



**Number 216 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Sunday 04-08-2013**

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**Dockwise TRANSSHELF anchored at Singapore West Jurong anchorage awaiting the loading of the jack up rig Key Hawaii - Photo : Piet Sinke (c)**

## IN MEMORIAM

Our very esteemed colleague and Head of Chartering Department, Helmut Jegodka, died unexpectedly at the age of 51 years due to a serious illness. With Mr. Jegodka we lose a very experienced colleague who successfully tied a close network of contacts and business relationships in shipping industry for over 30 years.

We will miss him and our thoughts are with his family.

On behalf of all colleagues on land and at sea

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**The ARC Gloria sailed into Singapore Keppel Bay last Thursday morning.**





## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 216

The three-masted sailing vessel **GLORIA** is a training ship and the official flagship of the Colombian Navy and arrived Thursday morning from Honolulu (Hawaii) in Singapore for a four-day stay.



"It was an impressive sight. Apart from a part of the Colombian community living in Singapore headed by the Colombian Ambassador to Singapore **Mrs Patricia Gardenas** and Honour Consul **Mrs Monica Villegas** a lot of people saw them standing into the harbor last Thursday with the Colombian flag in the slight breeze and all the shipmen and woman manning the yard arms and singing Colombian Seasongs during the approach, arrival and mooring at the Vivo City harbour promenade in Keppel Bay.



Upon arrival the Commanding Officer *Capitan de Navio* **M. Cifuentes** welcomed the Ambassador, **Mrs Patricia Gardenas** onboard and who inspected after boarding the honour

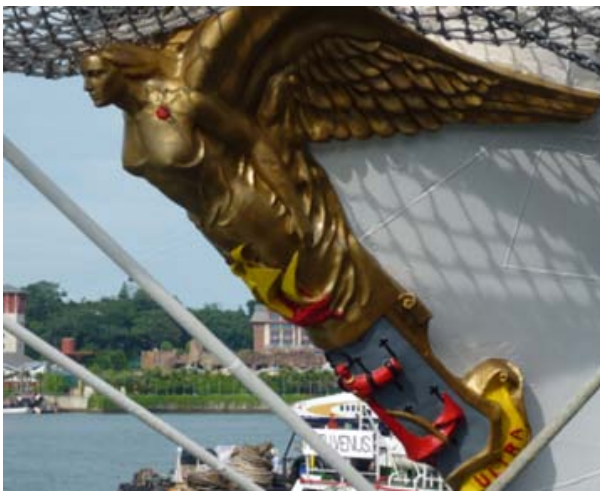
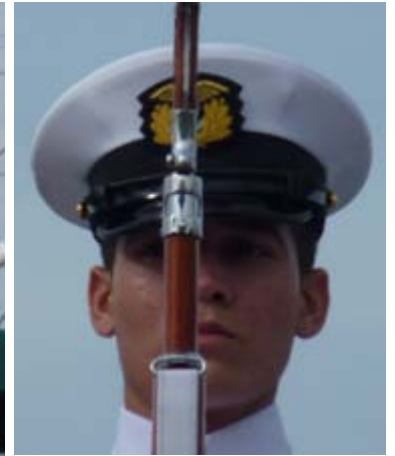
guard onboard, which was followed by singing of the Colombian National Anthem by the ships crew, prior the tour onboard the vessel. The cadets will be giving tours to the public





until Monday August 5<sup>th</sup>.

The history of the sailing ship **ARC Gloria** begins in 1966, when the Colombian Government, by means of Decree Number 111, authorized the National Navy, with Vice Admiral Orlando Lemaitre Torres as its commander, to acquire a



three-masted barque as a training ship of the Colombian Navy. It is said that at that time in many meetings at work or in social events with the military leadership the favorite topic of Admiral Lemaitre was the need for a training ship. His enthusiasm and clear ideas encouraged General Gabriel Reveiz Pizarro, the Colombian Defence Minister, to support the project by taking a napkin and writing on it, "vale por un velero" (*"worth one sailboat"*) and signing it.



After this strange "pact" a formal contract was signed with the Spanish **Naval Construction Company** of Bilbao on 6 October 1966, and began to be fulfilled in April 1967.

The ship was commissioned on 7 September



1968 with the vessel moored at the wharf of Deusto Channel. The ship is named after General Reveiz's wife, Mrs. Gloria de Reveiz; himself not being able to attend the christening and commissioning ceremony due to his premature death. **all photo's : Piet Sinke (c)**





01-08-2013 : **MAHA AARTI** IMO 9355484, 2006/40086gt, out from Geelong off Sorrento in a bit of wind and sun.

## MACS takes delivery of second mpp newbuilding **GOLDEN KAROO** (37,000 dwt)

MACS Maritime Carrier Shipping, the Hamburg-based multipurpose and breakbulk specialist best known for its liner service between Northern Europe and South Africa (#898), this weekend received the 37,000 dwt mpp ship **GOLDEN KAROO**. The vessel is currently positioning on an off-schedule trip to phase into her owner's liner service in early September.

The **GOLDEN KAROO** is the second ship in a series of six vessels that MACS already ordered back in 2007 and 2008 for a reported price of USD 42 million per unit. The original orders were placed at Jiangsu Shenghua shipyard, which later ran into difficulties with the ships construction. Following several delays and complications, it was finally decided to complete the ships at Qingshan Shipyard of Wuhu. So far, it is not exactly clear whether all four remaining orders are still alive or whether some of the later ships have been canceled. At last two of the remaining ships have been confirmed as **BRIGHT SKY** and **GREEN MOUNTAIN** and are expected to be delivered in August and September, respectively.

The 199.95m **GOLDEN KAROO** and her sisters are fully geared with no fewer than six (!) cranes and they offer capacity for up to 2,000 teu. On the MACS's Europe to South Africa run, the ships however usually carry a broad mix of containers and other cargoes. The **GOLDEN KAROO** is named after a semi-desert region of South Africa - a nod to the vessel's designated trade area and to MACS' thirty-year history shipping and close ties between Europe and the Cape Region.

## Oil slick ship allowed to leave Brisbane

The ship believed to be responsible for a 1.4 kilometre oil slick in Brisbane's port is leaving town, with the permission of authorities. Transport Minister Scott Emerson says owners of Danny Rose guaranteed that funds have been set



aside to cover the costs associated with the oil spill, if it is found to be responsible. He says the ship is carrying cargo which is urgently needed by customers.

"The customers are in no way connected with the incident and I don't believe they should be adversely affected," Mr Emerson said. The ship is believed to have spilt up to 10 tonnes of heavy oil in the Port of Brisbane early on Sunday night.

The government imposed a detention order on Tuesday to prevent it leaving while investigations continued.

That was lifted on Thursday afternoon and Danny Rose will set sail tonight. Oil samples and CCTV footage will be used for possible prosecution. Operations in the Port of Brisbane have returned to normal while the clean-up operation is expected to continue for several days. So far five oil-slicked birds have been found. **Source : Sydney Morning Herald**



Greenpeace **ESPERANZA** seen entering the port of An Ping Taiwan – **Photo : Bert de Ruiter (c)**



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## **Team ISS raises thousands in dragon boat race for Sailors' Society**

A team from Inchcape Shipping Services (ISS) the world's leading maritime services provider based in Chafford Hundred, has raised £3,642 for the Sailors' Society in a special dragon boat race at Olympic rowing venue, Dorney Lake, near Windsor. Supported by colleagues and family, the ten-strong team, entered the Sailors' Society Dragon Boat Challenge to raise funds to support the vital work carried out by the charity. As Shipping Agents, ISS deals with

merchant seafarers on a daily basis and knows just how important the Sailors' Society is in enriching and enhancing the wellbeing of the 1.3 million seafarers throughout the world.



The self-titled 'InSane Sailors' team for ISS failed to win a prize, but as Simon Peters, Team Manager, commented: "The saying 'it is the taking part' aptly describes our performance on the day, but everyone had a fantastic time."

"Thanks also to our families and colleagues who came along to support us on the day. The Sailors' Society fulfils a vital role in supporting the welfare of seafarers worldwide, a mission ISS supports whole heartedly."

One of the largest international and most comprehensive seafarers' support charities, the Sailors' Society offers practical, emotional and spiritual support, through its network of Port Chaplains and Seafarers' Centres.

ISS has been a loyal supporter of the Sailors' Society, having previously participated in events such as the Three Peaks Challenge and contributing towards a port minibus which provided transport for seafarers to onshore contact centres.



The **ASEAN RESTORER** moored in port of Colombo  
Photo : Bernard - AITKEN SPENCE SHIPPING LTD. (c)

## **Cruise lines agree to post shipboard statistics on rape, murder, theft and other crimes**

Three major cruise operators **Royal Caribbean**, **Carnival**, and **Norwegian cruise lines** will begin posting specific crime statistics on their websites beginning Thursday.

Murder, sexual assault, and theft are not the kinds of things you expect to find advertised on cruise ship brochures.

Starting Thursday, however, three major cruise lines will begin posting crime statistics on their websites. The companies voluntarily sharing the information with customers will be Royal Caribbean, Carnival and Norwegian cruises.

"Beginning on Aug. 1, we will include an additional link that would take guests to a list of all alleged crimes on Royal Caribbean ships," Cynthia Martinez, Royal Caribbean's director of global corporate communications, told the Daily News in an email. "The list will go back to the 3rd quarter of 2010." As of now, Royal Caribbean has a link on its website that directs customers to the Coast Guard, where industry-wide information on cases that have been closed can be searched. Going forward, however, the three major cruise lines will each share the number of criminal allegations like rape, murder and theft that have been made on their own ships.

A glance at the existing Coast Guard statistics shows that 26 cases of sexual assault have been publicly reported by the cruise lines since 2010, though the actual number of passenger complaints is much higher.



The Norwegian Cruise Line ship **Breakaway** at Pier 88 in New York. Norwegian will release crime statistics Thursday. "Consumers deserve to know what rights and protections they have and, more importantly, do not have on their cruise," U.S. Sen. Jay Rockefeller, D-W.Va. said last week at a hearing of the Senate Committee on Commerce, Science, and Transportation. Rockefeller has introduced a bill to require cruise companies to disclose specific crime statistics, even those that have yet to be investigated by the FBI. "Cruise lines are on notice that the safety and protection of their passengers is now their No. 1 priority, whether they like it or not," Rockefeller said. Of 130 crimes reported to the FBI by the cruise industry in 2011 and 2012, just 31 were made public, according to a newly released Senate report. "It was interesting that the cruise lines all of a sudden decided to post crime data on their websites," Kendall Carver, chairman of the International Cruise Victims Association, told the Orlando Sentinel. "We are all pleased with that, but we will have to see what they post. ... The devil is in the details."

An estimated 10 million passengers took a cruise from a U.S. port last year. **Source : nydailynews.com**

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The **BOURBON NORTE** moored in Cape Town – **Photo : Aad Noorland (c)**

## Greek court convicts 9 over sinking of cruise ship that left 2 presumed dead

A Greek court has convicted nine officers and shipping company officials of negligence in the sinking of a cruise ship off the resort island of Santorini more than six years ago. The Piraeus court imposed suspended sentences Wednesday ranging from six months to just over 12 years, and acquitted another four defendants. Louis Hellenic Cruises' **Sea Diamond**, carrying some 1,600 people, hit rocks off Santorini's cliffs in April 2007 and sank hours later. Two French passengers were never found and are presumed drowned. The court imposed the strictest sentence, 12 years and two months, on the ship's captain for causing an accident, negligence that led to manslaughter, and marine pollution. Lawyer Stelios Papandreopoulos, who represented Santorini local authorities, said the accident could have led to hundreds of deaths. **Source : AP**




## TRAVELLER LOADS 2 PUSHER TUGS IN IJMUIDEN



Biglift's **TRAVELLER** loaded in the port of IJmuiden 2 Pusher tugs **Photo top + Right : Ica Posthumus Meyjes-Snijders © Photo below : Cees Kingma ©**





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## Icebreaker "50 Years of Victory" reaches top of the North Pole, marks the 100th visit of a surface vessel to the point

Russia's nuclear-powered icebreaker **"50 Years of Victory"** on July 30, 2013 at 11:49 pm (Moscow Time) reached the point of the North Pole, the owner Atomflot said in a press release.

Photo : Beau Bisso ©

This is the 20th voyage of the icebreaker to the North Pole, which also marks the 100th visit of a surface ship to the top of the planet in the entire history of shipping in the Arctic.

For the first time, the North Pole point was reached on August 17, 1977 by the nuclear-powered icebreaker **"Arktika"**, led by Captain Yuri Kuchiev. Of the hundred voyages to the North Pole, there were 15 visits by foreign-flagged vessels. The



Sweden diesel icebreaker **"Oden"** made seven trips to the North Pole and once the **Vidar Viking**. The U.S. and Germany flagged icebreakers visited the place three times and once - a Canadian icebreaker.

There were also several voyages of Russian diesel-powered icebreakers: on July 21 1994 by the **Kapitan Dranitsin** and three times - in 2005, 2007 and 2010, by a RV **Akademik Fedorov**.

The nuclear icebreaker **Yamal** outscored others: the vessel had visited the geographic top of the planet 46 times.

Source : PortNews

## Baltic Dry Index slides to 1,062 pts

On July 31, 2013, the Baltic Dry Index settled lower by 5 points or 0.47%, to 1,062 points compared to previous indication July 30.

BDI is a number issued daily by the London-based Baltic Exchange. Not restricted to Baltic Sea countries, the index provides "an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a timecharter basis, the index covers Handysize, Supramax, Panamax, and Capesize dry bulk carriers carrying a range of commodities including coal, iron ore and grain. Because dry bulk primarily consists of materials that function as raw material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production. On 20 May 2008, the index reached its record high level since its introduction in 1985, reaching 11,793 points. On 3 February 2012, the index had dropped 647 points, the lowest since 1986.

## NYK vessel rescues family in distress

On July 21, Forest Venus, an NYK-operated wood-chip carrier, rescued a family of five adrift in the Pacific Ocean, said in the company's press release.

**Forest Venus** had departed from the port of Hachinohe in Aomori prefecture on July 7 for San Antonio, Chile. While en route on July 20, the U.S. Coast Guard based in Hawaii, phoned the vessel requesting them to rescue a family stranded after their boat had stalled.



**Forest Venus** immediately maneuvered toward the boat, arrived on the scene and rescued the whole family including a child and a baby at around 8:10 a.m. the following morning. The rescued family is in good health and they will disembark from **Forest Venus** in San Antonio at the beginning of August



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## Thames Hub airport plan

**The new Thames Hub airport is strategically located near to DP World's Thames Gateway**

A proposal has been formally submitted to the UK government's Airports Commission for a new four runway airport hub on the Isle of Grain in the UK's Thames Estuary.



The airport proposal sees it being sited strategically close to the South East's major ports, including DP World's Thames Gateway, which should enable the successful economic integration of rail, sea and air freight.

Thames Hub's location near to the ports is geared towards giving British industry a vital strategic advantage in terms of freight distribution.

And it should help to make Britain better connected in terms of its infrastructure too. By connecting the airport to High Speed 1, 2 and Crossrail services, the aim is to open up freight routes all

across the UK and then into Europe.

The plan's architect Foster + Partners says that under current legislation, the planning process is identical to the proposal for the third runway at Heathrow and that the Thames Hub Airport could open within 16 years.

Port Strategy approached DP World for their views on the plan but the operator expressed that it has no comment to make on the subject at this time. There is still plenty of debate as to whether the Thames Estuary is the right site for the UK's new airport hub. The other side of the fence argues that Heathrow or Stansted are more viable options for business, passengers and jobs. More information on the new airport plan from the [Thames Hub](http://www.thameshub.com) website.

Source :Port Strategy

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## NAVY NEWS

## India to get first indigenous aircraft carrier

India is all set to join the select club of countries capable of designing and building 40,000 tonne aircraft carriers with the launch of an aircraft carrier on August 12 in Kochi. Scheduled to be launched by Defence Minister A K Antony's wife Elizabeth Antony, the carrier will be named after **Vikrant**, India's first aircraft carrier, Naval Staff vice chief Vice-Admiral R K Dhowan said.

"The US, the UK, Russian and France are the countries with capabilities of designing and building 40,000 tonne and above aircraft carriers. India will join them," he said. Dhowan said it would be phase-1 launch and outfitting, construction of superstructure and machinery and equipment would follow. The carrier is scheduled to be inducted by 2018 end. The ship, having 260 metre length and 60 metre breadth, has been designed by Directorate of Naval Design and is being built at Cochin Shipyard Limited. Its production work had commenced in November 2006.

Source : PTI / Zeenews

## Mauritian warship launched in Kolkata

Senior officials from the prime minister's office in Mauritius are in Kolkata to attend an event that promises to catapult India into the niche league of nations that export naval platforms. More importantly, it will break China's hegemony in the supply of warships and other military hardware to countries in the Indian Ocean region and pose a threat to India.

Last Friday, K O Fong Weng-Pooran, senior chief executive, PMO, Government of Mauritius, launched the 74.1 metre long '**Barracuda**', a multipurpose Offshore Patrol Vessel (MOPV) being built by the **Garden Reach Shipbuilders and Engineers (GRSE)** for her country. This will be the first ever warship to be exported by India.

"Mauritius, due to its strategic location, is of crucial interest to India and other countries. Even the US has extended ties with this small island nation. The most worrisome is China's role to invest in Mauritius. China has been investing heavily in many countries in the Indian Ocean region. This is posing a major threat to India which wants to be looked upon as a regional power. The delivery of the ship will propel India to a status where other nations in the region will look upon her for supply of military hardware and other equipment," an official said. The US\$ 58.5 million contract to build and deliver the MOPV was signed in 2011. The time frame set was 42 months from the signing of the contract. GRSE plans to deliver the warship well within schedule. The ship will have a top speed of 20 knots and a maximum range of 5,000 nautical miles. The fully air-conditioned warship can accommodate a crew of over 90. Its main armaments will be fitted at GRSE after the launching.

"The MOPV will be capable of performing anti-piracy, search and rescue operations, anti-smuggling and anti-poaching operations. It can also provide logistics support and transport troops in case of need. It also supports helicopter operations but doesn't have a hanger," the official added. Source : Indiatimes

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## Largest Damen Stan Pontoon for McKeil-Malaspina

The largest pontoon ever stock-built by **Damen** was sold to the Canadian **McKeil-Malaspina** partnership will be towed to Newfoundland on the East coast of Canada this summer. Upon arrival in Canada the pontoon will be used to support offshore construction operations.



The **Damen Stan Pontoon 12032** measures 120 m x 32,2 m (400 ft x 100 ft) and has a deadweight capacity of approx. 20,000 tonnes (50,000 Lbs) and a hold of 8.10 meter (27 ft). The barge is equipped with a sophisticated ballast system, generating set, mooring winches and with a deck load of 20 t/m<sup>2</sup> this barge can be used for complex RoRo operations and/or for transport of large offshore constructions.

Earlier this year Damen shipped 16 newly built pontoons from her shipyards in China to Damen Shiprepair Rotterdam. Most of the stock-built pontoons are sold, leaving only 2 Stan Pontoons and a Damen Transshipment Barge (incl. Liebherr crane) for direct sale. Early 2014 a new shipment of Damen Pontoons is scheduled to arrive in the Port of Rotterdam to ensure short delivery times

## Creditors to offer fresh liquidity to STX Group's shipbuilding unit

Creditors of troubled STX Offshore & Shipbuilding have agreed to provide fresh liquidity to the shipbuilder in a bid to help resolve its cash crunch, industry sources said Wednesday. The creditors have submitted a written consent for the liquidity supply worth about 2.15 trillion won (US\$1.92 billion) to the company's main creditor Korea Development Bank (KDB), according to the sources. **Source: Yonhap**

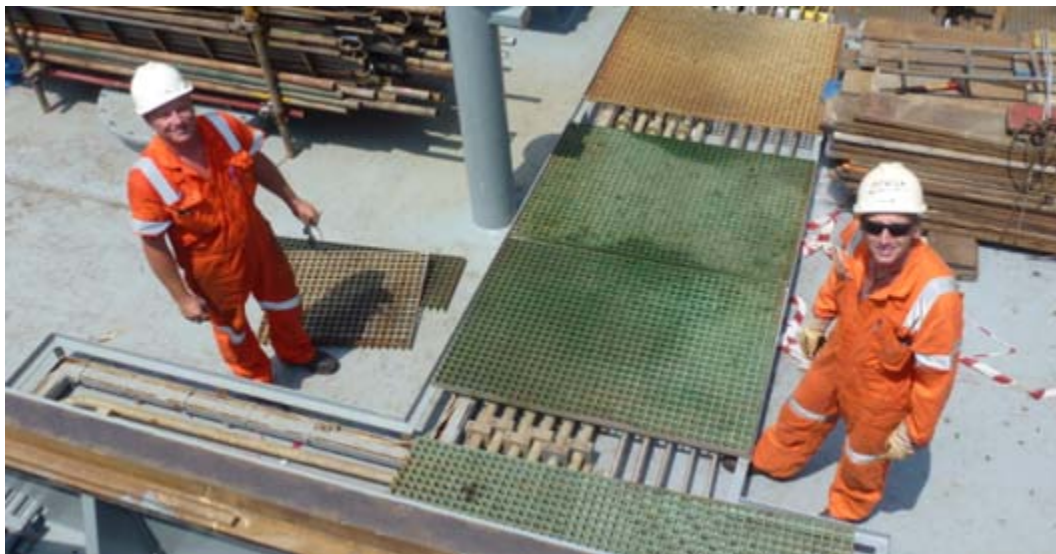
## Huangpu wins bulker pair

**CSSC Guangzhou Huangpu Shipbuilding** has inked an order for two 64,000dwt bulk carriers with Chinese owner Haihong Shipping, extending the yard's orderbook to 14. Haihong Shipping is a private general cargo shipping company focused on coastal and Yangtze river business. **Source: SinoShipNews**

## VOLVOX TERRANOVA AT ST MARINE IN SINGAPORE



van Oord's 1998 built, 164 mtr long TSHD **VOLVOX TERRANOVA** is moored at present at the **ST Marine shipyard** in Singapore for a maintenance period before heading for her next assignment



## New CEO and Board of Management at IHC Merwede



As of 1 September 2013, **Dirk Philips** will succeed **Govert Hamers** as the new CEO of **IHC Merwede**. In addition, the Board of Management will be expanded with the appointment of a new COO, namely the current Director of the company's Dredging division, **Bram Roelse**. **Dirk Philips** is a 48-year-old Belgian national, who has gained extensive experience as a CEO and board member of major international industrial companies, in which he has led significant projects in the areas of strategy, growth, transformation and organisational development. He has also worked in the maritime and offshore sector and therefore has an in-depth knowledge of this sector. Govert Hamers, who recently announced his resignation, will step back from his current role on 1 October. He will then join the company's Supervisory Board with immediate effect. In addition to **Dirk Philips** and **Dave Vander Heyde** (CFO),



**Bram Roelse** (56) will join the Board of Management after 12 years of service at IHC Merwede, during which time he has taken a high level of responsibility within the group's business activities. He has also gained invaluable experience in the military shipbuilding and oil and gas industries prior to joining the company in 2001.

## Severnaya Verf Shipyard starts dock-side tests of Admiral Gorshkov-class flagship

Severnaya Verf Shipyard has commenced dock-side trials of "**Admiral of the Fleet of the Soviet Union Gorshkov**", the lead ship in a series of Project 22350 frigates (Admiral Gorshkov-class), the shipbuilder said in a press release.



During mooring trials at the outfitting yard, the shipyard personnel will check the quality of fabrication, conduct tests of all machinery / equipment and the conditions of its maintenance before setting out on the shipbuilder's sea trials.

The shipbuilder will be testing primarily the operation of diesel generators, compressors, chillers, air conditioners, pumps and the ship's main power plant. Particular attention will be paid to the navigation equipment and communications system. The shipyard's sea trials Phase 1 is scheduled for mid-autumn 2013. The flagship of a series of Project 22350 frigates "**Admiral of the Fleet of the Soviet Union Gorshkov**" was designed by Severnoye Design Bureau, St. Petersburg.

The St. Petersburg-based Severnaya Verf Shipyard's history dates back to 1912. Now it is a leading shipbuilding company of the Russian defense industry. The firm has been part of Moscow-headquartered United Industrial Corporation since 2004. The shipyard specializes in building cruisers, destroyers, minesweepers, patrol vessels and submarines destroyers, research and passenger vessels, timber cargo carriers, trawlers, container ships and ro-ro vessels for the Russian Defense Ministry and foreign customers. Russian Gov't picked Severnaya Verf Shipyard as the main contractor for the frigate and corvette class ships (Project 22350, Project 2038/20385). The company was included in the register of the Federal Service for Defense Contracts (Rosoboronzakaz) of sole suppliers of Russian weapons and military equipment and is the sole contractor for communications ships of Project 18280.

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## Bolidt targets mega yachts with new decking colours



Dutch deck and flooring specialist **Bolidt** has introduced a new series of decking colours in its innovative **Bolideck® Future Teak** range to address the global mega yacht market's growing appetite for the alternative to hardwood.

Bolidt's range of products has been fitted extensively throughout the cruise industry on the world's biggest and most prestigious vessels. The company's presence in the luxury yacht sector has been less widespread as designers, owners and builders have often opted for traditional teak decking. Now, however, these specifiers are becoming more receptive to the concept of using alternatives such as **Bolideck® Future Teak**.

"Designers and owners want the latest innovation in every other area but when it comes to the decking, they have often stuck with tradition in specifying teak," says Jacco van Overbeek, Director Shipping Division Bolidt. "Once they have had the opportunity to use **Bolideck® Future Teak**, though, we have found them to be willing repeat customers."

**Bolideck® Future Teak** can be installed by Bolidt on any size and shape of deck, and this flexibility offers designers new freedom of expression when compared to conventional materials. Safe in wet and dry conditions, it is easy to maintain, sustainable and is a highly cost-effective alternative to real wood. Its lighter weight even helps cut fuel consumption.

"Bolidt can produce any colour required" says Mr van Overbeek. For this moment we are presenting 10 new colours for reference, which will be welcomed by those used to real teak's limited scope for colour and appearance, but we want to emphasise that the only thing limiting Bolideck® Future Teak colour selection will be the imagination."

Bolidt invited representatives from builders' yards and designers to experience the product at the recent Superyacht Design Week in London. The feedback was enthusiastic, according to Michel van der Spek, Bolidt Manager Marketing and Communication. "Bolidt is increasingly being seen as a partner for designers, as our innovative products stimulate the architects to be more creative with their new yacht projects," he says.

Bolidt has already been working with companies such as Camper & Nicholson, Feadship, Lürssen and Royal Huisman. Its list of mega yacht references includes the 82m Graceful, designed by H2 Yacht Design and delivered from Blohm + Voss in Hamburg this year. In addition to accommodation for 14 guests in six cabins, including one owner's cabin, two VIP and three guest cabins, the yacht accommodates 23 crew members including the captain.

Also on the list of references are the 99m Madame Gu, designed by London-based Andrew Winch and delivered from Feadship Royal De Vries Makkum in the Netherlands this year, and the Espen Oeino-designed, 71m Skat, delivered from Lürssen.

"Owners and designers are increasingly becoming aware that **Bolideck® Future Teak** represents the future when it comes to deck design and innovation in the mega yacht sector," says Mr van Overbeek.



30-07-2013 : The **MORNING LENA** at Tilbury - Photo : Peter Holcroft ©



## Rosmorport to hand over six icebreakers on charter agreements

Rosmorport has announced an auction to lease its fleet of six icebreakers on time-charter agreements, the Russia's ports manager said in a press release.

Rosmorport's icebreakers "**Moscow**", "**Saint-Petersburg**", "**Captain Dranitsin**", "**Captain Nikolaev**," "**Captain Kosolapov**" and "**Dixon**" could be hired for Ice Management to assist research, drilling and other works to be carried out by vessels / drilling platforms of Russian and foreign companies in the Area of navigation (clause 2) in 2014-2015. The time-charter contracts include the period of June-October, with an option to update the agreement by the parties in October.

The icebreakers have the corresponding ship's documents and other necessary permits for operations in the Arctic waters or other areas of the world ocean.

The icebreakers should be used roughly from mid-June until October 31. The time-charter period extension (after November 1) is possible by agreement of the parties, provided for in the charter agreement, by signing of an additional agreement to the charter contract. **Source : PortNews**

## Diana Announces Time Charter Contract

**Diana Shipping Inc.**, a global shipping company specializing in the ownership and operation of dry bulk vessels, has announced that it has entered into a time charter contract with Rio Tinto Shipping Pty Ltd., Melbourne, Australia, through a separate wholly-owned subsidiary, for one of its Panamax dry bulk vessels, the m/v **Shoyo** (to be renamed **Artemis**).

The gross charter rate is \$9,375 per day, minus a 3.75% commission paid to third parties, for a period of minimum 22 months to maximum 26 months. The charter is expected to commence upon delivery of the vessel to the company.

As previously announced on May 28, 2013, the above mentioned vessel is a 2006 built Panamax dry bulk vessel of 76,942 dwt that the Company entered into an agreement to purchase in May 2013. The vessel is now expected to be delivered to the company by the sellers at the beginning of September, 2013.

This employment is anticipated to generate approximately \$6.2 million of gross revenue for the minimum scheduled period of the charter, the company said. **Source : MarineLink**



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## Danish company Sea Consult ApS takes delivery of its first Twin Axe FCS 2610



Danish company Sea Consult ApS has taken delivery of its first **Damen Twin Axe** as the company prepares to enter the offshore wind market. Based in Marstal, Sea Consult is a new customer to Damen and this will be the first Fast Crew Supplier (FCS) 2610 to be operated by a Danish company. The vessel already has work at Belgian and German offshore wind farms for the next year and the company's new vessel is expected to be deployed in the next two weeks.

The extremely short delivery time was a major reason the Danish company decided to choose the Damen high-speed catamaran. Owner and Managing Director of Sea Consult, Jan Fabricius, says: "Where else can you find a shipyard that has vessels in stock?" A Letter of Intent was signed in early June; Sea Consult and its crew arrived at Damen's headquarters in Gorinchem, the Netherlands on June 29 and the vessel sailed with its crew and a Damen engineer to Sea Consult's Danish base, arriving on Sunday evening June 31st.



Mr Fabricius was also on the FCS 2610's first journey and commented that he was "very satisfied" with the vessel's performance. "We had seen the Twin Axe FCS 2610 operating at several wind farms and on television and we were particularly impressed by the 'Axe Bow'." The revolutionary Damen Axe Bow hull means that resistance is low and this in turn leads to excellent seakeeping behaviour and lower fuel consumption. Mr Fabricius adds: "The Damen FCS 2610 is top in terms of reduced fuel consumption, particularly at low speeds."

The FCS 2610 is very comfortable for the crew

in terms of ergonomics and it is known for its ability to operate smoothly in higher sea states. Sea Consult is considering the possibility of building up a small fleet of the Damen FCS 2610, he adds. "Damen really is very professional, you don't have to argue if something needs doing, Damen will fix it and they are really nice people to deal with," Mr Fabricius says.

Chiel de Leeuw, Damen Sales Manager Scandinavia, comments: "Because we build these vessels for stock Damen is able to supply customers quickly and on top of this we were able to offer Sea Consult attractive financial options from Damen Customer Financing." The vessel was built at Damen Shipyards Singapore, which is a Group specialist in high-speed aluminium craft. "Damen is very much looking forward to seeing Sea Consult's business grow in this exciting market and hopes that the two companies can develop a long-lasting fruitful cooperation," says Mr de Leeuw.

The FCS 2610 design enables the safe transfer of personnel onto platforms or wind turbines at wave heights of more than 2.5 metres. Other distinctions are the maximum speed of 26 knots (with a range of 1,200 nm, depending on sea state) and the low fuel consumption, another result of the low-resistance double Sea Axe bow.

The 26 x 10 m vessel offers accommodation for a crew of four and up to 12 passengers. With ample working and storage space on deck it is possible to load various types of cargo with the onboard crane (20 tm), incl. either two 10" containers or two 20" containers. Furthermore, the vessel shows a spacious rescue platform, HP cleaning unit, a three-point mooring system and extra mooring winches.

### 20 stock vessels

In order to serve growing demand for this type of Offshore Wind high-speed support vessel (of which Damen has sold 19 in two years' time), some 20 vessels are currently being built for stock. Part of this stock can be outfitted and finished according to customer demands. Because of its standardisation and stock-building philosophy, Damen offers very short delivery times.

### Smaller version built for stock

Four FCS 2008, the smaller sister of the 2610, are also under construction at Damen Shipyards Den Helder (the Netherlands) Introduced to the market in June 2011, the **Damen Twin Axe Fast Crew Supplier 2610** has already established itself as "The Industry Standard" for the offshore wind market. However, the vessel is suitable in multiple roles and provides a very stable platform for diving, surveying and support, being able to carry two 20ft containers and it can work with jack-up platforms. The type can be used to deliver cargo to platforms and carry out crew transfers to and from the platform via man baskets, due to its large deck space forward. **Source: Damen Shipyards Group**

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The THSD **Juan Sebastian De Elcano** dredging the Main Shipping Channel at Port Hedland.

Photo : Capt. Shaun Boot - Marine Pilot ©

## Njord Orders More Windfarm Service Vessels

**Strategic Marine**, a specialist shipbuilder in Asia, announced that **Njord Offshore, U.K.** fleet operator of Crew Transfer Vessels for the growing European offshore windfarm sector, has officially confirmed the option for two more high performance crew transfer and service vessels, taking the total order to eight vessels.

Tom Mehew of **Njord Offshore** said, "The details of the design combined with the excellent build quality of our 21m Crew Transfer Vessels has been fantastically received by all our crew and Charterers."

So far, Strategic has delivered six vessels to **Njord Offshore**. The first, **Njord Advocet**, completed her maiden charter on the Greater Gabbard Windfarm for SSE and will join her sister Vessels off the European Mainland off Germany. The **Njord Kittiwake** is now working off Denmark and the **Njord Curlew** and **Lapwing** off Germany. The **Njord Puffin** and **Petrel** were delivered last month at Strategic's shipyard in Singapore and have just arrived in Europe. The **Njord Puffin** will go straight onto charter in Germany, whilst the **Njord Petrel** is still currently available for charter.

All the **Njord** vessels are designed by BMT to DNV and MCA flag regulations, ensuring the vessels can operate without restriction anywhere off the European mainland.

The two new sister vessels ordered will be certified for MCA CAT 1 requirements for operation up to (150nm) from CAT 2 due to the distance from shore the vessels are being required to work at. The vessels will also be given increased fuel tank capacity from 10,000L to 18,000L for greater range and bunkering capability.

Separately, Strategic's shipyards in both Singapore and Vietnam are busy with a number of projects including 18 x 40+m Crewboats, 2 x 45m ROPAX Ferries for the National Ferries Company in Oman, and an Offshore Support Vessel for the Australian Customs. **Source : MarineLink**

## How Mundra overtook Kandla to become largest port by tonnage

Last week, when Mundra overtook Kandla in the first quarter of 2013-14 to become the country's largest port by tonnage handled, it was as much the result of the Adani Group taking decisions with purpose and strategic intent as the Kandla management demonstrating an inexplicable streak of indecision and inaction.

In Gandhidham, the town that services Kandla, the perception among shipping firms and cargo agents is that, this public sector port has been scoring self-goals, ceding business - and tactical advantage - to privately-owned Mundra 60 km away, where the first ship docked just 15 years ago.

"A big game is being played to completely damage Kandla port since the last decade," says BK Mansukhani, founder of Rishi Shipping, the largest cargo handling company at Kandla. Even as he absolved the current port management,

Mansukhani added a "very powerful lobby" was working, though two of the port's trustees, to damage Kandla and benefit "neighbouring ports".

Mansukhani did not specifically refer to Mundra, and conceded that, compared to Kandla, the Adani port had a deeper draft, enabling larger ships to dock, and modern facilities. But a senior employee of Kandla Port Trust and a customs agent, both of whom spoke to ET on the condition of anonymity, point to Adani's growing clout in the state during this period and proximity to chief minister Narendra Modi for Kandla playing into Mundra's hands. When asked if Mundra was influencing decisions at Kandla, Devendra Amin, senior vice-president (corporate communication), Adani Group, told ET: "Our corporate policy is not to comment on, or interfere in, the working of others. Each organisation/authority has its own growth plans and they work accordingly." **Source : IndiaTimes**

## **CSCL, Zim enhance Asia-Europe service with new calls, adds bigger ships**

CHINA Shipping Container Lines (CSCL) and Zim have increased weekly capacity and port calls on their AEX1 Asia-Europe service, adding to Dalian, Qingdao, Port Klang plus an additional Shanghai call.

To enable the expansion, they have increased the number of ships from nine to 10 with average ship capacity rising from 8,500 - 10,000 TEU to 9,580 - 10,000 TEU. Changes on the AEX1 service follow the carriers' decision to cut their AEX2 service altogether, noted analyst Dynamar.

The sailing time added through the new port calls does not counteract the additional vessel capacity to maintain the same weekly number of slots available, reports Lloyd's Loading List. As a result of the upgrade, weekly capacity on the service will increase 12 per cent from 8,600 TEU to 9,700 TEU per week. Following the adjustments Zim will deploy three 10,000-TEU vessels while CSCL will operate the remaining vessels. Carriers have now reduced the amount of overall capacity they deploy on the Asia-Europe trade by 1.9 per cent since the end of June, according to Lloyd's List Intelligence. **Source : Schednet**

## **CN: Bringing in the boxes**

Montreal: A key part in Canada's claims to be the shippers' destination to shift boxes inland from Asia and Europe is in its railway system, CN, which moves containers inland fast, in an uncluttered manner and at competitive prices.

Claude Mongeau, CN's president and ceo, is well aware of the competition his fellow Canadians face at the ports versus their peers in the US, but he welcomes the competition and thinks Canada has better options, not least thanks to the rail options.

"CN brings many unique opportunities to the table, including fast transit times, large geographical reach, a focus on environmental sustainability, and labour force stability," Mongeau says. Part of the reason for the fast transit times is the comprehensive agreements CN has in place with both East Coast and West Coast ports to minimize dwell to on-rail transit.

"This in turn allows the Port of Vancouver to leverage their deepsea capabilities and their closer proximity to Asia as compared to Los Angeles/Long Beach," says Mongeau.

CN also offers extensive geographical reach throughout North America, and especially into the US Midwest.

"We are actually the only single-line West Coast railway offering service into Detroit and Indianapolis," Mongeau observes. In addition to this, environmental sustainability is a part of its rail network.

"We have the lowest grades of all Class 1s coming to the US Mid-west, which means that we actually require 15% less fuel to move the same tonnage the same distance than any other major railroad," Mongeau maintains.

The other key point the rail man is key to highlight is labour stability which has been a big topic in the last year.

"For both CN and the Port of Vancouver, it has and will not be an issue, allowing us to give customers assurance of uninterrupted flow of their goods," he says.

It is also important to note that CN's newest gateway to the heartland of North America, the Port of Prince Rupert, has both the shortest nautical miles to Asia, and significant capacity for expansion. It is not just the West Coast that is important to CN's box moving ambitions. With container lines now calling in ever greater volumes to the US East Coast from Asia via the Suez Canal as a move to soak up capacity, CN continues to work with partners at the Port of Halifax and Montreal.



"Our viewpoint as a company is to always step back and look at total transit time as opposed to just the rail piece, since we know that that is how our customers look at it," explains Mongeau. "We recognize the importance of working closely with ports and terminal operators, knowing that we are really one team, all collaborating for the good of the market and the good of our customers. In such, we additionally focus on providing matchback opportunities for exports, an innovative way to keep the supply chain fluid and cost efficient." Mongeau became head of CN at the start of 2010, having been with the company since 1994. Source : Maritime CEO



## Costamare jointly acquires 3 box ships with York Capital Management

GREEK shipowner **Costamare** has acquired three containerships over the past three months through its joint venture with New York-based **York Capital Management**.

The vessels are 51 per cent owned by York Capital Management and 49 per cent owned by US-based Costamare Shipping Inc. The two companies have acquired the 5,576 TEU, 2001-built **Bremen Bridge** for US\$22.1 million (trading as **Ensenada Express** under Hapag-Lloyd charter), reports Alphaliner. Also acquired is the 1,645 TEU, 1998-built **Hansa Caledonia** for \$4.75 million (trading as **X-Press Padma** under X-Press Feeders charter) and the 1,162 TEU, 1994-built Austria for \$2.8 million that has been renamed **Petalidi** and is under CMA CGM charter.

The **Ensenada Express** that was bought from Shoen Kisen has been fixed to Hapag-Lloyd on a two-year charter at \$19,000 per day. At the moment the ship is used on the trade between the Far East and Mexico on the carrier's AME 1 service.

The **X-Press Padma** bought from Hansa Treuhand has had its charter period by X-Press Feeders extended for two years at \$7,900 a day. The vessel is currently deployed on the X-Press Straits-Bangladesh common feeder service.

The **Petalidi** that was sold by clients of Danz und Tietjens Schiffahrts KG has been fixed on a 12-month charter to CMA CGM at a daily rate of \$6,300. The ship is expected to be deployed on a CMA CGM's West Africa feeder service.

Source : Schednet

## BOEKBESPREKING

Door : Frank NEYTS

### "Vlamingen in de Kriegsmarine".

Bij de Uitgeverij Aspekt verscheen onlangs het boekje '**Vlamingen in de Kriegsmarine**'. Jos Rondas tekende als auteur. De geschiedenis van de Vlamingen die dienst namen in de Kriegsmarine is altijd onderbelicht gebleven. Waren zij zich bewust dat zij hun jonge levens op het spel zetten en dat zij een misdadig regime dienden?

Auteur Jos Rondas, die verschillende veteranen sprak, brengt hun verhaal en legt het naast het straf dossier. Aan de lezer zijn conclusie te trekken. Over hun wedervaren als matroos bij de Kriegsmarine heeft ieder van hen, zo'n zevenhonderd tal, wel een eigen verhaal. Deze vrijwilligers die zich in 1943 lieten ronselen hebben een eigentijdse

geschiedenis, een verzwegen geschiedenis. Een must voor iedereen die interesse heeft in de maritieme geschiedenis van de lage landen tijdens de Tweede Wereldoorlog.

'**Vlamingen in de Kriegsmarine**' (ISBN 9789461533029) telt 144 pagina's, werd als hardback uitgegeven en kost 19.05 euro. Aankopen kan via de boekhandel, of rechtstreeks bij Uitgeverij Aspekt, Amersfoortsestraat 27, 3769 AD Soesterberg, Nederland. Tel +31(0)346-353895, Fax +31(0)346-350947, e-mail: [info@uitgeverijaspekt.nl](mailto:info@uitgeverijaspekt.nl) .

## **.... PHOTO OF THE DAY ....**



The livestock carrier **GHENA** arriving to load an unusual cargo for the iron ore port Port Hedland , assisted by Teekay tugs **RT FORCE** and **RT ROTATION** - **Photo : Capt. Shaun Boot - Marine Pilot (c)**

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