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The BYLGIA outbound from Rotterdam – Photo : Harry van den Berg ©

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## EVENTS, INCIDENTS & OPERATIONS



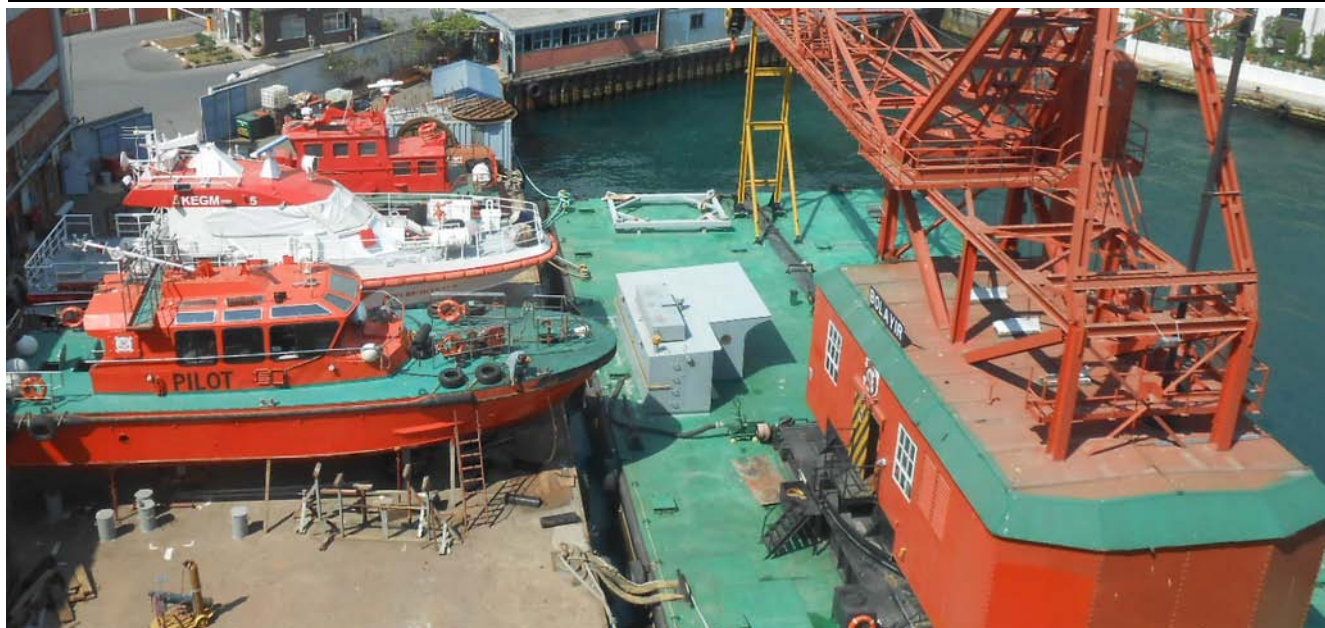
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The pilot boat repair yard with the lift crane in Istanbul. As seen from the bridge of the [Seabourn Odyssey](#)  
Photo : Neil Denholm - [Seabourn Odyssey](#) ©

## Model van de Maand: Stoomheimachine.

Een werkend schaalmodel van een stoomheimachine is in de maand september het model van de maand in het [Nationaal Baggermuseum](#). Het is een werkelijk schitterend miniatuur dat met behulp van luchtdruk in werking kan worden gesteld en een heipaal in het zand slaat. In werkelijkheid waren deze stoomheimachines ongeveer 25 meter hoog en werkten





met een heibaas, een machinist en twee tot drie helpers. In onze regio wordt een heipaal door het veen geslagen tot op een zandlaag en dat noemt men "op stuit". Daarna wordt er gekalendert, dat wil zeggen; nog een aantal klappen na geven tot men zeker weet dat de paal niet meer zakt. De stoomheilmachine is van het type "Stoommorison" en werd vroeger gebruikt door Zanen & Verstoep. Dit fraaie schaalmodel maakt deel uit van een grotere collectie werkende schaalmodellen die zijn opgesteld in Het Koetshuis van het **Nationaal Baggermuseum**. Het **Nationaal Baggermuseum** is geopend van dinsdag tot vrijdag van 14:00 tot 17:00 uur en op zaterdag van 11:00 tot 17:00 uur. Kijk op [www.baggermuseum.nl](http://www.baggermuseum.nl)

## Offshore companies checking out Brazil



Petrobras' tug **TANGARA** working in Santos basin in Brazillian waters. – Photo : Capt. Jan Plug ©

Major oil discoveries off the Brazilian coast is generating a rapidly expanding market. It has been established that a large number of Esbjerg companies have thoroughly grasped the opportunities that present themselves for the Danish offshore industry in Brazil. Several companies have already established themselves in the growing business.

"If we compare with Denmark, which produces 200,000 barrels of oil during a day, it is currently tenfold in Brazil", says the director of Offshoreenergy.dk, Peter Blach.

Companies of different character have already established themselves in Brazil, including Blue Water Shipping, the security company Falck Nutec and Danish Welding Technology. Peter Blach notes that many different types of businesses have the chance to blossom in the Brazilian market. When a significant amount of oil is to be extracted, it requires a lot of different skills.

The Brazilian oil industry plans to double their production by 2020, so there is great potential for companies who get a foot in the door. Offshoreenergy.dk will in late September be hosting a workshop for interested people who wish to know more about the vast opportunities. Source: [dr.dk/P4/Esbjerg](http://dr.dk/P4/Esbjerg)

## 12% of vessels calling at Port of Kaliningrad use e-manifest

Currently, 12% of all vessels entering the port of Kaliningrad use a pre-arrival processing system through customs ICT applications, an FCS software developer said, PortNews reported. Igor Sadowski, the head of a separate IT division of Moscow-based LLC STM (specializing in development of customs clearance software), attending the 5th Baltic Transport Forum in Kaliningrad, told that 60% of these ships submit pre-arrival manifests through a web-based application "Fill-Bill" and 40% - through the portal of Russia's Federal Customs Service (FCS). Russian FCS is currently conducting an experiment to introduce paperless workflow and expedite customs formalities at Russian ports for marine vessels and imported / exported goods. Voluntary pre-arrival submission of ship / cargo manifest that simplifies and expedites customs clearance procedure will become mandatory for maritime transport in 2014-2015. The introduction of pre-arrival processing technology will increase the capacity of Russian border crossing / customs checkpoints on the outer border of the Customs Union, by reducing the time of customs formalities at points of arrival,

and optimize the customs control. According to the FCS, the average time of customs procedures on board the ship by officers (physical inspection) in the first quarter 2013 reached 96 minutes versus an average of 35 minutes spent for processing e-declaration in customs offices. **Source : PortNews**

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## WORLD PORT DAYS IN ROTTERDAM



Last Friday the 36<sup>th</sup> World port days were opened in Rotterdam , from which a photo impression, top the tugs **FAIRPLAY 23**, **SD REBEL** and carousel tug **MULTRATUG 12** in action -

**Photo top + left : Nico Ouwehand ©**

**SMIT Waalhaven** gave a demonstration with the salvage vessel **SMIT WAALHAVEN 4**



**Photo top : Jan Oosterboer ©**





the Royal Dutch Navy **NH-90 helicopter** during the demo near the Port of Rotterdam office **Photo : Michael Taal ©**



The World Port Days offer everybody the opportunity to visit companies by boat, bus or train. These visits are truly one of a kind as the Port's industrial areas are usually strictly off limits. **Photo Right : Nico Ouwehand ©**

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The **TSHD RIJNDELTA** during a dredging demonstration in Rotterdam during the World Port Days **Photo : Hans Steenbeek ©**



Zr.Ms **FRIESLAND** moored in Rotterdam  
**Photo : Jan Oosterboer ©**



**M/Y Eclipse** is a luxury motor yacht constructed by **Blohm + Voss** of Hamburg, Germany. Her exterior and interior were designed by Terence Disdale Design and its naval architect was Francis Design. The yacht was delivered to Russian businessman Roman Abramovich on 9 December 2010. At 163.5 metres long, Eclipse is the world's second largest private yacht, 17.3 metres shorter than Azzam, which launched in April, 2013. The yacht's cost has been estimated at €340 million (approx. US\$475 million as of September 2011), but a September 2009 report indicated that final costs could approach €800 million (US\$1.12 billion). The final cost has been reported to be as high as US\$1,500,000,000. Eclipse has two helicopter pads, 24 guest cabins, two swimming pools, several hot tubs, and a disco hall. She is also equipped with three launch boats and a mini-submarine that is capable of submerging to 50 metres. Approximately 70 crew members are needed to operate the yacht. For security, Eclipse is fitted with intruder detection systems and a German-built missile defense system. Abramovich's master suite and the yacht's bridge are fitted with armour plating and bulletproof windows. The yacht is reportedly equipped with an anti-paparazzi shield in the form of lasers that sweep the surroundings, and when they detect a CCD, they shine a light directly at the camera to prevent the photograph. According to The Times, these do not run all the time, so friends and guests should still be able to take pictures. Instead, they will be activated when guards spot likely professional photographers nearby. How such a system could feasibly work has, however, not been demonstrated, leading some to doubt the claims credibility.

Eclipse is also the largest vessel employing a novel rotor-based stabilization system against roll motion at anchor and at low cruise speeds, based on the Magnus effect. **Photo : Gaetano Spiteri ©**

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## Italy Approves Attempt To Set Costa Concordia Upright, Plan To Tow Ship's Remains To Port

Italy has given the go-ahead for an ambitious attempt to set upright the **Costa Concordia** cruise liner, which went aground near an Italian island in 2012, killing 32 people. The national Civil Protection agency said Friday the operation will be carried out later this month, once final safety certificates are issued. The exact date depends on calm seas near



Giglio Island. If engineers and crews succeed in righting the [Concordia](#), the vessel will be eventually towed to a port for dismantling.



The manslaughter trial of the Concordia's captain, Francesco Schettino, resumes on Sept. 23. The ship struck a reef, took on water and listed badly before capsizing off Giglio's port. Prosecutors alleged Schettino steered the boat too close to shore. Schettino claims the reef didn't appear on his navigational charts. **Source : Huffington Post ©**

## **Pacific Drilling receives delivery of its ultra-deepwater drillship the Pacific Khamsin**

Pacific Drilling S.A. announced that it has taken delivery of its newest drillship, the [Pacific Khamsin](#). The drillship is scheduled to begin mobilizing to Nigeria, where it will commence a two year drilling contract. [Pacific Khamsin](#), which features the most advanced drilling technology in the offshore drilling industry, including dual load path capability and dual drilling fluid systems, is capable of operating in water depths of up to 12,000 feet and drilling wells up to 40,000 feet deep. **Source: Pacific Drilling S.A.**



Van Oord's 129 mtr long [CSD ARTEMIS](#) passing Spijkenisse enroute Rotterdam for the World Port Days 2013

**Photo : Lia Mets ©**

## **TOP Ships Inc. to Sell Its Current Fleet and Initiation of Program to Acquire New Vessels**

[TOP Ships Inc.](#), an international maritime shipping company that provides transportation services for petroleum products and dry bulk commodities, announced Friday that it has entered into three Stock Purchase Agreements with an affiliate of the AMCI Poseidon investment fund by which the Company has agreed to sell the six shipowning subsidiaries which own the Company's six vessels, for an aggregate cash consideration of approximately \$173 million less approximately \$135 million in debt and swap obligations of the Company that will be assumed by the buyers. These Stock Purchase Agreements are subject to approval of the transactions by the Company's shareholders, consents from the Company's bank lenders and charterers, if required, and other customary closing conditions. The

transactions will be considered at the Company's next Annual General Meeting of shareholders, expected to take place at the end of September, 2013. The parties anticipate that the transactions will close in late October 2013.

The Company intends to use the net proceeds of the sale to pay down existing liabilities on its balance sheet and, together with future borrowings, to initiate a program of acquisition of new vessels. TOP Ships Inc. is an international maritime shipping company that provides transportation services for petroleum products, and dry bulk commodities.

Source: TOP Ships Inc.

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## **Benefits of "Eco" ships starting to make sense, but still have a long way to go to create a two-tier market**

Over the course of the past few years technological leaps and the advance of maritime technologies and design have led to the creation of a new type of vessel, the so called Eco Ship. In essence these are new designs which are optimized for saving fuel, using a combination of available engine technologies and a sleeker design for lower water resistance. They very much resemble the advances already observed for a few years in car technologies, with the rise of hybrids, low-emission diesels and other such technologies in motoring.

According to a recent report from analyst Potern & Partners, the historically weak freight environment continues to batter the earnings of tanker companies, which in turn has forced most ship owners to look for cost control strategies, in an attempt to offset the high and low tides of revenue opportunities. These strategies involve bringing accurate attention to the bottom line. Potern said that "at first, the tightening of the proverbial belt was a concern for charterers as it registered the possibility of slack maintenance – something has got to give, after all. However now, new technology in the form of eco ships provides a clean opportunity for shipowners to save money without to augment operational integrity.

The most significant voyage costs to shipowners operating in the spot market are bunkers. The continued high oil price environment makes for hefty fuel bills. Since the start of 2012, fuel costs equate to 60% of top line voyage revenue on the Trans-Atlantic MR trade from the UK Continent to the US Atlantic Coast. At today's prices of over \$600 per metric ton for heavy fuel oil and nearly \$1,000 per metric ton of marine diesel, the daily fuel tab for this trade is in the range of \$18,000 per day", Potern noted.

According to its data, the fuel cost savings for an eco MR tanker travelling at 12.5 knots is \$3,660 per day. The evidence to support a shift to eco-type vessels becomes even more compelling at top speeds for these designs as the fuel savings could be higher still. Similarly, eco tankers are commanding a premium, as evidenced by data regarding the time charter equivalent (TCE) for the MR Trans-Atlantic trade since the start of the year. The difference between a standard and an eco design, both travelling at 13.5 knots laden and 14.0 knots ballast is roughly \$8,000 per day.

As a result, Potern states that "at this rate, it is not surprising to see why eco vessels are effectively commanding a premium of a few thousand dollars per day in the time charter market. It is also interesting to note, however that the spot market Worldscale rates do not reflect a two-tiered market in any way. Under present conditions, the net benefits of the eco design are solely recognized by the shipowner in the form of direct fuel savings or the ability to bid more competitively on business. While the move to eco vessels would seem like a no-brainer to any shipowner, a change in



macro market conditions could bring some serious short-comings to bear. First, the discussion surrounding the ability of eco ships to perform at high speeds is far from over. Hull forms and other technical modifications are designed to be optimized at lower speed ranges. Although market conditions that would warrant faster speeds seem to be a distant memory, they should be a consideration when investing in the lifetime of a 25-year asset", the analyst concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

## Rising dollar creates fuel cost worries for shipping companies

The falling rupee may bring more export business for the shipping lines, with Indian goods getting a competitive edge in the international market. Shipping companies which are already reeling under subdued freight rates and oversupply of vessels are worried over rising fuel costs as the dollar becomes more expensive.

**Shipping Corporation of India (SCI)**, for the first time has decided in its board meeting to go for partial bunker hedging.

"We will start with a small percentage and then increase the amount we will hedge gradually," said Sunil Thapar, director- bunker and tanker division, Shipping Corporation of India.

While most companies feel that they are hedged against the currency crisis since the sector deals in dollars only. However, because the outgo is also in dollars, the rupee depreciation has not meant huge benefits.

"There is no guarantee that the rupee will strengthen. Companies have to take calculated risks, hence most companies will resort to some percentage of bunker hedging," a senior shipping company executive said.

The currency depreciation has created woes for coastal shipping, since most of the revenue is incurred in rupees, while the costs are in dollars. "The returns in coastal shipping are suffering. The overall cost of logistics is going up since the port charges are in dollars," said Anil Devli, president, Indian National Shipowners Association. For coastal shipping, there is an added challenge as far as bunker goes. The increase in price of high speed diesel has made it less competitive to the road transportation which has subsidized diesel. "This has also discouraged new entrants from venturing into coastal shipping. It is not a flourishing business," a senior port sector analyst said. Last week, rupee plunged to a low of 66 per dollar mark. The rupee has lost more than 16% against the dollar so far in 2013 - making it the worst performer by far among Asian emerging market currencies, according to Reuters. **Source: Business Standard**



The **GEO FOCUS** enroute Rotterdam – **Photo : Jan Oosterboer ©**

## Construction activity signals dry bulk shipping recovery in 2014

Ship orders reflect managers' expectations for future supply and demand differentials. But new ship orders don't always translate into new constructions right away. Sometimes, shipping firms specify a particular date of delivery for

the new orders. If the delivery date is farther out, ship construction firms will delay work. So construction activity, on top of ship orders, gives investors further insight into managers' expectation of future supply and demand differences as well as when and by how much supply will grow in the future.

## Construction activity travels farther south

On August 30, the number of ships under construction as a share of existing vessels held steady from the previous week, based on four weeks of data to smooth out short-term noise. Capesize construction fell one basis point from 3.23% to 3.22%, Panamax construction was unchanged at 6.20%, and Supramax construction rose one basis point to 3.31%. The overall indicator rose from 4.31% to 4.33%.

Panamax vessels continue to show an elevated level of construction activity. This confirms that Panamax vessels will continue to see the largest increase in supply this year, which could negatively affect Panamax rates. On the other hand, we saw a jump in construction activity for Supramax vessels in April, which explains why Supramax orders fell around the same time. Construction activity for Capesize vessels also remains in a downtrend. So while we might have said all is bad for Supramax vessels based on the number of ships on order, the jump we saw in April may point to optimism among companies focused more on minor bulks.

## Lower construction activity: Positive or negative?

The weakness in construction activity suggests managers aren't in a hurry to receive new ships and expect shipping rates as well as profitability to remain low for at least the short term. Still, fewer ships under construction would lead to lower supply growth in the future which is positive for capacity growth, and leaves a window for higher rates. So, depending on the context of other variables, construction activity could either be positive or negative for firms such as DryShips Inc. (DRYS), Diana Shipping Inc. (DSX), Navios Maritime Partners LP (NMM), Navios Maritime Holdings Inc. (NM), and Safe Bulkers Inc. (SB). In this case, the trend likely reflects positive fundamental development.

Source: Market Realist



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**Photo : Capt. Geert Dijkema – Master Northwind ©**



## Shipping Industry Urges the IMO to Approve Container Weight Verification Requirement

Misdeclared container cargo weights have been a long-standing problem for the transportation industry and for governments. The problem is significant and arises in almost every trade. Misdeclared container weights present safety hazards for ships, their crews, other cargo on board, workers in the port facilities handling containers, and on roads. Incorrectly declared weights lead to incorrect ship stowage and accidents. Misdeclared container weights facilitate unlawful evasion of Customs tariffs and duties, while also impairing Customs authorities' ability to perform accurate cargo security risk assessment.

For example, such concerns prompted Ukrainian Customs over a two week period in October 2012 to weigh all packed containers discharged in Ukrainian ports. 56% of the containers had an actual weight greater than the weight stated in the manifest based on the shipper's declared weight as provided in the shipping instructions. This has prompted Ukrainian Customs to now require that all import containers be weighed at discharge. Similar concerns have lead Indian Customs to require that all packed containers discharged or to be loaded in Indian ports be weighed; this requirement is in the process of being implemented.

The International Maritime Organisation (IMO) is on the verge of addressing this recognized and documented safety problem. The collective work and agreement of 15 governments and 13 industry groups have forged a compromise solution for the IMO's consideration in mid-September (DSC 18). This compromise should be adopted as a long-needed improvement to maritime safety.

### The facts are:

1. Existing IMO requirements are deficient. The SOLAS Convention already requires shippers to provide a correct cargo weight declaration, but the existing provisions are not enforced and are ineffective.
2. IMO member governments participating in the IMO correspondence group, shippers, and maritime industry organizations agree that the way to solve this problem is to require a packed container's weight to be verified before the container is loaded onto a ship.
3. The technology exists to verify container weights without delays or significant costs to commerce.
4. The IMO instructed a special Correspondence Group to develop an amendment to the SOLAS Convention for the "mandatory verification of gross weight of containers" and Guidelines for the implementation of such requirements. This has been done with extensive input and support of 15 governments and 13 industry representatives. At the request of shippers and several governments, the final compromise proposal allows for two methods to verify containers' weights, but all methods used must provide reliable weight verification. The compromise has facilitated agreement across the widest possible group of governments and industry participants.
5. The responsible IMO Subcommittee is scheduled to consider these recommended changes to the SOLAS Convention in London in mid-September.
6. Recent container ship casualties vividly demonstrate the importance of properly declared containerized goods shipments. Responsible shippers recognize the problem of misdeclared container weights and agree with the proposed solution at the IMO.<sup>4</sup>
7. If the safety and Customs problems associated with misdeclared container weights are to be solved, it is imperative that the IMO adopt the proposed container weight verification requirement without further delay.<sup>5</sup>

The IMO has recognized and discussed the problem of incorrect container weights for over six years. With the input of many governments and industry organizations, the IMO now has before it an openly and carefully negotiated and crafted compromise proposal for addressing this recognized and documented safety and Customs problem. That proposal also includes carefully considered implementation guidelines as requested by DSC 17. It is time to solve the problem. It is time for the IMO to adopt the solution that is before it. **Source: World Shipping Council**

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## Oil traders say Egyptian crisis causing vessel queues, financing issues

The deepening political crisis in Egypt has had a negative impact on oil deliveries to the country, European traders said, as problems related to financing has caused vessels waiting offshore for credit to clear.

Egypt imports mainly gasoline, gasoil and fuel oil because its refineries fail to produce enough fuel to meet increasing domestic demand. Turkey, Greece, Russia and Italy are the usual exporters of fuel to Egypt.

According to traders in the Mediterranean, there were queues for vessels waiting to unload at Alexandria -- Egypt's main import terminal on the Mediterranean -- with the "**Nord Snow Queen**", "**Gea**", "**Salamis**" and the "**Constanza M**" all anchored offshore Alexandria in a queue, Platts vessel tracking software cFlow showed.

There have sometimes been lengthy queues outside Alexandria over the last year as national company Egyptian General Petroleum Corporation struggles to pay for contracts. The costs of keeping the vessel waiting, known as demurrage, are not covered by supply contracts and are therefore at the seller's expense.

Any fall in price during the wait squeezes the seller's margin further because having to reroute the cargo to cover another short proves costly and uneconomical, traders said. EGPC was not available for comment. "We had to wait more than two weeks offshore before our gasoline cargo received the go-ahead to sail into port and discharge...[EGPC] are not issuing LCs," said a trader. "They are preferring to let the volumes from the Arabs in first, they are aid so are for free, the rest of the spot cargoes are made to wait...some do not even receive [Letters of Credit]," another trader added. Data from shipping agents showed, four gasoil cargoes a month discharged in August and in July, whereas prior to the ousting of Mohamed Morsi as president by the military, five gasoil cargoes discharged in June and six in May. **Source: Platts**

## NAVY NEWS

## Offshore Patrol Vessel conference underway in Nigeria

Rear Admiral Hanno Teuteberg, the SA Navy's Chief Director: Maritime Strategy, is one of 31 speakers at the Nigerian Navy's OPV (offshore patrol vessel) conference that ends today in Lagos.

The two star admiral, a recent recipient of Brazil's Naval Order of Merit medal, gave delegates an insight into the maritime arm of the SA National Defence Force's (SANDF) inshore/offshore patrol vessel project (Project Biro). While there has been no movement on Project Biro to date, four of the former Warrior Class strikecraft have been refurbished and taken back into service. A request for information on project Biro was issued in 2011. A number of shipbuilding companies, including South African Shipyards, Damen Shipyards, DCNS and KND have expressed interest in the project which former SAN chief Director: Maritime Strategy Rear Admiral Bernhard Teuteberg last year indicated would be locally built.



An indication of the importance OPVs and their inshore sisters can play in keeping Africa's maritime and littoral domain secure came from Rear Admiral Emmanuel Ogbor, chief of policy and plans for the host navy.

Welcoming delegates he said: "Many littoral African countries have considerable oil and gas reserves, bountiful fisheries and viable sea lanes of communication. Despite this, maritime insecurity and illegal activities at sea threaten to undermine the great potential of this continent and therefore no time can be spared in discussing and implementing decisive solutions to our common problems".

The major themes of the conference, to be followed by a similar three-day event focusing on the Middle East in December, are anti-piracy operations; cost effective OPV and naval systems acquisition; multi-lateral and innovative protection of offshore oil assets; technology transfer and development of domestic ship building facilities and international best practice in OPV operations.

Among papers presented were: the Tanzanian contribution to providing maritime security in the Indian Ocean; Cameroon's role in increasing maritime security in the Gulf of Guinea; the Spanish Navy's new OPV Class; the integration of fast intercept craft with OPV operations; Pakistan's approach to delivering maritime security in its exclusive economic zone and the Nigerian perspective on private sector participation in African maritime security.

Source : DefenceWeb

## **Russia's Mediterranean Task Force to Rotate 4 Ships**

A new group of ships from Russia's Black Sea Fleet will join the country's Mediterranean task force within days, a high-ranking Defense Ministry source told RIA Novosti last Wednesday.



The task force currently includes vessels from the Pacific, Northern, Baltic and Black Sea fleets: the destroyer **Admiral Panteleyev**, the large amphibious landing ships **Admiral Nevelsky** and **Alexander Shabalin**, the frigate **Neustrashimy**, and a number of support and auxiliary vessels.

Left the **MOSKVA** – Photo : Ko Rusman ©

The new group includes the large amphibious landing ships Novocherkassk and Minsk and the electronic intelligence ship Priazovye. It will relieve the current task force as soon as it passes through the Bosphorus and Dardanelles Straits, which is expected Thursday or Friday, the source said.

A high-ranking representative of the General Staff told RIA Novosti the **Slava class** guided missile cruiser **Moskva**, which is currently in the Atlantic, will arrive in the Mediterranean on September 17, adding that operational command will then be transferred from the **Admiral Panteleyev** to the **Moskva**.

Two guided missile corvettes, **Shtil** and **Ivanovets** (Nanuchka 3 and Tarantul class respectively) will arrive in the area on September 29, the General Staff said. The Defense Ministry source earlier said there are also plans to send another two

Black Sea Fleet warships - the Kashin class frigate **Smetlivy** and the Alligator class large amphibious landing ship **Nikolai Filchenkov**. A military-diplomatic source in Moscow told RIA Novosti on Tuesday Russia's naval force in the Mediterranean Sea will not be expanded despite the worsening situation in the region. He also said Russia's existing flotillas in the Mediterranean are undergoing routine rotations, and stressed "this is a regular rotation process, planned at the start of the year." Source : RIA Novosti

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The **SEVEN WAVES** fitting out at the **IHC-Merwede** premises in Krimpen aan de IJssel

Photo : Capt. John ©

## Shanghai shipyard delivers 10th bulk carrier to Cuba

State-owned **Shanghai Shipyard Co. Ltd.** delivered the 10th and last bulk cargo ship of a three-year order by Cuba, official media reported. Shanghai Shipyard Chairman Gu Tiquan presided the launch of the Josefa, the last of the 35,000-ton carriers, accompanied by the Cuban ambassador in Beijing, Alberto Blanco.

Neither of the two sides has revealed the financial terms of the order by Cuba's Empresa Importadora General del Transporte (EIGT), on behalf of Grupo Acemex, with Chinese state company China National Machinery Import & Export Corporation (CMC). The purchases are financed by China's Eximbank. According to observers, the order for 10 35,000-ton handymax vessels is worth at least \$250 million. The order came in September 2009, ending a one-year drought for the state-owned shipyard. The addition of 10 cargo ships boosted the tonnage of Cuba's merchant marine and allow it to trade with far-flung partners such as Iran, Ecuador or Angola. The addition of grain vessels will lower the cost of grain imports for Cuba; foreign shippers charge a premium for serving Cuba because the United States prohibits ships coming from Cuba to dock at U.S. ports.



## STX Dalian Engine delays threaten vessel deliveries

**STX Dalian Engine**, the propulsion arm of financially troubled **STX Dalian**, is having difficulties delivering products to several domestic shipyards which may cause delays on ship deliveries at the yards.

A source at a private shipyard in China said that the delivery of a containership under construction at the shipyard might be delayed as STX Dalian Engine couldn't deliver the engine on time, and the shipyard might face cancellation from the shipowner. The yard is currently in talks with STX Dalian Engine and hoping they ship the parts to another engine builder in China to finish assembling it.

A source at a local shipping company told SinoShip News that STX Dalian Engine couldn't deliver the engines because some of its suppliers have stopped supplying components to them due to non-payment. **Source: Sino Ship News**



In August 2011, the shipyard in Shanghai delivered the first 35,000-ton ship, the **ABDALA**. Employees of Cuban state company Acemex supervised the construction of the ships. **Source : Cuba Standard ©**

## Shipyard workers walk off job in Rauma, Finland

The **Rauma shipyard** is working on its last order, a naval patrol vessel, due to be completed in September.

Workers at STX Finland's Rauma shipyard walked off the job Thursday morning to protest the transfer of a large shipbuilding order from Rauma to its sister shipyard in the city of Turku in southern Finland. The disgruntled workers won't return to work before Monday. The 700-strong workforce at the Rauma shipyard of STX Finland, including shop floor workers, office workers, supervisory staff and contractors downed tools Thursday morning, according to a report in the Länsi-Suomi regional daily. The workers are protesting the removal of a major shipbuilding order from the dockyard in southwest Finland to its sister facility in nearby Turku. In early July STX Finland and ferry operator Scandlines inked a deal to build two new ferries for the Rostock – Gedser route between Denmark and Germany. At the time company EVP Timo Suistio told Yle that the order, worth hundreds of millions of euros, was destined for the Rauma shipyard. Lucrative order bound for Turku instead However earlier this week the Rauma crew learned that contrary to previous indications, the order would be delivered by the Turku dockyard. The loss of the order will have a significant negative impact on the Rauma shipyard's financial situation.

Suistio himself will leave the company to take up a new position in September. He will be replaced by current sales and marketing chief Tom Degerman. "The team won't accept the transfer of work to Turku. We need work in Rauma.

Suistio said that the new order would provide work for everyone for the next year. This is a big deal. We want the order back in Rauma," said chief shop steward Raimo Virtanen.

This story is posted on Alaska Dispatch as part of Eye on the Arctic, a collaborative partnership between public and private circumpolar media organizations. **Source : Alaska Dispatch**

## Moscow Shipyard launches 3050-series buoy tender for Kama basin authority

**JSC Moscow Shipbuilding & Ship Repair Yard** (Moscow Shipyard, MSSZ) September 4, launched the R 1.2-class buoy tender of Project 3050 (Hull No 235), the shipbuilding firm said on Wednesday.



The serial boat is being constructed under the state contract for expansion of a tender fleet for the Perm-headquartered Kama State Waterways Basin Department.

In line with the Russian Govt.'s ambitious program "Development of Transport System of Russia-2010-2015" (sub-program "Inland waterway transport") Russian water transport regulator Rosmorrechflot had placed orders for 27 state-of-the-art buoy tenders with Russian shipbuilding firms. Moscow Shipyard secured three-quarters of the newbuilding package, including buoy tenders of 3050, 3050.1, 3050-series. The buoy tenders will be

utilized for installation and maintenance of water and onshore navigation aids, for depths control on shipping channels of Russia's inland waterways.

General characteristics: RRR class: "\*R 1,2",

Length overall - 23,50 m;

Beam - 3 , 65 m;

Draft - 0.67 m;

Full displacement - 39,2 tonnes,

Speed - 10.8 knots;

Endurance - 3 days;

Crew - 3,

Main propulsion system: diesel engine 6CHSP 13/14 - 85kW (115hp).



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## China: Action plan in place to fine tune shipbuilding sector

Recently, the State Council issued the Implementation Plan about Accelerating Structural Adjustment and Promoting Reform and Upgrading of the Shipbuilding Industry (2013-2015). This is an action plan for the shipbuilding industry to accelerate structural adjustment, solve the problem of excessive production capacity, and improve competitiveness of the industry in order to cope with the deep-seated influence of the international financial crisis.

On August 20, a person from the National Development and Reform Commission told the reporter in an interview that since the start of the formulation of the Implementation Plan in September last year, the NDRC has increased effort to study the problem of excessive production capacity of the shipbuilding industry and predict the trend of its development. The Implementation Plan proposes measures to solve the problem of excessive production capacity in the last three years of the 12th Five-year Plan, accelerate structural adjustment, and maintain the stable and sound development of the shipbuilding industry.

It is told that the Implementation Plan is not a short-term stimulus policy to expand demand; instead, it is a forward-looking plan to promote reform and upgrading in the long run. Under the current complicated economic condition, to curb capacity excess and promote the structural adjustment and reform and upgrading of the shipbuilding industry is an important way to improve "made in China" and reform the growth model. The Implementation Plan aims to accelerate the reform of the growth model of the shipbuilding industry and improve development quality and benefit; it gives play to the market roles of enterprises, enhances innovation momentum, and proposes to improve the international competitiveness and achieve qualitative evolution of the shipbuilding industry. In recent years, with the development of the shipbuilding industry, mainstream ship models have developed brand effect, industrial layout has been optimized, and development quality has improved significantly. China has become one of the most influential shipbuilding nations in the world. Nonetheless, China's shipbuilding industry is currently facing severe conditions, with prominent problems.

It is learned that China's shipbuilding industry depends too much on export. For years, exported vessels have been accounting for more than 80 percent of total, making the industry highly susceptible to the fluctuation of the world economy. Affected by the deep-seated influence of the international financial crisis, new vessel markets remain depressed, ship price keeps going downwards, shipbuilding enterprises are having increasing difficulty in their operation and production, negative industrial pressure continues to increase, and production capacity excess exacerbates. Problems of the industry due to extensive development over the years, such as weak innovation capacity, uncompetitive upmarket products, and outdated auxiliary equipments, are becoming more prominent.

From the perspective of the development trend of the global shipbuilding industry, at present the shipbuilding industry has entered a new round of extensive adjustment period and will remain so for quite some time due to the sustained depression of the world economy in recent years. On one hand, the problem of global shipping capacity excess stands prominently and many shipping companies have been suffering losses. This has dealt a heavy punch on the shipbuilding industry, and demand of the shipbuilding market may not be able to recover substantially for years. On the other hand, the collective promulgations of new rules, new conventions, and new standards in international shipping and shipbuilding are urging ships to become more energy-saving, safer, and environmentally friendlier; the demand mix is changing extensively, and upmarket products are becoming new growth points of the market. Therefore, all-round competition centered on technology, products, and market in the global shipbuilding industry will become more intensified with every passing day.

From the perspective of the development of China's shipbuilding industry, the industry is currently facing unprecedentedly severe challenges. As of the end of June this year, China's shipbuilding industry had a total order quantity of 108.98 million dead weight tons in process, only half of that at the end of September 2008; such an order quantity can sustain production for only one year and a half for the industry that has a shipbuilding capacity of up to 80 million dead weight tons. Most companies in the industry do not have sufficient operation rate. In the first half of the year, the output value, export, and profit of the 80 medium- to large-sized enterprises monitored by industrial association slipped 16.6 percent, 24.7 percent, and 53.6 percent respectively, creating more difficulty for production and operation.

Under current circumstances, in order to maintain and strengthen its position in the international market and lay a solid foundation for its development in the 13th Five-year Plan and in the future, China's shipbuilding industry needs to follow the major trend of the extensive adjustment of the global shipbuilding industry and seize the development opportunities. It is necessary to extensively promote structural adjustment, accelerate reform and upgrading, and

achieve the transition from increased investment and simple inclusion in the global labor division system to expanding effective demand, enhancing innovation, and improving quality and profit.

Relevant personnel from the NDRC said that: in order to stabilize the development of the shipbuilding industry in the next 3 years, the Implementation Plan proposes measures on 6 aspects: first, encouraging the elimination and renewal of old shipping vessels; second, supporting the renew and revamping of government vessels and fishing vessels; third, encouraging ship buyer credit loan; fourth, increasing credit financing support and innovative financing support; fifth, improving technology advancement and technology restructuring of enterprises; and sixth, controlling new production capacity and supporting structural adjustment of production capacity. **Source: CE.cn**

## Vinashin's restructuring moves ahead

Mayer Brown announced that the **Vietnam Shipbuilding Industry Group (Vinashin)**, successfully applied to the UK's High Court on Wednesday for sanction of a scheme of arrangement with certain of its creditors pursuant to a \$600m facility.

The scheme became necessary due to the creditors of the \$600m facility being unwilling to accept Vinashin's debt restructuring proposals. John Marsden, managing partner of Vietnam and departmental managing partner, commercial at Mayer Brown JSM who led the team advising in Vietnam, said: "This is a milestone for Vietnam's shipping industry as well as its debt market. It sets a precedent for future restructuring route maps and will have a far-reaching positive impact on foreign investors' confidence in Vietnam."

Vinashin came under severe pressure from some of its loan creditors, who brought proceedings in the UK for summary judgment. Having successfully applied for a stay of those proceedings, the scheme was ultimately approved by creditors at a meeting in Singapore on 5 August and sanctioned by the High Court yesterday. The court held that it had jurisdiction to sanction the scheme even though Vinashin had no operations or assets in the UK because the loans were governed by English law and subject to the non-exclusive jurisdiction of the English courts.

Devi Shah, joint head of restructuring at Mayer Brown in London said: "This is the first time that a court has used its discretion to stay proceedings at an early stage so that a scheme can be put forward and the first time that a Vietnamese company has made use of an English scheme of arrangement as a restructuring tool. This case is an excellent example of the flexibility of a scheme of arrangement to assist the restructuring of any company with a sufficient connection to England and of the English Courts' 'can do' approach when it comes to restructurings proposed for the benefit of a company's creditors as a whole." **Source: Sea Ship News**

## Options exercised at Yangzijiang

Yangzijiang Shipbuilding announced that following four options consisting of two 82,000dwt and two 64,000dwt bulkers that became effective in July, there are a further four options comprising two 1,100 teu containerships and two 82,000dwt bulkers that have become effective. The aggregate value of the orders is \$110.4m.

Yangzijiang said currently the shipyard has a total of 51 options worth \$2.87bn entered into with clients.

**Source: Sino Ship News**

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## Bestobell Valves secures first major deal following agreement with Wartsila

**Bestobell Valves**, part of the President Engineering Group (PEGL), based in Sheffield, UK, has received its first order from Wärtsilä Gas Power Systems (GPS), the global leader in gas power solutions for the marine and energy markets. The two companies announced a new partnership agreement in April, which sees Bestobell Valves being the preferred supplier of cryogenic valves for Wärtsilä's market leading LNGPac fuel system.

As part of the first order, Bestobell has manufactured 20 cryogenic valves – which are a combination of Class 150 manual and pneumatic actuated globe valves - for the fuel system onboard **m/v Osfriesland**, a vessel which is being converted to run on dual-fuel – LNG as well as oil.

Bestobell Valves had to work to a very tight deadline to manufacture the valves, by supplying them within an eight week period.

m/v Osfriesland is a car and passenger ferry, owned by Aktien-Gesellschaft "EMS", which sails between Emden and Borkum Island on the Lower Saxon Wadden Sea National Park, an ecologically sensitive UNESCO World Heritage listed area in the North Sea.

The retrofit, which is being carried out by Wärtsilä, will significantly reduce the ship's environmental impact, with the dual-fuel engines able to run on LNG as the main fuel, but with the capability to switch to conventional fuels, if necessary.

Mark Henley, Managing Director of President Engineering Group, said: "Wärtsilä is an important strategic partner and we look forward to this being the first of many important contracts over the next few years. We are seeing significant demand for our cryogenic valves for dual-fuel applications, as ship owners work to make their vessels more environmentally friendly. We were pleased to be able to assist Wärtsilä and our dedicated team worked hard to ensure we could turn this contract around within the short timeframe."

Bestobell Valves was chosen as the preferred supplier partner to Wärtsilä due to its technical expertise, quality manufacture and commitment to high levels of customer service in supplying cryogenic valves.

Bestobell LNG cryogenic valves are specifically designed for marine applications, which include the very important requirement for the valves to have firesafe properties, whereby all components must be able to withstand temperatures of 925oC (as per the interim IGF code).

Bestobell Valves is a world-leader in the manufacture of LNG cryogenic valves, with over 50 years industrial gas experience and 15 years' successfully supplying to LNG marine markets. Bestobell's Valves are widely used on LNG Carriers, FLNG (Floating Production & Storage Units) and FSRUs (Floating, Storage & Re-gasification Units). The company designs and produces valves to meet specific requirements in the marine sector and has supplied cryogenic valves to a majority of the major shipyards building LNG Carriers. **Source: Bestobell Valves**

## Pacific Glory faces legal action

**Seabridge Bunkering**, a Singapore registered bunkering company, has announced that Shanghai-based shipowner, **Pacific Glory Shipping**, owes bunkering fees to the company dating back for more than six months. Now **Seabridge Bunkering** has decided to take legal action against **Pacific Glory** and plans to take custody of its ship. In the meantime, **Seabridge Bunkering** has urged companies in the shipping industry not to conduct business with **Pacific Glory**. **Source: Sino Ship News**

## ILO launches new Maritime Labour Convention database

The International Labour Organization (ILO) has launched a comprehensive new database providing the most up-to-date information available on the implementation of the landmark Maritime Labour Convention, 2006, which came into force on 20 August.

The database provides a vital resource for governments, seafarers, ship owners and others in the maritime sector and is expected to grow rapidly, as certain provisions of the MLC, 2006 require ratifying Member States to communicate to the ILO Director-General, for further dissemination, specific information on how the Convention is applied in national law and practice.

The Independent ILO Committee of Experts on the application of Conventions and Recommendations is mandated to review how countries that have ratified comply with their international obligations.

The ILO has encouraged Member States to provide up-to-date information on national implementation and enforcement in order to keep the database current and accurate as possible. Data is provided in a reader-friendly format in English, French and Spanish. The Maritime Labour Convention was adopted by a special ILO International Labour Conference in 2006, setting out decent working and living conditions for seafarers while ensuring a level



playing field for quality shipowners. To date, 46 ILO Member States representing more than 76 percent of the world's gross global tonnage of shipping, have ratified the Convention.

The development of the MLC, 2006 database is still on-going. The database may be accessed at <http://www.ilo.org/dyn/normlex/en/f?p=NORMLEXPUB:80001:0>

Contents of the database include:

- National determinations - any determinations which may have been made with respect to: (i) cases of doubt as to whether any categories of persons are to be regarded as seafarers for the purpose of the Convention; (ii) cases of doubt as to whether the Convention applies to a particular category of ships; and (iii) exclusion of particular categories of ships from the application of certain details of the Code subject to the conditions set out in Article II, paragraph 6 (Article II, paragraph 7, of the MLC, 2006);
- Branches of social security- specifications which are required at the time of ratification concerning the branches of social security for which protection is provided (Standard A4.5, paragraph 10, of the MLC, 2006);
- Authorization of recognized organizations - a current list of any recognized organizations authorized to carry out inspection and certification functions on its behalf (Standard A5.1.2, paragraph 4, of the MLC, 2006);
- Port State inspections - port State authorities have the possibility to transmit a copy of the authorized officer's report established where, following a more detailed inspection, the working and living conditions on the ship in question were found not to conform to the requirements of the Convention (Standard A5.2.1, paragraph 5, of the MLC, 2006);
- Complaints - a copy of the authorized officer's report in connection with any unresolved complaints, as well as statistics and information regarding complaints that have been resolved (Standard A5.2.2, paragraph 6, of the MLC, 2006). Source: ILO

## **Dutch ambassador of the Kingdom of the Netherlands to Pakistan, Marcel de Vink has given plaque to Seamax Marine Services during formation of Dutch Business Circle.**

Netherlands fully supports Pakistan's request for GSP plus status because it strongly feels that Pakistani exports should become more competitive and successful on European and other markets. Pakistan being sixth largest population in the world doesn't even account for one per cent of the total Dutch trade with the world, which indicates that bilateral trade still lies far below potential.



This was stated by ambassador of the Kingdom of the Netherlands to Pakistan, Marcel de Vink while speaking at the inaugural ceremony of the Dutch Business Circle in Pakistan (DBCP) here on Wednesday at a local hotel.

He said Netherlands is keen to expand business relations with many countries, to explore new markets, especially in Asia; and Pakistan is one of these countries. Marcel de Vink who last month assumed charge as Netherlands ambassador to Pakistan said that time has come to start a new phase in our bilateral ties by moving away from one-way donor, to two-way business ties and from aid to trade. He further said that there is a lot of potential for increasing trade and investment ties between the Netherlands and Pakistan, particularly when later is

facing a lot of challenges, like energy crisis, improving tax collection, investing in infrastructure and human capital and terrorism.

The Dutch envoy said it is true that Pakistan currently offers high yields to investors, but there is an urgent need to attract mainstream investors which can boost growth and generate employment. I have been impressed with the vast majority of Pakistani people and businessmen that are dedicated, industrious and inventive. If all work together, there is no reason why Pakistan should not be able to overcome its difficulties in the coming years and achieve economic

success,` he maintained. The envoy said his country is shifting focus from aid to trade, therefore more emphasis should be made on promoting trade and investment ties between Netherlands and Pakistan. **Source : Imran Farooq**



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# **Kaliningrad to build \$149m terminal for cruise ships**

Kaliningrad region plans to launch a project for construction of a passenger terminal for cruise liners, a regional official said. Alexei Klyuneyev, Deputy Minister for Infrastructure Development of the Kaliningrad region said at the 5th Baltic Transport Forum the project worth RUB 5 billion is expected to be implemented before the FIFA World Cup 2018, the PortNews correspondent reported.

The terminal will comprise 1 or 2 piers for accommodation of ultra-large cruise vessels. The project will be funded through the federal budget. Yantarny and Pionersk have been named as possible sites for the future facility. **Source** : PortNews



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The ex **EAGLE ALBANY** enroute Jurong Anchorage in Singapore **Photo : Capt Jelle de Vries ©**

## MacGregor's MacRack technology specified for five Greek bulk carriers

**MacGregor**, part of **Cargotec**, has confirmed that five 180,000 dwt bulk carriers under construction in South Korea at Sungdong Shipbuilding and Marine Engineering, will feature MacGregor side-rolling hatch covers operated by MacGregor's innovative MacRack technology. The order includes the design and supply of key components and the fabrication of the hatch covers.

The bulkers are destined for two Greek owners, the first two for Quintana Shipping and the remaining three for Alcyon Shipping. The first vessel is scheduled for delivery at the end of 2014.

"Technology that drives new standards of efficiency and minimises environmental impact is an essential element of today's market," says Torbjörn Dahl, Senior Naval Architect for Bulk Ships at MacGregor. "The new orders demonstrate shipowners' willingness to invest in this type of technology and they are a testament to the confidence these particular owners have in MacGregor's ability to deliver this type of solution. We anticipate that MacRack will become the standard system for side-rolling hatch covers, making separate hatch cover lifters obsolete."

Each hatch cover panel will be operated by an electrically-driven MacRack unit, which both lifts the panel up from its closed position and then rolls it away to its open, stowed position. The panels are automatically freed from their securing cleats as they are lifted. The overall operating time for one hatch is approximately 2.5 minutes.



Each MacRack unit is mounted at the associated longitudinal coaming, driving a pinion which engages with a rack fitted underneath the hatch cover panel. In the open position, panels are stowed on transverse ramps. During the closing operation, the hatch covers are automatically cleated and made weathertight.

Automatic motor brakes prevent the panels from unintentional rolling at all stages of the opening and closing process.

Source: MacGregor



The former Dutch pilot cutter **MARKAB**, now under Vanuatu flag, arrived at Stellendam on Friday afternoon for drydocking. She was sold this year to **Antares Charter** from Germany, who, together with [www.isn.eu.com](http://www.isn.eu.com) provide maritime security services in the Gulf of Guinea. Photo : Hans Hoffmann ©

## Crowley Maritime buys Juneau's Taku Oil

**Crowley Maritime Corp. has completed the purchase of a family-owned bulk fuel distributor in Juneau.**

The Jacobsen family, which had owned Taku Oil Sales Inc. since 1953, sold the company on Tuesday, the Juneau Empire (<http://bit.ly/1aoGC7R>) reported.

"The right opportunity kind of presented itself with Crowley and it seemed like the right thing," Taku President Jeff Hansen said. "It's just kind of, unfortunately, the way things go. It's hard for a smaller, independent group to keep going." Hansen married into the Jacobsen family. He has worked for the company since 1987.

"It just seemed like a great opportunity for me to keep the business in the family for a little longer," he said. The company employs 13. Florida-based Crowley will retain the workers and the Taku name. Everybody's planning to stay and continue to work, and that's how Crowley wants it," Hansen said. "They're very much into local-run operations. We have long-term, valuable employees we care a lot about, and Crowley feels the same way." Crowley operates 22 fuel terminals in Alaska. Vice President Bob Cox said Crowley acquires smaller companies with an "if it's not broke, don't fix it" mentality. "They're great people, they're really committed to the community and they've done a great job with the company," Cox said. "My charge is don't mess it up."

Crowley on July 1 bought Anderes Oil in Ketchikan, its first fuel company in southeast Alaska, and would consider other Panhandle opportunities.

State economist Neal Fried said buyouts are common. "That kind of thing is going on continuously," Fried said. "Sometimes you can't even tell that it happened — the ownership changes but the name doesn't change."

Taku Oil operates a 2.5 million-gallon bulk fuel storage terminal, a deep-water marine fuel dock and two Juneau gas stations. Two other bulk fuel distributors in Juneau, Petro Marine Services and Delta Western Inc., are based elsewhere. Hansen's two sons work for Taku Oil.

"I'm sincerely hoping we have another summer like this summer so I have the opportunity to enjoy it, not just look out the window from my desk," he said. Hansen will help with the transition and stay on the job through 2013.

"After that, I'll start playing," he said. **Source : The State**



The NZ Ro-Ro ferry **KAITAKI** (22,365gt/1995) after a total external repaint looking like new after emerging from Cairncross dry dock in Brisbane 7 Sep 2013. **Photo : John Wilson ©**

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



The **AEGIR** fitting out at the **Huisman** premises in Schiedam, rumours are going that the **AEGIR** will shift from **Huisman** to Caland canal Saturday September 14<sup>th</sup>, for a few days prior her departure to Mexico for her first Assignment **Photo : Hans van der Linden - [www.aerolin.nl](http://www.aerolin.nl)- AerolinPhoto BV ©**

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