bulk trade. However, shipping rates may fall as restocking activity ends and thermal coal imports fall over the next few weeks.

You can expect weaker economic activity out of China over the next few weeks and months as the government tolerates lower economic growth to implement reforms and put long-term economic growth on a more sustainable path. The recent sharp rise in interbank repo rates and price of credit default swap insuring against Chinese

government bonds has also historically foreshadowed a slow-down. Because housing prices continue to grow rapidly, China will restrict policies to prop up the economy. But investors expecting China to collapse, equity markets to fall, and shipping rates to crash are likely wrong because the country's inflation rate remains low and the real estate climate remains below the historical average. In the event that economic conditions worsen further, the government will likely step in to support the economy. While shipping companies have recovered somewhat in share price as investors became optimistic due to resurgence in ship orders, dry bulk shipping companies, such as DryShips Inc. (DRYS), Diana Shipping Inc. (DSX), Navios Maritime Partners LP (NMM), and Safe Bulkers Inc. (SB) will likely face headwinds in the short to medium term because of the factors we discussed above. Safe Bulkers Inc. (SB) is also at risk of seeing much lower revenues as its valuable time charter contracts mature, since current capacity growth will likely keep shipping rates depressed. The less than positive Baltic rates will also affect Guggenheim Shipping ETF (SEA), as it invests in shipping companies worldwide. **Source: Market Realist**

Students to do internship on Rosmorport icebreakers

On 24 June 2013 the North-West Basin Branch conducted a meeting with the students of the State University of Sea and River Fleet named after Admiral S.O. Makarov in the framework of the mutual agreement on strategic partnership, Rosmorport says in its release. During the meeting Alexander Strelnikov, Deputy Director on Personnel and Administrative issues of the North-West Basin Branch, spoke on the main activities of the enterprise, its tasks and perspectives, and also the activities of the branch to the first year students of Marine Navigation Department and to Head of Internship Yuri Lysenko. In the end of the meeting the students were distributed to the icebreakers of the North-West Basin Branch for an internship, which will help them to gain practical knowledge and skills in composition and functioning of vessels.

The students, who had documents authorizing them to work at vessels, were offered to fill in the vacant positions in icebreakers' crews for the period of internship. **Source : PortNews**



The **JUMBO JUBILEE** passing Spijkenisse enroute Moerdijk – **Photo : Lia Mets ©**

Haze brings Malacca Strait navigational alert

Malaysia's Marine Department has issued a navigational warning to ships heading through the Straits of Malacca as the haze from Indonesia blankets the area. Director-general Datuk Captain Ahmad Othman said ships should be extra cautious and observe their speed while sailing on the straits. "We have reminded them to navigate at a safe speed, taking into consideration the prevailing haze condition. We are monitoring all the ships from our control centre at Port

Klang... the centre will as usual be keeping a close watch round-the-clock," he said after opening a national-level Seafarers' Day at the Swettenham Pier international cruise terminal. **Source: SeaShip News**

The Charterer - June 2013 Edition

The latest edition of our Newsletter "The Charterer" can be downloaded by following the link below.

<http://www.exclusivelyforcharterers.com/june2013.html>

In this edition of "The Charterer" we look at the issue of Electronic Bills of Lading and whether their time has finally come; we also answer the 10 most frequently asked questions we get about the operations of the IG Pooling arrangement and the Owners P&I Clubs. We can also report an exciting development at the Club; in conjunction with our partners at Great Lakes / Munich Re we are pleased to be able to offer limits of liability up to USD 500 million with the full limit now being underwritten by the Club and attracting a AA- Standard and Poor rating. The strength of this security is unrivalled in the P&I Market **Source : The Charterers P&I Club**

NAVY NEWS

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The Philippine Navy survey vessel **BRP HYDROGRAPHER PRESBITERO** moored at Subic Dock in Subic, the 1998 built vessel is having a length of 53.5 meters and a maximum speed of 13 knots was designed and built by **Factories Vulcano** in Vigo, Spain according to and under the close watch of Det Norske Veritas(DNV). **Photo : Piet Sinke ©**

Russian shipyard to deliver third frigate to India

Russia's **Yantar Shipyard** said Tuesday that it will hand over on Saturday the last of the three frigates it contracted to build for India. The handover ceremony of frigate **Trikand** will be attended by Indian naval officers and diplomats as well as representatives of the Russian Ministry of Industry and Trade, said the Kaliningrad shipmaker. The first two vessels under the 1.6-billion-US-dollar contract, **Teg** and **Tarkash**, were delivered in April and November 2012. Russian media reported that the new frigates are each equipped with eight BrahMos supersonic cruise missiles and an antisubmarine warfare helicopter, among others. **Source : Global Times**



The US Naval ship **BOWDITCH** moored in Subic port **USNS BOWDITCH (T-AGS 62)** is a Pathfinder class oceanographic survey ship. She is the third ship in the class. The **USNS Bowditch** is a part of a 29 ship Special Mission Ship program and operates in the South China Sea. She is named after Nathaniel Bowditch, generally regarded as the founding father of modern navigation and oceanography.- **Photo : Piet Sinke (c)**

Experts dismiss PLA Navy's landing craft from Ukraine as giant toys

Ukrainian-built hovercraft may be too fast or too big for operations in the South China Sea and Taiwan, say foreign military experts



A **Zubr-class** LCAC offloaded in Guangzhou. **Photo: SCMP**

China's purchase of four of the world's largest military hovercraft, the Zubr-class Landing Craft Air Cushion (LCAC), from Ukraine for US\$3.15 million might have shocked neighbouring countries, but military experts have dismissed them as "giant toys". Defence ministry spokesman Geng Yansheng confirmed at a press briefing late last month that Beijing had imported an LCAC for the People's Liberation Army Navy. Geng did not say which fleet would be the first to put the giant **Zubr** into service, but Xinhua reported that the first LCAC had reached Guangzhou on May 24, raising speculation that it might join the South Sea Fleet, which is responsible for operations in the South China Sea, amid simmering territorial tensions between China and Vietnam and China and the Philippines. But former Taiwanese defence minister Wu Shih-wen, who patrolled the South China Sea when he was a naval officer between the 1960s and 1980s, said LCACs were not suitable for use in the South China Sea.

"All the islands involved in the territorial disputes between Beijing, Taipei and other Southeast Asian countries are tiny islets, with some even smaller than a ship," he said.

The Tokyo-based Diplomat Magazine said the **Zubr** is nearly four storeys high with a displacement of 555 tonnes, a range of 300 nautical miles and a top speed of 63 knots. It can remain at sea for five days and has a payload capacity of about 150 tonnes, more than twice that of the LCACs in service in the American and Japanese navies.

Its four compartments can accommodate 10 armoured vehicles and 140 troops, or more than 350 soldiers without armour. Antony Wong Dong, of the Macau-based International Military Association, said that because of their range and speed limitations, the LCACs would be capable only of playing an important role in amphibious operations against Taiwan and the Diaoyu Islands, with other potential theatres too far away. "But the **Zubr** deal was made in 2009, one year after the Beijing-friendly Kuomintang's Ma Ying-jeou was elected as the self-rule island's president," Wong said. The **Zubr** was incapable of making a round trip to the Diaoyus, claimed by both Beijing and Tokyo. "The Diaoyus are more than 200 nautical miles from the mainland, but the maximum range of LCACs is just 300 nautical miles, meaning the giant landing ship would need a refuelling ship to follow it."

Japan's air and sea capabilities were stronger than the PLA's, Wong added, and an LCAC approaching the Diaoyus would present a big target that could easily be sunk by Japan. Wang said the Zubr's top speed of 63 knots and its hovering would stir up large waves and would make it difficult for the PLA's most advanced frigates, capable of to stay close to it.

"None of the PLA Navy's military ships could catch up with the **Zubr**, but compared with a fighter jet, it's much slower," Wong said. "It means the Zubr could be left to fight alone at sea because no one could protect it." China Radio International said the second LCAC would be built by Feodosiya Shipbuilding in Ukraine, and a second pair of vessels would be built in Chinese shipyards under the supervision of Ukrainian technicians. Professor Arthur Ding Shu-fan, secretary general of the Taipei-based Chinese Council of Advanced Policy Studies, said the Zubr could become a training platform for the PLA Navy during island landing drills. "The practical utility of LCACs, especially the large Zubr, is limited, although it could help perfect the fighting capability of the PLA's marines," he said, adding that the first Zubr could be used as a training platform like China's first aircraft carrier, the Liaoning. "As a new weapon, it will take time for the PLA Navy to come up with a new mode of operation to let the **Zubr** integrate into their system too." Shanghai-based naval expert Ni Lexiong said military means were not China's first choice to solve territorial disputes in the East and South China seas, but the Zubr deal could pose a "military threat" to countries involved in territorial disputes with Beijing. "I think we will not have too many LCACs due to their limited utility ... but as a rising maritime power, China needs LCACs like the Zubr to perfect its naval arsenal," he said. **Source : South China Morning Post**

SHIPYARD NEWS



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The **LOGOS HOPE** moored in Subic upon completion of a extensive maintenance period at **Subic Dock**

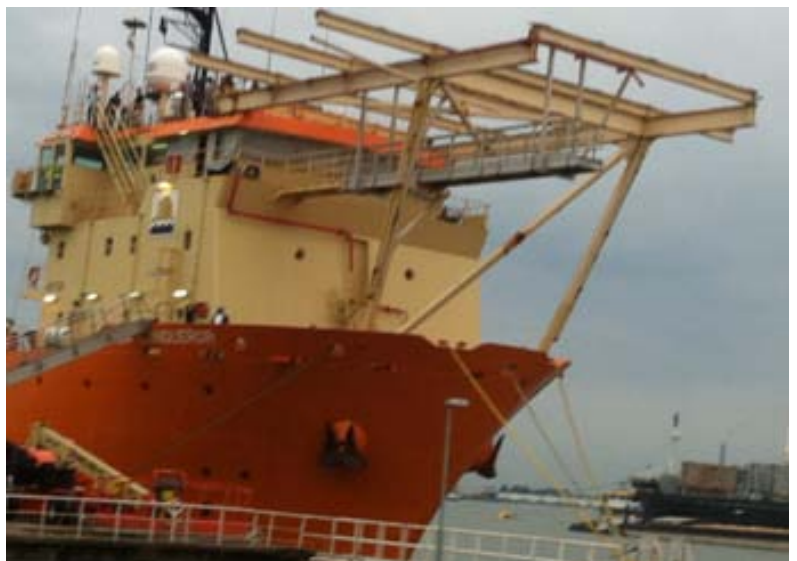
Photo : Piet Sinke ©

New shore crane for Serdijn Ship Repair.



The new crane was loaded Monday June 24th at high water in Dordrecht, The **Gottwald H 280 E** with a capacity of 20 ton at a distance of 45 meter was

delivered by the firma **Zwagerman Internationaal** which also together with **Royal van der Wees** water transporten, the ading, transport and discharging organized, the crane was offoaded last Tuesday at highwater in the Waalhaven and handed over to **Serdijn Ship repair BV**, the repair yard will use the



crane when more lifting capacity is required for offshore projects mobilisation, the crane was just in time operational to assist in the preparations for lift of the helideck from the **TOISA CONQUEROR**, which lift will be executed by the Spacelift mc 1120 T, the **TOISA CONQUEROR** will be converted into a supplyvessel

Damen delivers first-ever purpose-built offshore chasers

Maaskant Shipyards Stellendam and Saltwater Engineering design and build Seismic Research Support Vessels for Rederij Groen, said in the company's press release.

The delivery of the '**Aquarius-G**' and her sister ship '**Astra-G**' to offshore services company Rederij Groen (Scheveningen, the Netherlands) marked a milestone in Offshore Support Vessel construction. Never before, such Chasers have been purpose-built. The vessels have been designed by Saltwater Engineering in close cooperation with both Rederij Groen and Maaskant Shipyards Stellendam. Both Seismic Research Support Vessels were constructed by **Maaskant Shipyards Stellendam**, part of **Damen Shipyards Group**.

"Indeed, all our other SRS Chaser vessels so far involve converted fishing trawlers", Henk Groen, director and proprietor of offshore company Rederij Groen proudly notes about his new twins. "Having designed them to our specific needs right from the drawing board, significantly enhances the vessels' deployability and performance. Their sharply reduced sway and manoeuvrability are just two examples", Mr Groen adds. The 'Aquarius-G' and sistership 'Astra-G' are so-called Guard Vessels or Chasers. One major task is to ensure that other shipping, mainly fishing ships, will keep distance from Seismic Survey Vessels engaged in offshore exploration.

Photo : R&F van der Hoek-LEKKO ©



To literally chase-off. The trawlers' nets might otherwise damage the costly seismic streamers trailing behind the survey vessels. A further key activity for the SRS vessels are the alongside operations, featuring a variety of services to the seismic survey mothership. Whilst sailing alongside, such assistance includes the board-to-board transshipment of goods and equipment. The two new SRS vessels have a 2-tonne at a 10.5-metre reach deck crane. The 105 m² of free space at the aft deck provides sufficient storage capacity to include several ISO maritime containers. An aggregate 16 cubic metres of temperature controlled cells cater for other auxiliary services.

As a significant improvement, the two purpose-built Chasers feature superior nautical capabilities over the converted fishing trawlers. Their sharply lesser sway benefits both the alongside operations and the crew's comfort.

"Seismic research is done at a sailing speed not exceeding four knots. At such low speeds, the ship needs to be both stable and maintain good manoeuvrability", Henk Groen says. SRS vessels also measure sea current near offshore rigs to ensure a safe close passage for the seismic survey ship. "So keeping lane at very low speeds is vital for this precise work." All of this is being put into practice as the 'Astra-G' is currently working at its first assignment in the Barentz Sea.

The **Aquarius-G** was named by the granddaughter of Mr. Henk Groen and daughter of Mr. Erik Groen. The '**Astra-G**', however, was named by Mrs. Gerda van Dongen, wife of Maaskant director Frits van Dongen. The rare phenomenon for a shipyard naming its own product, underscores the close ties with offshore company Rederij Groen. "For decades Maaskant has been performing maintenance and repair for our entire 22-strong fleet of offshore vessels", shipowner Groen notes. "Furthermore, we have built all their other SRS vessels", Mr Van Dongen adds. "These all involved fishing trawler conversions. Until now that is."

The two novel Seismic Research Support Chasers have a 40-metre length over all, 9.30 metres width, 3.30 metres draught, with accommodation for a complement of fourteen. Top speed is 14 knots.

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26th of June **HHL LAGOS** loaded in the port of Rotterdam on own gear the **Damen Shipyards** built **Stan Pontoons 'Damen Riverstar 1 & 2'**. The barges measuring 63*16,5*3,5 meter with a LSW of 610 MT. The **Damen Riverstar 1 & 2** are owned by **Beluga Projects Logistics**, a specialist in heavy cargo transport by rail, road and water and will be shipped to Doedinka-Russia for a first project, the transportation of huge turbine parts with a maximum weight of 1300MT each . **photo - foto van der Kloet ©**

Odfjell Terminals forms new joint venture agreement in China

Odfjell Terminals has signed an agreement to enter into a joint venture with the Founder Group to become 50/50 partners for the development of a petrochemical tank terminal in Quanzhou, Fujian Province, China, said in the company's press release. Odfjell Terminals will acquire from the Founder Group a 50% equity share in the existing Fujian Fangtong Terminals Co Ltd., including the land and an existing jetty at a price of USD 21 million. The purpose is to construct a new tank terminal that Odfjell will manage and operate.

The new terminal is to be located in the Quangang Industrial Zone at the mainland side of the Taiwan Strait, at the south side of Meizhou Bay. Quangang is the most central and progressing region of the "10th five-year" plan of Fujian Province. As one of the second batch of national economic model areas, it has also become the forerunner of the Meizhou Bay petrochemical base. Quangang has an unique deep water coastline situated between Guangdong

Province and Zhejiang Province/Shanghai and can be developed to become a future transshipment and distribution hub for South China in addition to serving its own local Meizhou Bay Petrochemical Industry.

The technical design review and engineering scope are in progress. Basic design is planned to be completed and ready for project tender by end of 2013. The planned total investment in the terminal is USD 137 million.

The future Odfjell Terminals Fujian (Quanzhou) Co. Ltd has 14.8 hectares of available land, making possible the construction of 184,000 cbm of total storage capacity, supported by two jetties (5,000 dwt and 100,000 dwt). In addition, the new joint venture will have the option to acquire an additional 23 hectares of adjacent land to expand the facility's storage capacity by an estimated 400,000 cbm. Odfjell Terminals Fujian (Quanzhou) is planned to be in operation by 1st Quarter of 2016.

"We are pleased to announce that Odfjell Terminals is embarking on another large tank terminal project in China, adding to its two existing terminals and the new terminal already under construction in Tianjin." Jan A. Hammer, CEO/President at Odfjell SE, furthers states that: "We have found a very solid and reliable partner for this project in the Founder Group, which is a corporation owned by the Peking University in China".

The transaction will be consummated through Odfjell Terminals (China) Pte. Ltd., a subsidiary of Odfjell Terminals AS, which is the Joint Venture Company owned 51% by Odfjell SE and 49% by Lindsay Goldberg.



The tug **ABADI** arrived with the barge **SCARLET** in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

United Waalhaven Terminals to build new quay at the Port of Rotterdam

United Waalhaven Terminals (UWT) and the **Port of Rotterdam Authority** have reached agreement on the construction of a new quay on Bunschotenweg, said in the press release. The quay will be dug on the Johan Friso Haven and will be able to accommodate short sea vessels as well as inland vessels with a draught of 7 metres and a length of 135 metres. The quay is designed primarily for handling empty containers, but can also be used for full ones. The quay will enable UWT to cope easily with the increasing modal shift from truck to inland shipping. The firm expects that around 40% of all empty container movements will ultimately be made through inland shipping.

The construction of the quay is part of a total restructuring of Bunschotenweg. At the moment, UWT is putting the final touches to a new planning programme for handling trucks. The aims here are to speed up the flow of traffic and to reduce the pressure on public roads. The new quay will also provide more opportunities for combining full and empty containers. This is particularly important for inland shipping to and from the Maasvlakte. Having to make one stop less will yield an average time saving of 45 minutes for the trucks.

The tendering process for construction of the quay starts in October 2013 and completion is planned for the third quarter of 2015. Until then, the existing quays in the 1st Eemhaven will remain in use.

United Waalhaven Terminals has also taken over the 50% interest in United Container Freight Station (UCFS) from the ECB Group. UCFS operates approx. 20,000 m² of warehouse space and outdoor storage on Bunschotenweg. The parties intend to transport containers to and from UCFS solely by inland shipping. Ultimately, that will not only yield a cost advantage, but also relieve the A15 motorway and reduce CO2 emissions.



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Maersk Line innovates with unique Thailand – East Africa direct service

Maersk Line and its sister company Safmarine are to add a new Thailand leg to their Southeast Asia to East Africa loop 'Mashariki' (#398). The extended offer will thus become the first direct link from Thailand to Kenya and Tanzania.

In early July, the 'Mashariki', which presently turns at the Straits area twin hubs of Tanjung Pelepas and Singapore, will be extended northward to Thailand. A call at Laem Chabang, Thailand's main container port, will be added, while the present Singapore call is to be dropped at the same time. The revised rotation stands as follows: Tanjung Pelepas, Mombasa, Dar es Salaam, Laem Chabang, Tanjung Pelepas. The new Thailand leg adds one week to the services' round trip time which will be extended from 42 days to 49 days. An additional vessel is to join the loop to maintain weekly fixed-day sailings. **Source : Linervision**

Horizon plans to convert steam powered container vessels to diesel-LNG dual fuel propulsion

The USA's specialist domestic carrier **Horizon Lines** announced that it plans to convert the power plants on two of its steam turbine cargo vessels to modern diesel engines capable of burning conventional liquid fuels or liquefied natural gas. Horizon said the project was the first step in a repowering initiative its vessels serving in the Hawaii (#1348 and #1351) and Puerto Rico (#1353) trade lanes.

Horizon said that it will initially convert two of its steam-powered vessels with the aim of reducing fuel consumption and lowering emissions. The conversion projects are being prepared in cooperation with the classification society American Bureau of Shipping and the U.S. Coast Guard. The carrier did not disclose which of its two ships would undergo the conversion, but stated that works are to be carried out in 2015.

A total of 12 request-for-pricings have been issued for the conversion works, thereof six to shipyards in the USA. Horizon commented that the proposed conversion works could be carried out at non-US shipyards without jeopardizing the Jones Act status of the vessels.

The Jones Act is a piece of legislation, which mandates that ships which carry cargoes between USA-ports must be built and registered in the USA and staffed with US crews. The protective Jones Act is also the reason why so many

elderly and outdated steam-powered ships have survived in the US-domestic trade in the first place. Late in 2012, another Jones Act specialist line, TOTE, had announced its move into natural gas propulsion. The company ordered two dual-fuel container vessels of 3,100 teu at the San Diego-based General Dynamics NASSCO shipyard and it will convert two of its 'Orca' class ro-ro vessels from diesel to dual-fuel engines. The converted roros will trade on Tomem Roro's Tacome to Anchorage shuttle (#255), whereas the container newbuildings are earmarked for Sea Star Line US East Coast to Puerto Rico services (#2551). Both Totem Roro and Sea Star Line are subsidiaries of TOTE. **Source :** [linervision](#)

.... PHOTO OF THE DAY



The **JUMBO JAVELIN** arriving in Durban - **Photo : Trevor Jones (c)**

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