



**Number 181 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Sunday 30-06-2013**

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**23-06-2013 : Tug RIJNSTROOM towing backhoe dredge MARICAVOR into the port of Sochi, Russian Federation during the last rays of sunlight Photo : Dirk van Uiter ©**

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## EVENTS, INCIDENTS & OPERATIONS



The 2010 built bulker **SETY** outbound from Cape Town - Photo : Ian Shifman ©

## Østensjø sells two tractor tugs to Stadt Sjøtransport

The tractor tugs "**Pax**" & "**Dux**" have both been sold to Stadt Sjøtransport, Norway at private terms. Both tugs will be delivered end September 2013, said in the company's press release. **Dux** and **Pax** were delivered from **Skaaluren Skipsbyggeri AS**, Norway in 1985 and have been in operation at the Kårstø Processing plant for Statoil since 1985.

## Deepwater Enabler - Next generation offshore construction vessel :

**National Oilwell Varco (NOV)** and **ULSTEIN** are proud to present the next generation of modern offshore vessels. This is the standard for future offshore construction. See also :

[https://www.youtube.com/watch?feature=player\\_embedded&v=LUvnKaxZGXw](https://www.youtube.com/watch?feature=player_embedded&v=LUvnKaxZGXw)





The **KALIOPE** (ex: **Fjordnes**) inbound to Coatzacoalcos, Mexico.

Photo : **Alf Gullaksen** ©

## Second East Asia maritime action week begins Monday

Seafarers, dockers and ITF inspectors will launch the year's second East Asia maritime action week at major ports in Japan, Korea, Russia and Taiwan from 1 to 5 July. The week is intended to ensure the welfare and safety of seafarers. With the Maritime Labour Convention 2006 (MLC) coming into force on 20 August, participants will be working closely to ensure that seafarers know their rights. Three East Asia action weeks are scheduled for this year. ITF Japan coordinator Fusao Ohori said: "Since flags of convenience (FOCs) became popular, tragedies such as collisions and environmental pollution have happened everywhere in the world. The number of FOC ships is still expanding and the ITF endeavours to reduce such catastrophes." **Source : ITF**



The 20m **SWASH@A&R** personnel transfer vessel **Explorer** entertains visitors to the SeaWork show at Southampton.. The Small Waterplane Area Single Hull vessel is designed for rough waters and safe personnel transfer, mainly for windfarms, and is claimed to provide superior seakeeping and manoeuvring capabilities. The 20.42 m vessel is built by **Abeking & Rasmussen** at Lemwerder, Germany

photo : **Graeme Ewens** ©

## Seadrill, SapuraKencana land \$2.7bn deal

Malaysia's **SapuraKencana** and Norway's **Seadrill** have landed a \$2.7 billion contract from Brazilian giant Petrobras for three flexible deep-water pipe-laying support vessels, said in the company's press release. The award was made to the duo's 50/50 venture Sapura Nevegacao Maritima after a competitive tender.

Sapura Nevegacao is to build, charter and operate the PLSVs for a firm period of eight years, with an option to extend for eight more years.

SapuraKencana chief executive Shahril Shamsuddin said the three vessels would be equipped to lay flexible pipelines in up to 3000 metres water depth. The trio, to be built outside Brazil, are due for operational delivery starting in the second quarter of 2016.

The Malaysian integrated services provider said the latest win came on top of a November 2011 order it gained from the Brazilian state player for three PLSVs. **Source : PortNews**



The **WESER STAHL** and **NOBLE GLOBETROTTER II** Moored in Rotterdam- Waalhaven - **Photo : Stephan Grol ©**

## Stena Bulk saves SEK 65 million with efficiency-enhancing measures

At the beginning of this year, **Stena Bulk** initiated a project where traditional energy efficiency and reduced bunker fuel consumption were expanded by the addition of increased efficiency from a more commercial and operational perspective. The relationship between freight and bunker fuel will be maximised still further. Enhancing efficiency will also lower the environmental impact by reducing sulphur oxide emissions by around 1,400 metric tons in 2013, said in the company's press release.

Half of the SEK 65 million in savings on an annual basis is considered to be related to technology and half to commercial and operational measures.

"We have always been at the cutting edge when it comes to technological developments, but now we have also succeeded in achieving operational excellence, which is having a major impact. We are delighted to see that our ambitious project for increasing energy efficiency, where we are working with a specific energy budget for each vessel and voyage, has had immediate and very positive results", says Erik Hånell, President and CEO of Stena Bulk.

Stena has long been known for its innovative ship designs and its utilisation of the latest technology to improve energy efficiency and reduce bunker fuel consumption.

Today, the company operates an extremely modern fleet where the performance of the new Suezmax tankers is the best in their class. Compared with vessels of the same type built only 2-3 years ago, bunker fuel consumption is 25 percent lower and compared with older tonnage from the end of the 1990s, it is as much as 40 percent lower.

Energy Management Project

The higher efficiency is mainly due to the vessels spending more of their time sailing at optimum speed, which is defined as being the most efficient speed for each individual vessel and voyage during the current fuel and freight market conditions. This has been achieved primarily by means of an energy budget for each vessel and voyage, which in turn has made it possible to monitor performance more efficiently and in greater detail together with ship optimisation and increased awareness on board. **Source : portnews**



The **BLUE STREAM** outbound from Amstrdam – **Photo : Simon Wolf ©**

## **Shipping Rates Rally Longest Since 2006 as Cargoes to China Gain**

Shipping rates for iron ore rallied for the longest since 2006 as record fleet growth slows and amid speculation that demand is rising to deliver the steelmaking commodity to China.

Costs for Capesize ships carrying 160,000 metric tons jumped 3.4 percent to \$15,025 a day, according to the Baltic Exchange in London, a publisher of rates on more than 50 trade routes. Prices have risen for 17 sessions, the longest rally since August 2006. The Baltic Dry Index, which also spans smaller ships, added 1.7 percent to 1,171 points.

The advance adds to signs the worst of a rout in rates may be ending as record fleet growth slows. Supply of the vessels, which expanded by a record 82 percent between 2008 and 2012, increased 3.3 percent this year, according to data compiled by Bloomberg. Earnings from the vessels jumped almost threefold since the end of May, reversing the worst start to a year on record, according to data from the bourse.

"Fleet growth is so much lower than it has been in the last few years and the demand has been good," said Jeffrey Landsberg, managing director of Commodore Research, a New York-based adviser to ship owners. "Last week we had a strong surge in iron-ore fixtures to China. This week has been less, but still enough to help freight rates move up."

Rates advanced for all four vessel types tracked by the exchange. Panamax, about half the size of Capesizes, climbed 1.3 percent to \$8,007 a day. Supramaxes transporting about 50,000 tons rose 0.4 percent to \$9,973;



Handysizes, the smallest tracked by the exchange, added 1 percent to \$8,272. China has 71.9 million tons of iron ore at its ports, the least for the time of year since 2010, according to data from Beijing Antaika Information Development. The 68.56 million tons it imported last month were the highest for the time of year on record, customs data show.

Source: Bloomberg



The **HARBOUR MURAN** enroute Rotterdam – Photo : Ria Maat ©

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## MOL Receives Vessel Speed Reduction Award and Green Flag Award

Mitsui O.S.K. Lines, Ltd. announced that the company has earned recognition from the ports of both Los Angeles and Long Beach, California, for its efforts to ensure compliance with standards that call for vessels to slow down within 40 nautical miles (nm) of the shore.



The Port of Los Angeles introduced the Vessel Speed Reduction Program and Port of Long Beach the Green Flag Program. The programs urge vessel operators to slow down to 12 knots or less within a certain range of the ports to reduce emissions of carbon dioxide (CO<sub>2</sub>), nitrogen oxide (NO<sub>x</sub>), and sulfur oxide (SO<sub>x</sub>) in coastal areas to conserve coastal environment, and offer annual rewards to vessel operators that achieve extraordinary compliance percentages.

At the Vessel Speed Reduction Award ceremony. From left to right MITSUI O.S.K. BULK SHIPPING (U.S.A.) INC. (MOBUSA) Assistant General Manager **Seiji Kawada**, LA Harbor commissioners Vice President **Mr. David Arian** MOBUSA Vice President **Nobuo Tsuboi** -

Every year, a total of 250 MOL Group-operated vessels including containerships calling at MOL's TRAPAC container terminal, as well as car carriers, tankers, and bulkers, navigate through the area covered by the speed standards. The ports have clearly appreciated the company's efforts to comply with the program and contribute to a cleaner coastal environment. MOL continually contributes to environmental conservation not only in this area, but also at other ports all over the world, and takes proactive environmental steps on a global scale. **Source: MOL**



28-06-2013 : The **MSC PRAGUE** departing Port Chalmers bound for Timaru **Photo : Ross Walker ©**

## **Oil-Product Tanker Orders May Spoil Recovery as Demand Expands**

Orders for new tankers to haul refined fuels may spoil the market's recovery as demand rises from refinery expansions in Asia, Banchero Costa & Co. said. Owners ordered 4.28 million deadweight tons of Medium-Range product tankers in the year's first five months, compared with 1.4 million tons in the same period of 2012 and 4.4 million in all of last year, the Genoa-based shipbroker said in an e-mailed report today. Fleet growth will accelerate to 3 percent in 2013 and 4 percent in 2014, according to the report. "When a real recovery has not yet materialized it is clearly unhelpful that owners are now truly rushing to place newbuilding orders," the shipbroker known as Bancosta said in the report. "Prospects remain positive, but more restraint would be advisable, so not to kill the recovery even before it comes." Refineries opening in Asia and the Middle East will put pressure on older refineries in the U.S. and Europe making them "uncompetitive economically" and leading to more long-distance shipments of oil products, according to the report. The improving outlook could be attracting too much investment, Bancosta said. **Source: Bloomberg**



The **CHEMICAL DISTRIBUTOR** outbound from Rotterdam – **Photo : Harry van den Berg ©**



# SCARABEO 5 ARRIVED IN ROTTERDAM BOTLEK



The **SCARABEO 5** moored in Rotterdam Elbe haven before she was towed to **Keppel Verolme** in Rotterdam Botlek - **Photo : Jan Oosterboer ©**

The 1990 built **SCARABEO 5**, an 4<sup>th</sup> Generation Semisubmersible Drilling unit of the **MOSS MARITIME ME 4500 DP DESIGN** is one of the best in class unit of its generation. The unit holds the ABS DP3 class notation, and it is fully compliant with Norwegian regulations. The unit can operate also "moored thruster assisted", reducing fuel consumption and environmental impacts. The rig is winterized and has been operating in subarctic environment for more than 20 years; it holds the ABS ICE CLASS IC notation.

Photo right : Willem Holtkamp - <http://fotomaker.jalbum.net/FOTOMAKER/> ©



Photo top : Monique Davis-Mulder ©

Right seen the **SCARABEO 5** entering dock no 5 at **Keppel Verolme** in Rotterdam Botlek , on the left seen the **STENA SPEY** - **Photo : Ramon Doff ©**



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# CSCL Equips More of its Fleet with ECO-Assistant

To enhance the operational efficiency of its fleet, **China Shipping Container Lines Co., Ltd. (CSCL)** has rolled out ECO-Assistant onto its entire fleet of eight 14,000TEU container vessels, following a successful test of the software on one of these vessels. Furthermore, an extra agreement was signed to expand the deployment of ECO-Assistant to another eight 9,600TEU container vessels of CSCL's fleet.

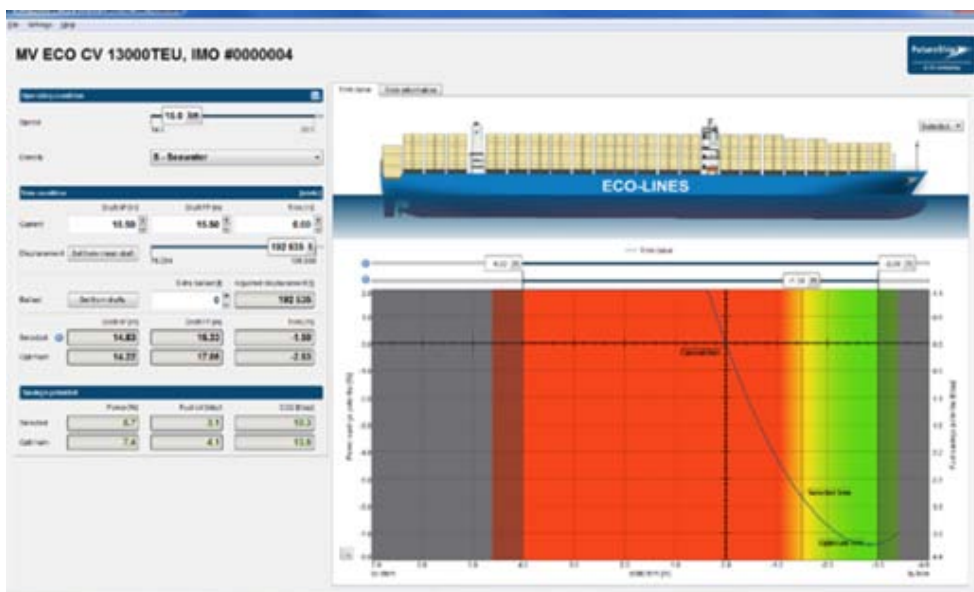


The **CSCL JUPITER** arriving in Rotterdam-Europoort – Photo : Jan Oosterboer ©

ECO-Assistant is advanced trim optimisation software developed by FutureShip, the maritime consultancy unit of

classification society Germanischer Lloyd (GL). Once installed onboard, it can produce instant fuel savings and a reduction of the ship's CO2 emissions. The sea trial report provided by FutureShip demonstrated that fuel savings of 10% have been achieved in one sailing of the 14,000TEU container vessel using the tool. A further verification test conducted by CSCL resulted in a reduction of fuel consumption of up to 8.2%.

ECO-Assistant has displayed in the real operation its instant effect in saving fuel and cutting down on emissions. While used as a hands-on tool for lowering the operational cost of a fleet, it also has the potential to be instrumental in



reducing the fuel consumption and environmental footprint of the whole shipping industry. Trim is one of the central drivers of energy efficiency in ship operation. The ECO-Assistant delivers an optimum trim angle for a specific ship with an input of a few simple operational parameters, such as current speed, displacement and water depth. As a result, fuel savings and reduction of CO2 emissions can be realised instantly. The initial investment in implementing the system can usually be paid back in the short term. "As well as its instant effect, this software is easy to install, as there is no need to modify the vessels. The software itself is also very user friendly, so the training required is minimally time intensive," said Vincent Li, Vice President of FutureShip China. "The system can also be deployed in all types of vessels, including container vessels, multi-purpose vessels and bulk carriers." Since its launch in 2009, there have been more than 300 installations of the tool onboard and onshore across the globe. In Asia, it is being employed by many large operators including Masterbulk. In 2012, ECO-Assistant won the Environment Award at the Lloyd's List Asia Awards. **Source: GL Group**



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The **BUNGA MELATI 8** enroute Rotterdam – Photo : Lex Keasberry ©

## CONTAINER SHIP CONVERTED INTO LIVESTOCK CARRIERS

Recently two livestock carriers were in port at Fremantle together, which were both formerly **Wagenborg's**, hatchless (aft of the bridge) container ships built in 1993/1994. Both have undergone quite different conversions to livestock carriers, they are the: The **PEARL OF PARA** which was originally **ex REGGEBORG** and converted in Bijela, Montenegro (2010-2012) for Croatian owners and features fully enclosed livestock carrying pens and an extra crew accommodation housing added over the forward hatch.



The **REESTBORG** anchored off Singapore in 2009 – Photo : Piet Sinke ©



The **DAREEN** was originally **ex REESTBORG** and converted in Laem Chabang, Malaysia (2010-2012) for Jordanian owners but has open tiered livestock pens on deck .



**PEARL OF PARA** originally **ex Wagenborg's REGGEBORG** departing Fremantle, Western Australia, in June after loading cattle bound for Eilat, Israel. **Photo : Chris Gee ©**



As **REGGEBORG** operating for Wagenborg – **Photo : Willem Kruit ©**

At the panorama view below made at Fremantle showing **PEARL OF PARA ex REGGEBORG** berthing at North Quay on the left with **DAREEN ex REESTBORG** alongside Victoria Quay on the right. **Photo : Chris Gee ©**



## Egypt's Political Situation

In view of Egypt's ongoing political instabilities witnessed over the past time period, kindly note that there will be a nationwide plan to partake in a demonstration today Sunday, June 30th. While preparations ahead of Sunday's rally have triggered early protests on a smaller scale, tensions and complications have already been spotted last night, especially in many of the country's prominent cities. Accordingly, precautionary steps will be taken to warrant the safety of crew members, but we highly encourage and recommend for all our respected principals to try to minimize movements of crew changes as much as possible during this upcoming week until the atmosphere is safer and the country's situation improves. Despite the present circumstances, this will not in any way have an adverse impact on the vessel movements/transits in the canal nor will it delay any scheduled convoys. Port calls and terminal operations will also be functioning normally. Likewise, all arrangements for issuing transits-related documents/formalities with banks as well as the Suez Canal Authority or other related authorities will be handled as usual. Please be guided accordingly and we will not fail to keep you posted with the situation development over the coming period.

**Source : Dominion Shipping Agencies (Egypt)**



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## H 542 TRANSPORT WITH DOLWIN ALPHA TO SCHIEDAM

See [Marijn van Hoorn's](#) Time Lapse film at YouTube of the shifting of the **H542** with onboard the **Dolwin Alpha** module. From Dordrecht to Schiedam at : <http://youtu.be/SadEpzNfxtk>

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## NAVY NEWS



**Neustrashimy class** frigate **YAROSLAV MUDRY** (named after the great ruler of the Kievan Rus, Yaroslav the Wise) spotted passing the Bay of Biscay the **Neustrashimy class** are the most modern large frigates in the Russian Navy.

Photo : Jan van Vuuren ©



## Six crew members of Hermelin charged with mutiny

Six German sailors have been charged with mutiny over accusations they tied up their superior onboard the "**Hermelin**", in a first for the German navy, officials said on June 28, 2013. The six allegedly pulled the petty officer from his cabin, tied him with tape to a table and wrote "the retards live here" on his lower leg, according to the public prosecutor's office in Rostock. The "**Hermelin**" was part of the UNIFIL mission in south Lebanon, while the boat was in the capital, Beirut, in February. The alleged victim had himself apparently used the term "retard" earlier to refer to non-officer crew members.



The **P 6123 HERMELIN** entering the port of Malta 06-06-2012 – Photo : Gaetano Spiteri. ©

wanted to teach the petty officer a lesson, the public prosecutor said. A Defense Ministry spokesman said that as far as he was aware, it was the first time a charge of mutiny had been brought within the German navy. They have also been charged with aggravated battery and depriving someone of their personal freedom. On the mutiny charge alone, they face a jail term of between six months and five years. The petty officer was not seriously hurt.



The **CAPE ST GEORGE** at Fremantle, Western Australia, undergoing crew familiarisation trials. She is the first of eight **CAPE-class** patrol vessels being built by the **Austal Ships, Henderson (Fremantle)**, for the Australian Customs & Border Protection Service as replacements for the smaller **BAY-class** vessels. Photo : Chris Gee ©

## SHIPYARD NEWS



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## Damen launches new PSV series

The first deliveries from **Damen Shipyards Group's** extensive new offshore portfolio open the way to the realisation of the global group's strategic ambition to challenge comfortable preconceptions on how best to source high performance ships in this specialised market.

The first of six **Damen PSV 3300 vessels**, built for Norwegian offshore support company World Wide Supply, is being delivered this week. These 3300's are part of Damen's new range of platform suppliers, based on a new, more efficient hull shape.



The 400-tonne deck capacity **PSV 3300** has been designed and built in line with Damen's 'E3' principles - Environmentally friendly, Efficient in operation and Economically viable. It was developed after extensive design work in close cooperation with the client and full tank testing at Maritime Research Institute Netherlands (Marin).

"As a result, this state of the art **PSV 3300** features a wave piercing bow, slender hull lines, and diesel electric propulsion with azimuth stern drives, in a combination that minimises fuel consumption," says Jan van Os, Director Offshore. "The vessel offers superior seakeeping, ideal for rough seas, and features DP2 capability as well as newly designed anti-roll tanks and an optimised superstructure for crew comfort. Long smooth lines in the entire form also have a positive effect on the durability of coatings."

The **World Diamond** will be the first PSV in the new series to be delivered to launching customer WWS (Norway). This type, the PSV 3300, is one of five newly designed Platform Supply Vessels available from Damen. We have extensive offshore experience in a number of niche markets, including the delivery of 20 PSVs for the Brazilian market, says Jan van Os. "However, the **PSV 3300** brings our offshore strategy to deliver the 'Damen standard' to a market with changed needs. Our brand is built on quality, proven technology and investing in people and environment for both the short and long term. Other key elements are advanced modular principles to shorten delivery times from the yard most convenient for the owner. In effect, we offer customised designs using standardised components."





Damen's current Offshore Series includes: PSVs ranging from 1,500 dwt to 6,500 dwt; Fast Crew Suppliers in lengths of 19m-67m featuring the renowned 'Sea Axe' bow that reduces slamming by up to 70%; Anchor Handling Tug Suppliers with 75t-200t of bollard pull; the Offshore Heavy Lift Vessel 1800; the 'Ro-Ro Deep Dredge'; various standby and multi-purpose support vessels; and the powerful new Damen Offshore Carrier 7500, featuring a 2,300m<sup>2</sup> deck area.



Several newbuildings including the **VALE MAJISHAN** under construction at **Rongsheng Shipyard**  
**Photo : Chris Mackey - Southern Cross Maritime Services ©**



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## Rejuvenating treatment for a loved old lady who had been through the wars



The [M/V Danio](#) has certainly had some adventures this year. In March this year she hit both the BBC and the ITV British news channels when she went aground just off the Farne Islands, an environmentally sensitive area just off the coast of Northumberland. Well, “there’s aground, and then there’s HARD AGROUND” as one commentator reported, “In the case of the [M/V Danio](#) it was definitely a case of the latter”.

Bad weather made attempts to free the ship impossible for a tense

ten days. The Farne Islands is home to puffins and seals, and the [M/V Danio](#) was carrying 27 tonnes of diesel fuel and 1,500 tonnes of wood. Finally, on March 28th, she was pulled off the rocks by the tugboat [Lomax](#).



Hardly surprising then to hear her owners comment “we all thought that one of the biggest problems would be the renewing of both damaged propellers”. And they had good reason – the photograph below shows one of the twisted and cracked blades



– and classification society Germanischer Lloyd expressed doubt as to the feasibility of a repair. Nevertheless, after careful assessment, specialists, [Maritime Propeller Repairs \(MPR\)](#), accepted the challenge.



“We made a full inspection and repair procedure report which we sent to [Germanischer Lloyd \(GL\)](#) for approval because one blade was broken below the 0.7 radius. Then, within four days we’d cast a new blade tip which was given a 3.2 certificate from GL. I” explains Managing Director, Gert Hendriksen. “Altogether the repair took ten days at the end of which we took radiographic pictures of the welding areas and GL inspected

once more and gave final approval”. The owners of the [Danio](#) were amazed and delighted with the work. “After less



than two weeks both propellers were back in our hands, repaired, renewed and in perfect condition" says Frank Dahl, Managing Director of Dahl Shipping, "we would like to thank [MPR](#) very much for their perfect and fast repair work to our good old lady". Germanischer Lloyd were also impressed with the work and approved the repair. Source : [MPR BV](#) - [www.propellerrepairs.eu](http://www.propellerrepairs.eu)

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## Hapag-Lloyd announces changes on Europe - Asia Service services

In connection with the [MOL Comfort](#) incident, the ship operator decided to send all vessels of the same for inspection. This will lead to some inevitable contingency plans for the affected voyages, said in the Hapag-Lloyd's press release.

The [MOL Courage](#) 007W23 will phase out of her current Westbound voyage in Singapore. The [MOL Commitment](#) 002W23 will in turn phase into Loop 1 at Singapore and load all Loop 1 Westbound cargo from MOL Courage.

The [MOL Creation](#) voyage 033W26 (ETD Kobe June 29, 2013) will be void. In order to cover this Westbound departure, the [MOL Growth](#) 005W26 will carry cargo from Japanese ports to Hong Kong to connect onto other G6 services.

In order to provide improved connectivity from Hong Kong, the following ad-hoc calls will be offered:

Loop 4 Westbound - [NYK Helios](#) 003W27 (ETA July 11, ETD July 12).

The revised rotation will be:

Ningbo • Shanghai • Yantian • Hong Kong • Singapore • Le Havre • Southampton • Hamburg • Rotterdam

Loop 5 Westbound - [OOCL Chongqing](#) 001W26 (ETA July 8, ETD July 9)

Loop 5 Westbound - [MOL Quest](#) 002W27 (ETA July 15, ETD July 16)

The revised rotation will be:

Kwangyang • Pusan • Shanghai • Ningbo • Yantian • Hong Kong • Shekou • Singapore • Rotterdam • Hamburg • Southampton

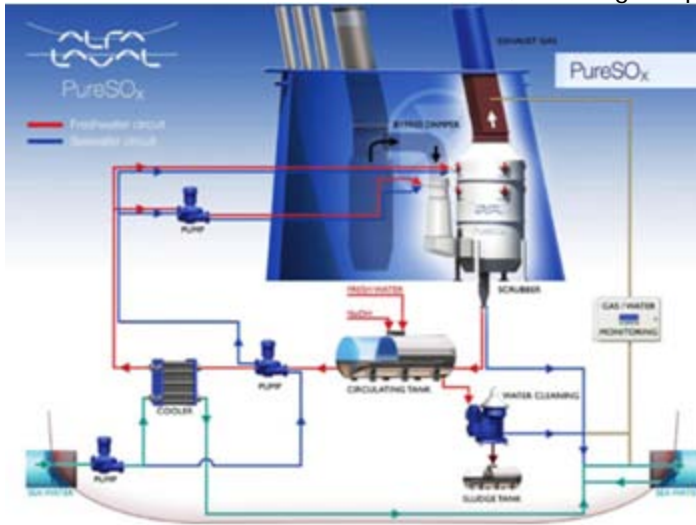
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## Alfa Laval wins marine environmental order, worth SEK 170 million



Alfa Laval - a world leader in heat transfer, centrifugal separation and fluid handling - has won an order to supply Alfa Laval PureSOx exhaust gas cleaning systems for retrofit installation onboard vessels. The order, booked in the Marine & Offshore Systems segment, has a value of approximately SEK 170 million. Delivery is scheduled for 2014. Due to a confidentiality agreement Alfa Laval is, at this time, unable to disclose the name of the customer or any other details concerning the order.



"The order proves that Alfa Laval's scrubber technology is an attractive solution to ship owners that need to comply with IMO's convention for the reduction of sulphur oxides, be it for retrofits or for installation onboard new vessels" says Lars Renström, President and CEO of the Alfa Laval Group.

IMO's convention for the reduction of sulphur oxides (SOx) will affect all vessels, i.e. new as well as existing. The convention demands that sulphur emission levels in certain Emission Control Areas (ECAs) shall be cut to 0.1

percent from year 2015 and that the global emission level must not exceed 0.5 percent from the year 2020. To reach these levels ship owners can either use more expensive low-sulphur fuel or, on vessels where it is suitable, continue run the ship on heavy fuel oil and invest in a scrubber such as the Alfa Laval PureSOx.

Did you know that... Alfa Laval is building a new test and training centre in Aalborg, Denmark to test - among other things - boilers, scrubbers and heat exchangers for the marine and diesel industry?

## Wärtsilä to supply propulsion packages for 24 new vessels for Singaporean owner

**Wärtsilä**, the marine industry's leading solutions and services provider, has been contracted to supply propulsion packages for 24 new vessels being built for the Singapore based China Navigation Co. Pte. Ltd (CNCo). The ships are being built at the Chengxi and Zhejiang Ouhua shipyards in China, and the contracts were signed with Wärtsilä licensee Hudong Heavy Machinery (HHM) in 2012 and during the first half of this year. All vessels will be fitted with electronically controlled Wärtsilä 2-stroke common-rail main engine systems, Wärtsilä Fixed Pitch Propellers (FPP) as well as Wärtsilä Seals and Bearings. The first Wärtsilä deliveries have already been made, with the remainder to follow in line with the building schedules. The Wärtsilä propulsion packages feature high efficiency and low fuel consumption solutions to meet changing operational requirements. Additionally, there are options for a further twelve vessels, which would bring the total number of vessels to 36.



The new ships comprise four Chief Class Multi Purpose Vessels (MPV), with an option for an additional four, as well as eight S-Class MPVs, all designed by Neptune Shipdesign, Rostock Germany. Both vessel types are to be equipped with Wärtsilä RT-flex58T, version D engines. The S-Class vessels have a 6-cylinder configuration, while the Chief Class vessels are designed with 5 cylinders, and both vessel types are being built at the Zhejiang Ouhua shipyard. The Chief Class and S-Class geared MPVs will operate in CNCo's Pacific Liner trades. They are all designed to carry containers, general cargo, project cargo, steel, timber, agricultural products and dry bulk cargo. In March, the first vessel of the S-Class series, the "MV Shansi", was successfully delivered from the Ouhua yard followed by "MV Shantung" in June and "MV Shaoshing" in July.

The remainder of the Wärtsilä order comprises 12 W-Class Handysize bulk carriers, plus eight options, based on the popular B.Delta37 design by Deltamarin from Finland. The vessels will all be built at the Chengxi shipyard and are all equipped with Wärtsilä RT-flex50, version B main engines. The W-Class Bulk Carriers, which are also equipped with cranes to increase their cargo handling capabilities, will be trading worldwide in CNCo's Swire Bulk dry bulk division. The first vessel "MV Wuchang" was launched on 5 June and will be delivered in early September 2013.

"The propulsion system selected for our new S-class series fully meets our requirements. The first operational results from the MV Shansi have been very successful. They show that the Wärtsilä RT-flex common-rail engines enable us to operate the vessel very efficiently over a very wide operating range at different speeds. The fuel consumption of the S-class is even better than we expected in the design phase," says Mr Martin Cresswell, Fleet Director at CNCo.

"These major orders represent clear evidence of the strong global confidence that the shipping industry has in Wärtsilä's propulsion solutions. The specifications called for operational flexibility to operate at different vessel speeds with high efficiency and with the lowest fuel consumption per tonne mile possible, and the choice of Wärtsilä main engines and propulsion machinery reflects these aims," says Mr Rolf Stiefel, Director, Sales, 2-stroke, Wärtsilä Ship Power. The 2-stroke, low speed, Wärtsilä RT-flex engines feature electronically controlled common-rail systems. This technology supersedes conventional systems with mechanically controlled fuel injection pumps and exhaust valve drives, resulting in exceptional fuel savings across the entire load range and unparalleled capabilities to operate with high efficiency at different loads to meet varying operational requirements. In excess of 1000 Wärtsilä RT-flex engines have been ordered since they were introduced to the marine market in 2001.

**Vessel details:**

S-Class 8 x 31K Multi Purpose Vessels: Length Overall (LOA) 199 m, beam 28.2 m and depth 15.5 m.

Able to carry 31,000 dwt on 10.5 m draft with a design speed of 15.5 kts, main engine 6RT-flex58T, version D rated at 13560 kw 105 rpm. Max speed fully laden is 18 kts.

Chief Class: 4 x 22.1K Multi Purpose Vessels, LOA 175.1 m, main engine 5RT-flex58T version D rated at 10000 kw at 105 rpm and able to carry 22,000 dwt on a 9.5 m draft at a design speed of 15.5 kts with tip speed of 17.5 kts fully laden.

W-Class 12 x 40BC Vessels, LOA 176.65 m, beam 30 m and depth 15 m.

Able to carry 34,500 dwt on 9.5 m design draft at 14 kts and 39,500 dwt on 10.5 m scantling draft, main engine 5RT-flex50, version B rated at 6050 kw at 99 rpm. **Source: Wärtsilä**

## **COSCO Container Lines announces Rate Restoration for Far East to Red Sea trade**

**COSCO Container Lines** announces Rate Restoration for all shipments from Far East to Red Sea Trade and effective from July 8, 2013, said in the company's press release.

The RR will be 250 USD per TEU Far East include: China Mainland, China Hong Kong, China Taiwan, China Macao, Philippines, Vietnam, Thailand, Malaysia, Singapore, Indonesia, Korea, Brunei, Cambodia, Myanmar and Bangladesh. Red Sea include: Saudi Arabia (Red Sea Coastal), Yemen, Jordan, Egypt and Sudan.

## **Carrier trio adds Colombo to Korea – India loop**

With effect 17 July, **Hyundai Merchant Marine**, **Zim** and **TS Lines** will be adding a call at the Sri Lanka main port of Colombo to their joint Korea - India 'CIX' service (#641). Colombo is added in the eastbound direction and the loop will thus trade along the following rotation: Kwangyang, Busan, Shanghai, Ningbo, Shekou (Shenzhen), Singapore, Nhava Sheva, Colombo, Singapore, Kwangyang.



The **MOL DIRECTION** moored in Colombo – Photo : Bernard - AITKEN SPENCE SHIPPING LTD. ©

The extra call will not affect the loop's round-trip time and the 'CIX' will continue to turn in five weeks with five vessels. The 'CIX' attracted a number of new participants this year: Zim - through its intra Asia affiliate **Gold Star Lines** - first took slots mid-March and quickly upgraded its status to co-operator with the deployment of the **ZIM UKRAYINA** as of end of May. Korean operator Heung-A began to slot in May and X-Press Feeders added the loop to its offer as part of a wider strengthening of its Middle East and Subcontinent offer.

## BOEKBESPREKING

By : Frank NEYTS

### “Operation Sea Angler”.

**Adlard Coles Nautical** issued ‘**Operation Sea Angler. The Second Wave, Tactics for Successful Saltwater Fishing**’. The book was written by Mike Ladle & Steve Pitts. Modern methods of fishing aren’t just for those in the know – they can work for everyone. Knowing why fish behave as they do is the key to using the right techniques and catching more and larger fish. In this book, Mike Ladle and Steve Pitts reveal the inside story on what’s going on under the water, answering questions such as: Why do fish bite at the change of light? Where are the largest fish going to be at certain times of the year? What are their favourite foods?

Using scientific studies and their lifelong experience, Mike and Steve have packed this book with brand new information on more than 20 species of fish. Theories are put to the test, and are illustrated with entertaining descriptions of successful and enlightening fishing trips, bringing the facts to life and showing how they can be turned into practical tactics for all sea anglers to employ. This book will revolutionise your techniques and catches. Recommended reading !

“**Operation Sea Angler**” (ISBN 978-1-4081-8787-6), is a softback of 208 pages and costs £16.99. The book can be ordered at any bookshop, or direct with the publisher, Adlard Coles Nautical, 38 Soho Square, London W1D 3HB, UK. [www.adlardcoles.com](http://www.adlardcoles.com)

.... PHOTO OF THE DAY ....





The **Damen** built Shoalbuster 3009 **BHAGWAN VIGILANT** operating in Australian waters  
**Photo : Fop Leder ©**

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