

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 201



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KOTUG's ZP Boxer, RT Rob, RT Zoë, ZP Bulldog and ZP Condon in Hamburg
Photo : Capt. Joren Meijer ©

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The **RPA 12** during a Fi-Fi demonstration to support a christening party at the **TRICO yard** in Rotterdam

Photo : [Josso van Boxtel](#) ©

BEBEKA bijeenkomst 'Shipping 2015'

Onlangs heeft **BEBEKA** onze leden een uitnodiging gestuurd voor de eerste van drie '**Shipping 2015**' bijeenkomsten die wij de komende jaren gaan organiseren. De eerste bijeenkomst zal plaatsvinden op woensdag 9 oktober 2013 in **The Harbour Club** in Amsterdam.

Het jaar 2015 belooft een belangrijk jaar te worden voor de internationale scheepvaart. Dit in verband met drastische aanpassingen in de Marpol Annex VI regelgeving die dan van kracht zullen zijn.

Reders ontkomen er niet aan om nu al na te denken over de gevolgen van deze emissiereducerende maatregelen. Wellicht moet ook u, als strategisch verantwoordelijke decisionmaker, de komende jaren enkele belangrijke keuzes maken. Bebeko wil u daar graag bij ondersteunen.

Dat doen wij onder meer in de vorm van een drietal 'Shipping 2015' bijeenkomsten. In de eerste editie van 'Shipping 2015' staat de nieuwe regelgeving centraal. Verschillende sprekers zullen aangeven hoe volgens hen de duurzaamheidsambities van Marpol Annex VI de markten zullen beïnvloeden. In de tweede en derde editie van 'Shipping 2015', respectievelijk te houden in 2014 en 2015, zullen wij dieper ingaan op de technische mogelijkheden die dan beschikbaar zijn voor reders en de innovaties die eraan lijken te komen. Onze inleiders zullen interessante observaties en relevante trends aanreiken. Toch zijn de bijeenkomsten nadrukkelijk niet bedoeld voor eenrichtingsverkeer. Er is volop ruimte om ook met de gastsprekers persoonlijk van gedachten te wisselen. Alles is erop gericht om u te helpen een visie te ontwikkelen en, indien nodig, nu al in te spelen op komende veranderingen.

Het programma van de eerste Bebeko 'Shipping 2015' bijeenkomst is als volgt:

14:00 - 14:30 uur

Ontvangst

14:30 - 17:30 uur

Plenaire bijeenkomst met dagvoorzitter Sven Kockelmann en drie sprekers

- Jeroen van der Veer, voormalig CEO van Royal Dutch Shell
- Koen Berden, Commercieel Directeur & Senior Partner Ecorys Nederland
- Douglas Raitt, Global FOBAS Manager bij Lloyd's Register

17:30 - 18:30 uur

Hapje, drankje en tijd om in kleine groepen met de sprekers te praten

18:30 - 21:00 uur

Walking dinner en napraten met de andere aanwezigen



MV "STX ROSE 1" " arrived Colombo on 14th July 2013 currently at CICT submerge and loading of port project cargo

Photo : Bernard - AITKEN SPENCE SHIPPING LTD. ©

Brussels rules Spanish shipping tax breaks illegal

EU anti-trust authorities said on Wednesday that tax breaks offered by the Spanish government to the financiers of Spanish shipbuilders were illegal. Spain allowed investors to buy ships through an investment vehicle and pay less tax. The European Commission said it favoured certain companies and amounted to unlawful state aid. Joaquín Almunia, EU competition commissioner told reporters: "Only economic interest groupings and their investors who have benefited unlawfully from tax advantages must now repay the Spanish state. It will not be applied to the shipping companies or the shipyards." Almunia declined to give a figure, but the Spanish government estimates it could be as high as two billion euros. The ruling applies only to support received between 2007 and 2011. It sets up a clash between the EU's competition commissioner, a former Socialist candidate for Spanish prime minister, and his country's scandal-hit centre-right government. **Source : Euronews**



The **COSTA VOYAGER** outbound from Amsterdam - Photo : Ko Rusman ©

Whaling in Iceland Continued despite Shipping Problems



Shipping of Icelandic whale meat from Iceland to Japan has been quite difficult. The Icelandic shipping company **Samskip** has now decided to stop shipping whale products. This should further affect the whale business in Iceland, but the whaling company still plans to continue whaling, despite any problems.

People and organizations have protested the hunting and shipping of whale meat from Iceland and The

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Netherlands recently enforced a ban of the transit of whale products through its ports, making it difficult to ship the products to Asia. Six containers of whale meat were grounded in Germany earlier this month and then shipped back to Iceland. Whaling will continue even if they can't ship or sell the meat. It's unclear at this moment if or how the whaling company in Iceland can ship the whale products from the country, but whaling will continue anyhow.

50 whales caught so far this summer

A total of 50 fin whales have been caught since the season began about a month ago. Four fin whales were caught the day before yesterday. The Icelandic whaling company, Hvalur hf. plans to hunt unhesitatingly despite all the shipping problems. The company has huge storage facilities in Hafnarfjörður Iceland and will store the whale meat until they find a way to get rid of it. **Source : News of Iceland**



The **EMMA SCHULTE** enroute Rotterdam – **Photo : Ria Maat** ©



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Pacific Diligence static tow West Menang @ Kikeh Oilfield with **Posh Conquest**.

Photo : Crew Posh Conquest ©

Rutte onder indruk van haven



Ambitueus en met visie, zo omschrijft minister-president Mark Rutte de plannen voor de haven van Curaçao, waar hij en zijn delegatie een boottocht door maakten.

Eerder had hij een korte presentatie van oud-minister Steven Martina bijgewoond, die zich tegenwoordig als projectleider hard maakt voor het Curaçao Maritime Center (CMC). Hierbij wordt het bestaande dok uitgebouwd tot een plek waar niet alleen scheepsreparatie mogelijk is, maar ook scheepssloop en scheepsbouw en

waar een opleidingscentrum gerealiseerd wordt. In totaal goed voor 2000 directe arbeidsplaatsen en 500 indirecte. Volgens Rutte ligt er enorm veel potentie in de haven vanwege de locatie, en zijn er meer mogelijkheden tot zaken doen op het

moment dat je hem uitbouwt. "Dit is allemaal fantastisch voor de economie van Curaçao." De Nederlandse premier liet zich vergezellen door onder meer havendirecteur Humberto de Castro en minister Stanley Palm van Economische Ontwikkeling. Volgens Palm zullen er, als de verbreding van het Panamakanaal klaar is, meer en grotere schepen van China naar Brazilië en Colombia varen. Door de groei van de Latijns-Amerikaanse landen ontstaat er meer business, niet alleen voor Curaçao maar ook voor Europa. Het is volgens Palm zaak om daarop in te spelen. Steven Martina meldde dat er al veel interesse is voor het CMC, dat een 'public private partnership' moet gaan worden. De overheid, sinds dertig jaar eigenaar van de dokmaatschappij, zoekt private partners. Diverse bedrijven uit Brazilië en China hebben zich, aldus Martina, al gemeld. Ook zijn er gesprekken gevoerd met twee bedrijven van de Nederlandse handelsdelegatie die interesse zouden hebben: Strukton en IHC Merwede. Martina meldde dat er in september een prospectus wordt uitgegeven waarna geïnteresseerde bedrijven zich kunnen inschrijven. Een biedingssysteem moet vervolgens uitmaken welke bedrijven in aanmerking komen voor het ontwikkelen van het CMC. Tijdens de boottocht, waarbij Rutte zich liet informeren over allerlei aspecten van de haven, stonden veel maritieme bedrijven te zwaaien vanaf de kade en klonk het saluut van een massa scheepshoorns. **Bron : Amigoe**



The **CHAMPION TRUST** outbound from Rotterdam – **Photo : Kees van der Kraan ©**

LNG tanker owners face falling profits

Gas tanker owners face falling profits over the next few years as delays to Australian gas project leave new ships unemployed, though the tankers will earn more than other commercial vessels at least until 2016, brokers and analysts said.

The liquefied natural gas tanker market has been the only bright spot in an otherwise depressed shipping sector after a global surge in the demand for gas, led by Japan in 2011, boosted trade and tied vessels to longer routes, stretching the capacity of the global fleet.

Gains in spot LNG tanker day-rates have lost momentum in recent months, after quadrupling in the years since 2010, and are likely to decline further in 2014 and 2015 given gas project delays and rapid fleet growth, the sources said.

"If you look at the pure fundamentals, there is some ground to think there will be oversupply," a source from a major LNG shipping brokerage said. The main drag on spot LNG day-rates is the number of vessels coming to market that are not committed to long-term projects and which will instead depend on spot demand.

Around one third of the 86 vessels ordered since 2011 are earmarked for spot charter business, some brokers said. The total value of the new-build LNG tanker market amounts to around \$17 billion, based on the average cost of a tanker. Delays in the construction of liquefaction plants mean there will be less fuel to transport than previously expected, idling new vessels and bringing down spot rates.

Day-rates should drop to about \$100,000/day in 2015, Arctic Securities analyst Erik Stavseth said, compared with record highs of \$160,000/day earlier this year and \$120,000/day currently. "In 2013 there are still a number of LNG vessels delivering that don't have employment yet. Ten out of the 25 vessels expected next year haven't been fixed," the source from a brokerage said.

"In 2014 the situation is even worse, 22 vessels are not committed yet ... A total of 41 vessels are expected in 2014, so more than half won't have employment," according to the source. Another 18 vessels are due to be delivered in 2015 and 2016. Shipowners traditionally preferred that newly built ships be tied to specific projects. But reduced construction costs, rising spot trade and vessel requirements for forthcoming projects have encouraged speculative shipbuilding. LNG tanker investors can still expect to outperform operators of dry bulk vessels and oil tankers, even if day-rates collapse beyond levels estimated by experts.

"Even if rates come down to \$85,000 a day, investors are still looking at a 12 percent annual return," Arctic Securities' Stavseth said. By contrast, a five-year charter signed now offers an annual return on investment of 7 to 8 percent on a capesize dry-bulk vessel and of 8.5 to 9.5 percent on very large crude oil carrier, he said.

Although dry-bulk and VLCC earnings are expected to lag levels for LNG tankers until end-2015, the outlook changes after that as resurgent demand for raw materials overtakes slower-growing trade in gas.

Beyond 2015, LNG tankers will earn comparatively less "mostly due to the fact that dry bulk and tankers will rise more than LNG rates", Stavseth said. Norwegian shipping company Golar LNG has the largest exposure to spot charter markets of its peer group, taking one third of the non-committed shipping capacity currently on order.

Investors see this as a positive sign.

The long-term prospects for the LNG tanker market are expected to remain strong after 2015 as delayed projects in Australia start pumping LNG to world markets, although the growth in the rate of return will be less than for other vessels. "There's a lot of installed generating capacity being built which will help ensure demand, and given that volumes will rise and distance between markets will continue to be a factor, the long-term demand looks good," said Andreas Vergottis, the head of research at Tufton Oceanic, a hedge fund with \$1 billion invested in shipping.

The average voyage of an LNG tanker was 4,100 nautical miles last year versus 2,900 nautical miles in 2000.

That appears unlikely to change anytime soon after massive strides in global trade.

Qatar, the world's biggest gas exporter, has sealed deals with Latin American, Asian, European and North African customers for long-term supply, while Australian, African and even North American exporters are also taking to the international stage. The order spree has raised red flags among LNG ship owners keen to avoid mistakes made by investors in the dry bulk and tanker markets, where unrestrained ordering led to a glut of new vessels that has hammered margins. "Last year there was a lot of ordering, but this year that has significantly reduced," the brokerage source said.

Orders have taken a timeout since July, although sources said that producer countries such as Nigeria and Algeria, shippers such as Teekay, Golar and Excellerate and consumers including China's Sinopec were all planning more orders. **Source: Reuters**

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Simacharters **SC CHEETAH** operating off the Dutch coast
Photo : **FLYING FOCUS** luchtfotografie - www.flyingfocus.nl ©

Fairmount Expedition delivered Harvey Rover in Paramaribo



Super tug **Fairmount Expedition** has delivered offshore support vessel **Harvey Rover** safely in the port of Paramaribo, Suriname. **Harvey Rover** encountered engine problems while en route from South Africa to Trinidad.

The **Fairmount Expedition** was in Trinidad when her assistance was required by the owner of Harvey Rover, US-based **Harvey Gulf International**. When facing engine problems the 2010 build, 3,134 DWT, 75 meters long **Harvey Rover** was en route towards Trinidad and about 330 miles North-East of Brazilian port Ponta de Madeira. Fairmount Expedition departed from Trinidad and met with **Harvey Rover** within four days. When hooked-up the convoy set sail for Trinidad but received orders to go to Paramaribo to let **Harvey Rover's** engine problems resolved. The **Harvey Rover** was delivered safely in Paramaribo just twelve days after **Fairmount Expedition's** assistance was required.

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Greek flagged RoPax vessel, **IKARUS PALACE** arriving at Tanger Med RoRo port.

Photo : Capt. Alex Castle – Master Stena Feronia ©

Terschellingers willen kortere vaarweg

Een aantal Terschellinger ondernemers heeft het initiatief genomen om de zandrug tussen het vaarwater Schuitemgat en



de Vlieree symbolisch door te graven. Slechts een lage rug scheidt het diepe vaarwater Vlieree van het Schuitemgat. De grote zandbank die er tussen loopt, kent op het smalste stuk een ondiepte en is daar slechts 200 meter breed. Ook bij laag laagwater blijft daar al water staan. Nu moet de scheepvaart naar Terschelling omvaren door het bochtige en relatief nauwe vaarwater Slenk. Daar moet voortdurend gebaggerd worden om dat op meerdere plaatsen ondieptes ontstaan.

Links : Zeven ondernemers graven symbolisch een geultje tussen Vlieree en Schuitemgat. Op de achtergrond de oudste motorreddingboot ter wereld, de **“Jhr. J.W.H. Rutgers van Rozenburg”**, waarmee naar de zandrug gevaren werd. Ook in de nevel het silhouet van het eiland Terschelling met de vuurtoren **“Brandaris”**

Als nu de zandrug met een grote zuiger zou worden doorgegraven wordt de vaarroute met een klein half uur bekort. Mocht het getij deze geul onvoldoende op diepte houden, dan is het baggeren op dit korte stukje waarschijnlijk goedkoper dan nu op diverse plaatsen in de "Slenk". Dat zou de scheepvaart ten goede komen en met name de veerdienst. Rijkswaterstaat geeft echter de voorkeur aan het voortdurend baggeren in de Slenk en voert het zand af naar diverse plaatsen 'aan de vaste wal'. Waar de Terschellingens nu de schop in het zand hebben gezet liep vijftien jaar geleden ook de vaargeul Schuitemgat naar de Vlieree. Rijkswaterstaat heeft heilig geloof in haar rekenmodellen, maar de eilanders denken praktisch en volgen de natuurlijke veranderingen op de voet. Zij vinden dat het hoog tijd wordt dat Rijkswaterstaat de kortere vaarroute aanlegt.



The **ARION** arrived with the **ODIN** in IJmuiden – Photo : Willem Koper ©

IMB Piracy Report Highlights Violence in West Africa

Somali piracy has fallen to its lowest levels since 2006, focusing attention on violent piracy and armed robbery off the coast of West Africa, the International Chamber Commerce (ICC) International Maritime Bureau (IMB)'s global piracy report revealed today. Worldwide, the IMB Piracy Reporting Centre (PRC) recorded 138 piracy incidents in the first six months of 2013, compared with 177 incidents for the corresponding period in 2012. Seven hijackings have been recorded this year compared with 20 in the first half of 2012. The number of sailors taken hostage also fell dramatically; down to 127 this year from 334 in the first six months of 2012.

In the Gulf of Guinea, in addition to a rise in piracy and armed robbery – 31 incidents so far this year, including four hijackings – IMB reports a surge in kidnappings at sea and a wider range of ship types being targeted. This is a new cause for concern in a region already known for attacks against vessels in the oil industry and theft of gas oil from tankers.

"There has been a worrying trend in the kidnapping of crew from vessels well outside the territorial limits of coastal states in the Gulf of Guinea," said Pottengal Mukundan, Director of IMB, which has monitored world piracy since 1991. "In April 2013, nine crew members were kidnapped from two container vessels, one of which was 170 nautical miles from the coast. Pirates have used motherships, some of which were smaller off-shore supply vessels hijacked by pirates to conduct the attacks. There continues to be significant under-reporting of attacks – a phenomenon highlighted by the IMB year on year. This prevents meaningful response by the authorities and endangers other vessels sailing into the area unaware of the precise nature of the threat." Armed pirates in the Gulf of Guinea took 56 sailors hostage and were responsible for all 30 crew kidnappings reported so far in 2013. One person was reported

killed and at least another five injured. Attacks off Nigeria accounted for 22 of the region's 31 incidents and 28 of the crew kidnappings.

Mr Mukundan applauded the signing of the Code of Conduct Concerning the Repression of Piracy, Armed Robbery Against Ships, and Illicit Maritime Activity in West and Central Africa in June 2013 by the heads of the West and Central African countries.

"This should be translated soon into action on the water," he said. "If these attacks are left unchecked, they will become more frequent, bolder and more violent. Cooperation and capacity building among the coastal states in this region is the way forward and urgently needed to make these waters safe for seafarers and vessels."

Somali clampdown

Meanwhile, in East Africa's Gulf of Aden and Somalia, eight piracy incidents including two hijackings were recorded in the first six months of 2013, with 34 seafarers taken hostage. IMB attributes this significant drop in the frequency and range of attacks by Somali pirates to actions by international navies, as well as preventive measures by merchant vessels, including the deployment of privately contracted armed security personnel. Mr Mukundan said:

"The navies continue to play a vital role in ensuring this threat is kept under control. The two vessels hijacked were recovered by naval action before the pirates could take them to Somalia. Only the navies can take such remedial action after a hijack. Denying the pirates any success is essential to a sustained solution to this crime. Pirates are known to be operating in these waters. Despite the temporary protection provided by the southwest monsoon in some parts of the Arabian Sea, the threat remains and vessels are advised to be vigilant and comply with the industry's Best Management Practices as they transit this area."

As of 30 June 2013, Somali pirates were holding 57 crew members for ransom on four vessels. They were also holding 11 kidnapped crew members on land in unknown conditions and locations. Four of these crew have been held since April 2010 and seven since September 2010. Elsewhere in the world, low level thefts against vessels in ports and anchorages in Indonesia accounted for 48 attacks of which 43 vessels were boarded and some crew injured. IMB's report includes details of the ports and anchorages where attacks appear to be concentrated. **Source: MarEx.**



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MOL Comfort: IACS turns focus to boxship safety

The new chairman of the International Association Classification Societies (IACS), Roberto Cazzulo, has urged Japanese class society ClassNK to provide as much details as possible in to how the **MOL Comfort** disaster happened. The 7,000 teu MOL Comfort containership split in two on June 17 200 nautical miles off Yemen, with both parts of the vessel eventually sinking following a troubled salvage operation. Speaking to GulfShip News Cazzulo said: "What we ask ClassNK to do is to be prepared to provide the IACS group as much details as possible. It is best to have an open discussion about it." Cazzulo said it was good that ClassNK was inspecting the six sister ships of the MOL Comfort. A specific focus for IACS at the moment is looking at containerships.

"We must look at containerships, especially following the **MOL Comfort**," Cazzulo said. In June IACS established a group on containerships with a particular focus on post-panamax containerships to present to the International Maritime Organisation. Cazzulo said the group is looking at every aspect of containership operations from loading conditions, design, materials used in construction as well as operational issues.

Cazzulo, who became the head of IACS on July 1, is chairman of Italy's RINA Services, a company he's been with since 1981.

ClassNK, the world's largest ship classification society and the firm that classed the **MOL Comfort**, is investigating the incident and has said it expects to consolidate its preliminary findings by early September.

As part of the ongoing investigation, a review of the **MOL Comfort's** design as well as the plan approval process was completed earlier this month. This review, ClassNK said in a release on July 5, has verified the results of the plan approval process, and confirmed that the vessel design fully complied with all requirements of the ClassNK rules and IACS regulations. A similar review of the vessel's survey records has also been completed, and confirmed that the special survey of the five year-old vessel completed on 29 May this year was carried out in full compliance with the regulations and guidance for special surveys. The review also verified that no abnormalities were observed during the special survey. **Source: Gulf Ship News**

Cruise ship known for luxury fails health inspection

One of the world's most luxurious cruise ships has failed a health inspection conducted by the U.S. Centers for Disease Control and Prevention. In what is a rare occurrence for modern day vessels, the U.S. health agency gave a failing score of 84 out of 100 to Silversea Cruises' 382-passenger **Silver Shadow**, an all-suite icon of luxury cruising that boasts rooms for two starting at over \$1,000 a night.



The **SILVER SHADOW** – Photo : Sale E.Crisp ©

The surprise health inspection took place in Skagway, Alaska on June 17 but is just now coming to light. As part of its Vessel Sanitation Program, the CDC conducts unannounced inspections of passenger ships docking in U.S. ports twice a year and grades them on a 100 point scale. A score below 86 is considered failing.

The CDC has yet to make its report listing reasons for the failing grade public. The agency normally posts reports on failing ships on its website within a few months of inspections. In a statement sent to USA TODAY, Silversea says the failure is an aberration, noting that the 13-year-old vessel never has failed an inspection before.

"Silversea is deeply disappointed by this specific and only unsatisfactory score and has taken immediate measures to address the issues identified in the inspection report," the line says in the statement. The last six inspections of the ship by the CDC have resulted in scores ranging from 95 to 99, according to CDC records. **Source : usatoday.**

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Russia's Pacific Fleet to Receive New Warships in 2014

The Russian Pacific Fleet will start receiving new warships in 2014 for the first time since the collapse of the Soviet Union, the fleet's commanders said. "Rather large-scale deliveries of new equipment, new warships to the Pacific Fleet will start in 2014," Rear Admiral Sergei Avakyants said in an interview with Rossiya 24 television on Thursday.

Avakyants emphasized the fact that the fleet received a new warship last time in 1991.

According to the Russian military, at least one of the two Mistral-class helicopter carriers, being built in France for the Russian navy, is intended for the Pacific Fleet, which has already prompted concerns in Japan.

Several Project 20380 **Steregushchy-class** corvettes are being built for the Pacific Fleet at the Amur shipyard in Russia's Far East with estimated delivery in 2014-2015. In addition, one of the first Borey-class ballistic missile submarines will be put in service with the fleet after the much anticipated commissioning by the end of 2013, according to the Russian Defense Ministry. The Pacific Fleet currently consists of the **Varyag missile** cruiser, four **Udaloy-class** destroyers, a **Sovremenny-class** destroyer and dozens of submarines, including five **Delta III-class** ballistic missile submarines. **Source : RIANovosti**

Agamemnon keel laid at ceremony

The keel for the sixth **Astute class** submarine has been laid – on the same day the Ministry of Defence declared **HMS Astute** and **HMS Ambush** have been handed over to the Royal Navy.



Philip Dunne MP, the Minister for Defence Equipment, Support and Technology, used the event at BAE Systems' site in Barrow-in-Furness to announce the first and second submarines in the **Astute class** have now been officially handed over to the Royal Navy. Mr Dunne joined guests from BAE Systems, Royal Navy, MoD and local community for a ceremony at the home of UK nuclear submarine building, where he officially laid the keel for Agamemnon.

He said: "The keel laying of the sixth submarine, Agamemnon, and the handover of **HMS Astute** and **HMS Ambush** to the Royal Navy are huge milestones reflecting significant progress in the programme."

The ceremony marks the start of the transition from preparation and fabrication to construction for **Agamemnon**.

John Hudson, Managing Director for BAE Systems Maritime – Submarines, said: "This is a very important milestone for the programme and as we mark the first step in one submarine's construction, we also acknowledge the importance of HMS Astute and HMS Ambush being handed over to the Royal Navy."

"These are highly effective submarines, engineered and built to provide the Royal Navy with unrivalled underwater capability. While Agamemnon has some way to go before it joins **HMS Astute** and **HMS Ambush** it will one day form part of a formidable class of submarines."

"In reaching this stage I'd like to pay tribute to the highly specialist engineering and manufacturing skill base we have at BAE Systems, and in the submarine enterprise and across our supply chain." Mr Dunne also used the keel laying ceremony to announce the signing of a contract between the Ministry of Defence and BAE Systems.

The eight-year Foundation contract underpins an existing arrangement between the MoD and industry, known as the Submarine Enterprise Performance Programme (SEPP). The aim of SEPP is to improve performance, reduce costs and develop a sustainable submarine enterprise, delivering overall programme savings of £900m, of which BAE Systems' target is £386m. **Source : BAE Systems**

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Hyundai Heavy launches S. Korean Navy's second frigate



Hyundai Heavy Industries Co. on Thursday unveiled the South Korean Navy's second 2,300-ton frigate with improved warfare capabilities against North Korea. A launching ceremony took place at Hyundai Heavy's shipyard in the southeastern city of Ulsan, attended by the Chairman of the Joint Chiefs of Staff, Navy chief and other senior officials.

The locally made frigate is capable of carrying maritime operations helicopters and equipped with advanced radar system, guns, sonar system as well as anti-aircraft and anti-ship missiles, the Navy said.

Vietnamese shipping unlikely to meet govt goals

The government's ambitious targets to hike the amount of local goods shipped on domestic hulls is unlikely to be met as the local industry swirls in vats of red ink, a consultant has warned. "It becomes harder and harder for Vietnam's ship fleets to achieve dual important targets it is obliged to reach by 2020: transporting 200-292m tonnes of cargos, representing 9-10% of Vietnam's total transport volume and hiking import export transport market share to 25-30%," Portcoast Consultant Corporation's deputy general director Nguyen Manh Ung told local media. Portcoast, under the Vietnam Maritime Administration (VMA), has been tasked with meeting these goals. Foreign ships continue to dominate. At the end of last year the local fleet consisted of 1,755 ships with a total tonnage of 6.9m dwt, only taking 12% of the market share, mainly operating on short routes of less than 2,000km. "Vietnamese ship fleet's market share has sunk significantly amid fierce competition from foreign rivals whereas a suitable roadmap and conditions are needed to improve the situation," said the Portcoast official. Struggling against huge debts the chairman of Vietnam Shipowners' Association Vu Xuan Quynh has said that from now until 2015 shipping firms' prime target was to restructure their fleets to boost operational efficiency. A vast sell off of old tonnage is needed, with Vinalines alone set to offload around 1.4m dwt of ships. **Source: Sea Ship News**

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German Pilot Tender 'Döse' operating near Elbe 1 Raconbuoy
Photo : Capt. Joren Meijer – Master – Union Princess ©

Ecospeed offers lasting underwater hull protection to vessels trading in ice

When it comes to protecting the hulls of ice-going vessels, the glassflake reinforced surface treated composite (STC) **Ecospeed®** has proven to be remarkably durable, typically outperforming many specialized ice class paints. The fact that the coating is non-toxic is also particularly important for ice trading vessels where toxic AF coatings are rapidly scraped off and deposit their toxic ingredients in what are often particularly sensitive environments.

Icebreakers and ships that trade in icy waters have their own very specific problems when it comes to protecting their underwater hull. Icebreakers have to use their weight to ram into thick ice and force a passage. Ice going ships, such as those trading in the North Baltic, the northern coasts of North America, the Great Lakes, and so on, are constantly being hit by chunks of ice which may be 50 centimeters or more in thickness. Not only is the ice highly abrasive, there is the additional factor that the steel of the hull flexes under the impact. When the metal sheets that form the hull flex and bend under collision with the ice, the paint that is supposed to protect them does one of two things. It either is flexible and adheres so well to the metal that it is virtually part of the steel itself and thus survives, or it is less flexible than the hull and cannot flex with the steel, in which case the paint gradually, or not so gradually, is disbonded from the hull and rubbed away under the impact. It is a problem which is unique to ships faced with ice impact.

Ecospeed demonstrates excellent attachment to the hull and successful resistance to extremely icy conditions. Ecospeed has proven its ability to withstand the harshest winter conditions on numerous occasions. For over seven years a number of vessels coated with Ecospeed have been sailing the most northern parts of the Baltic Sea during the winter season and as far as both the North and the South Pole. These vessels' underwater hulls frequently have to endure the impact of large pieces of floating dry ice. Despite this, there has been neither damage from the ice nor any deterioration of the coating and none of these vessels have required more than just a few touch-ups during their drydock visits.

Certified abrasive resistant coating

Ecospeed has received the Lloyd's Register certificate that recognizes the coating as an abrasion resistant ice coating. This allows owners of vessels intending to navigate in ice conditions to reduce the thickness of the plating of the ice belt, the area on the bow just above the waterline that is most prone to mechanical damage from sailing through ice, if this area is coated with Ecospeed.

Some cases in point - No repaint needed during drydockings

Interscan cargo fleet benefits from Ecospeed

Interscan Schiffahrt controls a fleet of 23 container and multipurpose cargo ships ranging in size from 1,723 to 11,800 dwt. Many of these vessels trade in northern Europe, generally in the Baltic.

Until 2005, all those ships trading in ice in the Baltic region went through a cycle of having all their bottom paint scraped off by the ice each winter and having to drydock and repaint every spring. The paint used was a standard epoxy coating.

In 2005 the then superintendent engineer came across Ecospeed. He decided to test the environmental and fuel saving benefits of Ecospeed, a novel, environmentally-benign, hard coating system. MV Patriot was their first ship coated. The Patriot is an 82.3-meter ice class E2/Finnish 1B general cargo vessel. According to Michael Tensing, in charge of chartering at Interscan, the ship was in need of a full reblast at the time due to the built up of multiple layers of epoxy, so the time was right to prepare the hull fully and try Ecospeed.

It is now seven years since Ecospeed was applied on the first Interscan vessel. Michael Tensing says, "She was here recently and the paint still looks good. That's the best advertisement you can have. You don't have to do much to the paint. It's only a can of paint for touch-ups, just cosmetics at the anchor pocket or if you have mechanical damage or something. The rest to my mind is really very good." As he points out, there really is no other coating that could stand up to seven years of trading in ice and still remain intact and not in any need of repainting or anything beyond very minor touch-ups.

Michael Tensing estimates that at current rates the payback for full hull preparation and coating with Ecospeed for a newbuild would be five years. Since Ecospeed properly applied is guaranteed for ten years and expected to last the full life of the ship, the economic factors are very positive. And these figures only take into account the cost of preparation, paint and application, compared to the conventional coatings they were using, without regard to potential

fuel savings from correct use of Ecospeed. All the Interscan Ecospeed coated vessels will soon have exceeded the payback period. So far all the ships have kept their coating in excellent condition.

W&R Shipping finds Ecospeed to be the best coating

W&R Shipping converted its existing fleet to Ecospeed and specified Ecospeed as the coating for newbuilds ordered. Co-founder Captain Wim van Ecke explains why.

Wim van Eck has spent most of his seafaring career as a captain, trading mainly in the North of Europe and the Baltic Sea. "Of course we always were confronted with the fact that in the winter time when you were sailing through the ice your paint was gone and so you had to do something about it in the summer time," he explains. "You had to drydock in order to repaint."



In 2007, Wim came across Ecospeed. Having read of the success Interscan was having with Ecospeed on similar vessels, also trading in Baltic and Northern European ice every winter, W&R decided to try Ecospeed themselves.

The first vessel to be converted to Ecospeed was the **Crownbreeze**. Like the other W&R vessels, the **Crownbreeze** previously had a high abrasive specialty ice coating. "I can't say that the earlier coating worked very well," says Wim. "When it was new it was not too bad, but of course you get a lot more chipping than with Ecospeed,

so every docking you have to touch it up and it gets rougher."

The **Thea Marieke** followed in the wake of the Crownbreeze with an Ecospeed application in 2008. Those were the two where the original coating was replaced. Subsequently, the **Crown Mary**, the **Tina** and the **Anna Dorte** also had Ecospeed applied at newbuild stage which is the ideal time to apply the coating.

The **Crown Mary** went to drydock in June 2012 after two and a half years' sailing in ice with Ecospeed. "There was some small mechanical damage but nothing really major," says Wim. "We didn't need to do anything with the hull paint in drydock." The **Crownbreeze** was docked in 2009 and again in 2012, five years after the Ecospeed was applied. Nothing had been done with the paint in the 2009 drydocking.



Wim also points out, "Having Ecospeed on the hull can save us some days in drydock which would be needed to repaint if we were using a less durable coating." Icebreaker **Oden** – Conquering the Poles with Ecospeed

This icebreaker **Oden** came in to drydock in Landskrona, Sweden, in April 2009 after sailing with Ecospeed on parts of its underwater hull for two years. During this period it was used for several expeditions to both the Arctic and Antarctic.

After Ecospeed came out on top in a comparison between test patches coated with Ecospeed and another ice-strength paint, the management of the vessel was more than happy to have the rest of the underwater hull coated as well and also ordered the same treatment for fellow icebreaker, Ymer.

The **Oden's** Captain, Erik Andersson, recalls the problem with hull protection prior to 2007. "When the Oden went down to Antarctica the first year, we found that icebreaking was quite different down there, especially when you get close to the coastline where there is a lot of lava sand in the ice which makes it more or less like sandpaper. Also the ice is extremely hard in those areas. Due to that fact, the first year the icebreaker paint we were using was almost all more or less destroyed on the bow area so we were left with virtually unprotected steel."

"We've had **Ecospeed** on the bow for a couple of years now," continues Erik Andersson, "And it's still there. It gets thinner and you can see that it's actually shaving and getting thinner, but it's still providing protection for the steel, whereas the conventional ice strength paint we were using would probably be gone by now."

RRS Ernest Shackleton - a breakthrough in icebreaker hull protection



When British Antarctic Survey's RRS (Royal Research Ship) **Ernest Shackleton** was drydocked in Denmark, the superintendent, engineers and paint specialists there to check the condition of the hull paint were amazed. After two seasons of battering its way through ice up to 2.5 meters thick with a high content of gravel and volcanic lava adding to its abrasiveness, the hull coating was virtually intact and undamaged. This was in strong contrast to the

Shackleton's previous drydocking, when almost the entire hull, bearing a conventional ice-going underwater hull coating, was practically stripped to bare, unprotected steel.

The difference lay in the fact that when the Shackleton left drydock in 2009, the hull was newly coated with Ecospeed. Even though Ecospeed is not intended specifically for ice-going ships and icebreakers, it consistently outperforms the specialized ice-going ship bottom paints.

Stephen Lee was the Senior Marine Engineer for British Antarctic Survey, the BAS's equivalent of a Technical Superintendent. He recalls the reaction of those present when the Ernest Shackleton was first pulled out of the water at Frederikshaven drydock in early 2011 "The biggest thing was the surprise at seeing the areas where you'd expect it to have taken a lot of damage... when she first came out of the water and onto the blocks it was a complete shock to all those present. All of us there commented on the condition of the hull and in particular that there was negligible damage at the bows, merely some scratch marks. None of us there would have predicted this. I then jokingly asked the question, 'Are you sure you've taken this ship to the ice?'" According to Stephen Lee, the crew of the Shackleton reported that they had been pushing into 2 - 2.5 meter thick ice, "...and it's just not touched it – just not touched it at all."

Paint inspector's perspective

Howard Jess was the paint inspector for the initial Ecospeed application to the Ernest Shackleton in 2009. "I was very impressed with the condition of the coating on the Shackleton after two seasons in the ice," says Howard. "Apparently she had been trapped in the ice on several occasions and the procedure is to reverse and then crash forward at full speed. Yet the coating remained intact – pretty impressive. I would have expected to see damage down through the coating exposing the hull. However the bow looked as if it had just been painted. Crew members who had seen the ship out of the water on numerous occasions said that they had never seen the hull looking so good after two seasons in the ice."

Howard also has some advice for shipowners applying Ecospeed to their ice-going vessels: "For some reason the current mind-set is to stop at the waterline. Given that ice tends to ride over itself and up the hull it would seem sensible to extend the coating to 2–3 meters above the waterline." A piece of wisdom obviously shared by Stephen Lee, evidenced by the fact that while the Shackleton was in drydock recently, the level of Ecospeed coating was raised from the water line to well into the boot top area for protection.

Summary

Due to its unique composition, **Ecospeed** is not only the best protection available for underwater hulls of icebreakers and ice going vessels, the coating also provides the best hull performance and is the easiest ice going paint to apply and maintain.

For further information contact Ecospeed at +32 3 213 53 18 OR info@ecospeed.be



The advertisement for Vlierodam B.V. is divided into three horizontal sections. The top section shows a close-up of a large industrial crane with yellow pulleys and cables. The middle section features a blue and white logo with an anchor and the text 'DNV 2.7-1' next to a photograph of a large offshore vessel. The bottom section is a white banner with blue text that reads: 'Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting', 'Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000', and 'VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl' with a small blue logo on the right.



The **POS AMAZONIT** enroute Rotterdam – Photo : Ria Maat ©

ABB wins order worth \$12 million to power deepwater pipe laying vessel

Efficient propulsion and electrical systems for a dynamically-positioned combination S-Lay vessel

ABB, the leading power and automation technology group, recently won a \$12million order to supply electrical power and propulsion systems for a deepwater pipe laying vessel.

The vessel, tentatively named **Derrick Lay Vessel 2000 ("DLV2000")**, will be constructed at **Keppel Singmarine** in Singapore and delivered in 2015 to **Hydro Marine Services, Inc.**, a subsidiary of **McDermott International, Inc.** Developed by Keppel's ship design arm, Marine Technology Development (MTD), **DLV2000** is equipped to support advanced deepwater pipe laying operations that will allow pipelines to be installed at depths of up to 10,000

feet. It is also capable of achieving efficient pipe lay rates for long trunk lines, operating in severe weather conditions, and providing significant thrust output and power distribution. An economical vessel transit speed is expected to be 12 knots with a top speed of 14 knots. On completion, the vessel will be able to accommodate up to 400 personnel.

"Being selected as the main supplier of power and diesel electric systems for this unique vessel, shows the customer's faith in our ability to execute complex projects and deliver reliable solutions, that contribute to increased energy efficiency and optimized performance," said Heikki Soljama, head of Marine and Cranes business at ABB. "ABB has a successful history of helping to efficiently power such highly specialized ships to keep them at the cutting edge of the marine industry." ABB will supply an advanced complete power and diesel electric system package, consisting of medium voltage switchboards, generators, diesel generator monitoring systems, transformers, frequency converters, motors and remote diagnostic system. The systems will provide reliable and fuel efficient propulsion for the ships.

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The **HANJIN XIAMEN** moored at the Brani Container terminal in Singapore yesterday afternoon

Photo : Piet Sinke ©

OOCL's Sixth 13,208 TEU Newbuild Christened

In celebrating the delivery of the sixth 13,208 TEU containership to **OOCL**, a christening ceremony to commemorate the unveiling of the new mega vessel was held on Geoje Island in South Korea yesterday, July 19th.

Leased to NYK Line of Japan, it was named by Sponsor Ms. Madeleine Sands as the m.v. **NYK Hermes**. Among our distinguished guests was also the Sponsor's father as our Guest of Honor, Mr. Peter Sands, Group Chief Executive of Standard Chartered PLC, who witnessed the naming of the mega vessel.

By embracing innovative designs and the latest green technologies, OOCL is committed to introducing efficient and environmental friendly vessels to the shipping community. With a sophisticated hull form design and state-of-the-art engine technologies, these are just some important features that contribute to lowering energy consumption levels which in turn reduces emissions into the environment. This vessel is the sixth of the ten 13,208 TEU sized containerships ordered by OOCL from Samsung Heavy Industries. The **NYK Hermes** will be serving the Asia-Europe trade on the LP4 service where her port rotation is: Ningbo / Shanghai / Yantian / Singapore / Suez Canal / Le Havre / Southampton / Hamburg / Rotterdam / Suez Canal / Jeddah / Singapore / Yantian and back to Ningbo in a 77-day round trip.

Orient Overseas Container Line (OOCL) Limited is a wholly-owned subsidiary of Hong Kong Stock Exchange listed **Orient Overseas (International) Ltd**. Headquartered in Hong Kong, OOCL is one of the world's largest integrated international container transportation and logistics companies, with more than 290 offices in 60 countries. Linking Asia, Europe, North America, the Mediterranean, the Indian sub-continent, the Middle East and Australia/New Zealand, the company offers transportation services to all major east/west trading economies of the world. OOCL is one of the leading international carriers serving China, providing a full range of logistics and transportation services throughout

the country. It is also an industry leader in the use of information technology and e-commerce to manage the entire cargo process. **Source:** OOCL



Boskalis **TERRAMARE 1** outbound from Rotterdam – Photo : Frans de Lijster ©

The Reasons Why Seafarers Are Denied Shore Leave in US Ports

The **Seamen's Church Institute (SCI)** took the pulse of seafarers' access to shore leave for the twelfth year in a row as part of its annual Seafarer Shore Leave Survey, asking port welfare workers in 30 ports across the United States to monitor arriving vessels. Results show the vast majority of recorded shore leave denials stemmed from seafarers lacking visas.

Seafarers face several barriers to obtaining shore leave, mostly-according to results of SCI's Survey-involving the constraints of "red tape." While a United States Coast Guard October 2009 directive to Captains of the Port has improved seafarers' ability "to board and depart the vessel through the facility in a timely manner at no cost to the individual," other bureaucratic restrictions limit seafarers-even where seafarer welfare and labor organizations operate-from leaving vessels while in port.

The United States-unlike most other countries in the world-requires foreign crewmembers to have a visa to go ashore. Foreign seafarers wishing to apply for shore leave in the United States must first obtain a D-1 crewmember visa at a US Consulate before arriving in a US port, paying a visa application fee of \$160. Seafarers without visas-although often only yards away from terminal gates when they arrive in port-cannot step off their ships to access local stores, telephones or Internet connections.

To gain access to areas outside of the port, many seafarers must rely on transport from local sources. Seafarer welfare organizations like SCI provide free-of-charge escorted transportation. At times, however, when either restricted by a terminal operator or when other resources are unavailable, seafarers must pay a private company to escort them through the terminal. The results of SCI's Shore Leave Survey document terminal policies that affect chaplains' or seafarers' access and other restrictions preventing shore leave. The Report also offers observations on how to alleviate some of the issues. You may find more information by clicking at the report from <http://seamenschurch.org/sites/default/files/sci-shore-leave-survey-2013-web.pdf> Source: SCI.



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CMA CGM upgrades 'Panama Direct' service between North Europe and New Zealand



The **CMA CGM MANET** - Photo : Paul Gerdes ©

The French Line CMA CGM and its compatriot Marfret are to double the sailing frequency of their joint 'Panama Direct' service (#115), which connects North Europe to New Zealand via the Panama Canal, with stopovers on the USEC, in the Caribbean and in the Pacific Islands. As of September, inaugurated with the departure from Tilbury on 18 September of the 2,226 teu **CMA CGM MANET**, the service will offer weekly sailings as opposed to the current fortnightly departures. The 'Panama Direct' currently employs a fleet of six vessels in the 2,226 to 3,104 teu size range on a 84-day rotation. In order to maintain the service with weekly fixed-day sailings, not only six, but indeed seven additional vessels are to join the loop. The new fleet size of 13 ships is necessary since the service will be stretched by one week, from today's round-trip time of 84 days to a new duration of 91 days. While the two carriers yet have to advise which ships will join the loop, CMA CGM stated that it will bring in five of the seven new vessels, whereas Marfret is to remain a junior partner on the 'Panama Direct' with one ship. Two ships will be contributed by CMA CGM's sister company ANL, which will thus gain operator status on the service.

In addition to these changes, the carriers will also slightly modify the service's port rotation:

On the westbound leg of the 'Panama Direct', a new call at Cartagena (Colombia) will be introduced to replace the current Manzanillo (Panama) call. Further to this an additional call at Lyttelton will be introduced as of 15 November.

The new rotation will read as follows: Tilbury, Rotterdam, Dunkirk, Le Havre, New York, Savannah, Kingston, Cartagena (Col), Panama Canal (waypoint), Papeete, Lautoka, Noumea, Sydney, Melbourne, Tauranga, Napier, Tauranga, Lyttelton, Panama Canal (waypoint), Manzanillo (Pan), Kingston, Savannah, Philadelphia, Tilbury.

The French Line's service offers a number of unique characteristics as being for example the only direct link between Northern Europe and Tahiti and New Zealand. **Source : Linervision**



17-07-2013 : The **PINE 3**, 2011/22998gt, outbound from Geelong from Portsea beach

Photo : Andrew Mackinnon – www.aquamanships.com ©

.... PHOTO OF THE DAY



The 196 meter private cruise liner '**The World**' entering Falmouth, UK on the 17th July for a 36hr call. Last port Liverpool, UK, next port Lorient, France. Crowds of spectators turned out to see the vessel enter the harbour in the sunny weather. '**The World**' is made up of privately owned residences and is therefore known as the largest privately owned yacht on the planet. **Photo : Tom Redgrave ©**

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