



Number 267 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 24-09-2013**

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22-09-2013 : The 2012 delivered Danaos Shipping Co Ltd owned 366 mtr long 13.100 TEU HYUNDAI SPEED approaching Singapore enroute the Brani container terminal, the container vessel is built at the Hyundai Samho Heavy Industries Co Ltd yard in Samho under Yard/hull Number S459 Photo : Piet Sinke ©

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The URAG chartered Spanish tug **IBAIZABAL ONCE** manoeuvring in the port of Esbjerg.
Photo : Barry van der Meijden ©

CJ KOREA EXPRESS and MEGALINE FORMED ALLIANCE



TPI Megaline, one of the leading providers of heavy marine transportation solutions, announced that it has entered into a strategic alliance with **CJ Korea Express**, the largest logistics company in South Korea, providing differentiated global logistics services. **TPI Megaline's** expertise in the global heavy marine transport management across various large-scale construction industries, coupled with CJ Korea Express's extensive network and capacity to deliver in a global scale, will enable the partnership to offer more dynamic transportation solutions to existing and prospective clients across the globe.

Chae Kyung Lee, CEO of TPI Megaline on the strategic alliance:

"I welcome the strategic alliance of our two companies. By combining the two fleets together, both companies can offer a complete package of heavy marine transportation for large scale projects that require many vessels. We can now provide a full fleet of 7 world-class vessels and by reducing the interface required for our clients, I believe we are well-positioned for the Oil & Gas industry. I look forward to expanding our influence in the market and building a strong relationship with our partners."

Kwan Soo Shon, CEO of CJ Korea Express was also pleased with the outcome:

"This strategic alliance will provide an opportunity for both companies to expand its core business, and I hope this will be the starting point for a new era in the history of Korean heavy marine transportation."

Strategic Highlights

- Combined fleet of 6 newly built heavy transport vessels and 1 semi-submersible
- Combined in-house and outsourced engineering for diverse transport solutions
- Minimizing the interface required for clients to ensure efficient project management and execution
- Maximize the geographical advantage to Korean fabricators to service the demand for increased fabrication and transportation from South Korea

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The **LADY MATHILDE** at the river Tyne – Photo : Kevin Blair ©

New deal for Somalia is the real thing

First of its kind initiative is a roadmap for promoting statebuilding and peacebuilding over the next three years by focusing on the country's political processes, security, legal system and economic foundation

The international community turned a blind eye to the Horn of Africa for far too long — and not without consequences. Piracy flourished along the Somali coast, the longest in all of Africa. Terrorism gained a foothold. And the population was extremely vulnerable to drought and famine, as we witnessed in 2011.

As recent as this Saturday Kenya and the world experienced in a tragic way what the neglect of Somalia can entail.

Al Shabab has taken the responsibility for the terror attack on Saturday on the Westgate shopping Centre in Nairobi, where a large number of people have been killed and injured.

We condemn the terrorist attack in Nairobi strongly and express our deepest condolences to the relatives of the victims, with the Kenyan people and with the Kenyan Government.

Despite the tragedy this weekend in Kenya, there is an emerging hope in the Horn of Africa. The land attacks of recent months cannot dim the progress achieved in the wake of two decades of conflict and chaos.

One year ago, a new federal government was established in Somalia that can represent the population across geographical regions and family clans. A fragile yet important foundation has been established for creating peace and progress. The recent terrorist attacks in Kenya remind us that in a global world, we cannot forget a country like Somalia. More than a million Somali refugees reside in the neighbouring countries in the Horn of Africa. This, combined with the threat of terrorism, causes instability and danger along the borders, hindering trade that is so essential to economic growth and combating poverty in Africa.

Like the UAE, Denmark is active in the fight against piracy. Denmark is a seafaring nation and we have an interest in ensuring that our ships can sail safely. Danish ships have been hijacked by Somali pirates, with Danish seamen and families taken as hostage. Obviously, this is an untenable situation.

As the host of the most important annual conference on counter piracy in the world, of which the third was held last week in Dubai, the UAE has taken a lead position in the international fight against piracy. The positive results we have already achieved are deserving of praise and celebration. Piracy is down to a very low level. This is a direct result of

wide-ranging efforts including international naval operations, the shipping companies' own measures and efforts in Puntland, which serves as the base for the majority of Somali pirates, to do something about the problem.

We have seen uplifting results on the ground. For example, the first new Somali schools in 20 years have opened their doors to nearly 100,000 students. Hospitals, health clinics, roads and bus stops are being restored. Prisons, police stations, courts and legal aid centres have received vital funding, improving access to justice for the Somali people. But we must not rest on our laurels. Rebuilding Somalia will take a long time. Setbacks are inevitable. But we must not give up.

Somali government recently entered the 'New Deal' contract with the country's citizens to establish greater security, greater respect for rights, and greater economic progress. Somalia must take responsibility for the country's development as its international partners pledge to continue providing support and avoiding mistakes of the past.

Somalia's New Deal is based on strong support from the international community, with the European Union leading the way. At a conference in Brussels last week, the numerous invited countries resolved to support Somalia's New Deal, both politically and economically.

Somalia's New Deal is the first of its kind in the world and is a more ambitious initiative than a classic 'development tool'. It is a roadmap for promoting statebuilding and peacebuilding over the next three years by focusing on the country's political processes, security, legal system and economic foundation. Somalia's New Deal is not perfect, but it is likely the best available recipe for progress and tackling the many serious threats that Somalia has created for itself, the region and the world in recent years. We must not let this opportunity go to waste.

The Kenyan tragedy will hopefully increase the international focus and efforts.

Denmark advocates this approach to development in fragile states through the Danish co-chair of the International Dialogue on Peacebuilding and Statebuilding, working closely with the group of fragile states in the G7+, which includes a number of African countries. Positive development in Somalia through the New Deal approach can set new standards for global cooperation and for how we think about peace, security and development. More than 1.5 billion people currently live in countries in very fragile situations — many of these countries are in Africa.

Their opportunities for achieving the universal development goals are inextricably linked to increased peace, security and stability.

By fulfilling its promise in what may be the most fragile state of them all, Somalia, New Deal will ignite the hopes of people around the world. This is why positive development in Somalia is important. And this is why the international community's continuing support of Somalia and the New Deal efforts is important.

The tangible results achieved through the New Deal approach will also serve as the best argument for putting the challenges of fragile states at the top of the global development agenda post-2015. Denmark recognises the importance of a strong international cooperation on Somalia. The support and commitment of the UAE to this cooperation represents a vital contribution towards fulfilling our shared responsibility for Somalia and the international New Deal efforts. Villy Sovndal, Minister of Foreign Affairs of Denmark and Christian Friis Bach, Danish Minister for Development Cooperation and co-chair for the International Dialogue on Peacebuilding and Statebuilding. **Source :**

Gulf News

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Nautica biedt petitie aan tegen verhoging havengeld

Nautica, het platform voor watersporters en bootliefhebbers, biedt op 26 september een petitie aan tegen de verhoging van het havengeld in Amsterdam. Meer dan 1000 mensen hebben het protest ondertekend.

De [petitie](#) is naar aanleiding van de [verhoging van het havengeld](#) in **Amsterdam** met maar liefst 97,61 procent ten opzichte van vorig jaar. Het tarief werd verhoogd naar €58,00 per meter per jaar. Voor een bootje van 5 meter betaalt men nu meer dan voor een parkeervergunning in het centrum van Amsterdam.

ANWB Waterkampioen

Naast Nautica, deed ook de [ANWB Waterkampioen](#) een oproep onder haar leden om klachten in te sturen. Veel mensen bleken bezwaar te hebben ingediend bij Waternet, maar kregen te horen dat bezwaar niet mogelijk was. Ook stoort het mensen, dat ondanks de **verhoging** van het vignet, de handhaving te wensen overlaait en er nog behoorlijk veel wrakbootjes drijven in de grachten van Amsterdam.

Tekst van de petitie

Tekst van de petitie: Er valt niet in te zien waarom bootbezitters meer dan andere inwoners bij moeten dragen aan de algemene gemeentekas van Amsterdam. Dit kan worden beschouwd als misbruik van macht en discriminatie ten opzichte van een gemakkelijk te identificeren groep, namelijk de bootbezitters. Het is onredelijk dat het **havengeld** in 2013 opnieuw verhoogd wordt. **Nautica** eist namens de ondertekenaars van de brief, dat het tarief in 2013 gelijk blijft om te compenseren voor de exorbitante stijging van 2012.

Commissie water

Nautica biedt de **petitie** op 26 september om 13.30 uur aan tijdens het inspreekhalfuur voor het publiek bij de commissie water op het stadhuis (Amstel 1) in Amsterdam. Voor meer informatie kunt u mailen met redactie@nautica.nl

Dit artikel is ook online terug te vinden op: <http://www.nautica.nl/bootnieuws/7960/nautica-biedt-petitie-aan-tegen-verhoging-havengeld/>



22-09-2013 : The 282 mtr long 58486 DWT **HS MOZART** westbound in the Singapore Straits, the 2002 delivered container vessel is built at the Hanjin Heavy Industries & Construction Co Ltd in Busan under yard number 107 as the **HS EXPLORER** renamed in **MSC LAUSANNE** in November 2002 followed by **APL AUSTRALIA** and October 2010 renamed in **HS MOZART** – Photo : Piet Sinke ©

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

Growing piracy risk in West African waters brings new exposures, challenges

While the threat of piracy from the Gulf of Aden has diminished in recent months, the growing piracy risk in West African waters the past two years brings new and challenging exposures for shipowners and the marine insurance market. Executives at the International Union of Marine Insurance's annual conference in London said last week said that while the location has shifted, piracy remains a major risk.


"Now the threat has shifted to West Africa, there are new concerns and exposures to analyze," said Dennis Marvin, chairman of IUMI's cargo committee and a vice president at American International Group Inc.

"As an intelligence puzzle, West African piracy is a hard one to crack, especially when compared to its Somali equivalent," said Jim Mainstone, head of intelligence at Oxford, England-based Gray Page Ltd.

"If you want to properly understand the threat, forget about Somalia and analyze West Africa from first principles," Mr. Page said. Piracy in West African waters is akin to organized crime, and the pirates that board a vessel "are the tip of the iceberg."

Unlike most pirates in the Gulf of Aden, West African pirates typically are backed by a sophisticated network of organized crime, Mr. Page said. They often have access to detailed information about cargo being shipped and access to illegal storage facilities and the contacts via whom they can sell goods on the black market.

"It's a near-perfect crime," he said. "It is quick, it raises a lot of money very quickly, no one really gets hurt and no one is going to do, or is doing, very much about it." The "big winners" are the criminal gangs, he said, "and there is only one loser, which is the cargo interests." Source : businessinsurance.com



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22-09-2013: K-Line's **JAMES RIVER BRIDGE** turning to port after leaving the Jong Fairway in Singapore whilst making speed and joining the Eastbound traffic in the straits – Photo : [Piet Sinke](#) ©

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

IMO finds 'serious lapses' in DoS evaluation report

The International Maritime Organisation (IMO) has recently advised the Department of Shipping (DoS) in Bangladesh to rectify lapses in training and certification of seamen to avoid omission from the White List of competent seafaring nations, sources in the shipping industry said. However, the head of the DoS said the advice of the IMO was based on some improper information given in a five-yearly evaluation report submitted early this year to the global shipping watchdog. DoS Director General Commodore Jobair Ahmad said the IMO has been informed recently in a letter that the DoS would resubmit the five-yearly (2009-2013) evaluation report to the IMO by November next.

He claimed that the DoS was most successful over the last five years as it raised the number of Bangladeshi seamen to 15,000 from 7,000 in 2009.

European shipping companies, which did not hire Bangladeshi seamen from 1986, started recruiting seamen from the country from 2012 after being pursued by the DoS. The earnings of the seamen of the country rose to \$322 million in fiscal year (FY) 2012-13 from \$208 million in the previous FY, said Commodore Jobair.

He said now the country produces 700 seamen a year from 18 marine institutes including the government-managed Chittagong Marine Academy (CMA). Earlier in 2009 around 150 seamen qualified from the CMA.

The DoS DG said Bangladesh will continue to remain as one of the best seafaring nations of the world despite the recent concern of the IMO, caused by some short communication gaps.

In a recent letter to the DoS, the IMO said there were serious lapses related to education, training, assessment and certification of seamen in Bangladesh, sources at the DoS said.

The sources said failure to address the lapses by the end of the current year the performances of maritime institutes of the country and competency certificates issued by the DoS since 2009 could be declared invalid.

The sources said the DoS had submitted its five-yearly evaluation report (2004 to 2009) only in 2013, and the evaluation report contained serious lapses. Submission of evaluation report to the IMO is obligatory for the shipping departments of the member-states to be retained in the White List.

Sources in the shipping trade allege that most seamen obtain their certificates on pecuniary deals with corrupt officials of the DoS. The warning came after Bangladesh had failed to submit its periodic independent audit reports on training and examination system at the local facilities of the seamen and survey of vessels to the IMO. The independent audit report should include the quality of training and certification and all requirements of the International Convention on Standards of Training, Certification, and Watch-keeping (STCW). If Bangladesh is omitted from the White List due to failure of mending the lapses, it may lose competitiveness as a seafaring nation. In that event, the certificates issued to seafarers by Bangladesh authorities will lose its recognition by other IMO member-states. The outcome will be disastrous and Bangladeshi seamen now engaged in hundreds of ships worldwide might lose their jobs and it will be really difficult for the newcomers in the trade, sources said. Even Bangladeshi ocean-going ships will also be forced to recruit foreign seamen sacking the local ones, who will become disqualified to work on board ships at foreign ports. Their employment on Bangladeshi ships will also be at stake because they would not be treated as duly qualified and as such our ships may not be able to visit foreign ports with our own seamen. "It will be a really disaster in the shipping sector. We may have to employ foreign seamen and instead of earning foreign exchange, there will be a huge drainage," an official of a private shipping company said. **Source: The Financial Express**

World's most 'eco-friendly' cargo ship to use its own hull to sail

Norwegian speed-sailing entrepreneur Terje Lade plans to build a cargo container ship with a difference: the giant hull of his 'Wind Ship' (Vindskip in Norwegian) is designed to channel air similar to how a sail does, in order to fairly drastically cut fuel use and have the big ship sail itself using ocean wind power.

Lade has estimated that the Wind Ship would have fuel savings of an estimated 60% and emissions reductions of 80% compared to current cargo ships. The design of the Wind Ship calls for a natural-gas fired engine and a computerized sailing system that constantly calculates wind speed and direction so that the ship can channel wind along its hull - sailing not directly into the wind but rather constantly finding the most efficient 'close-haul' angle - to move forward at around 14 knots. The Wind Ship is also designed to take advantage of the wind created simply by the big boat's forward propulsion. Lade worked in Norway's oil and shipping industries but was a speed-sailing enthusiast before devoting himself to create a greener cargo ship solution. He hopes to partner with companies to build a Wind Ship within the next three to four years. Wind Ship's aerodynamic sailing capabilities have been tested at the UK's Cranfield University wind tunnel. In a documentary on Norwegian TV, Cranfield professor Kevin Knowles said at first he thought Lade and his idea were crazy, but after contemplation and seeing the small-scale model in action, he conceded that the idea has merit. **Source: Treehugger**

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Panama's Expanding Canal Can't Keep Up With Megaships

When it was completed a century ago, the Panama Canal was the largest engineering project the world had ever seen: A 50-mile cut through mountainous, malarial terrain to create gravity-fed water locks that could lift giant freighters and ocean liners 85 feet up from sea level, across the isthmus, and back down again. Now, though, this historic achievement is too small.

Panamanians overwhelmingly voted in a 2006 national referendum to expand the canal. The \$5.25 billion project will widen and deepen the existing channel while creating two new entranceways, one on the Atlantic side, one on the Pacific. Most important—and ambitious—the project will create a new set of locks that are bigger and yet more efficient at husbanding water. (Each time the locks open, they drain Panama's Gatun Lake a little bit.) The project is scheduled for completion by April 2015.



22-09-2013 : The 2012 delivered 14074 TEU **CSCL URANUS** westbound in the Singapore Straits, the 365 mtr long / 155.627 DWT **CSCL URANUS** is built at the Samsung Heavy Industries Co Ltd yard in Geoje under yard number 1825— Photo : Piet Sinke ©

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

Why would Panama decide to spend a fifth of its gross domestic product on this? Panama and those markets—the U.S., most prominently—that rely on the waterway for imports and exports are concerned that the canal has become a chokepoint. Dozens of ships wait to get through on any given day; at times the wait can be a week. Shippers sometimes pay hundreds of thousands of dollars just for the right to jump to the front of the line.

For decades, the biggest ships being built haven't been able to fit through the canal. When it was constructed, cargo ships were a fraction of their current size; container-ship capacity has tripled in the past 20 years. And now that a Chinese entrepreneur has announced the route for a visionary project to build a competing canal through Nicaragua, the pressure is even higher.

Panama's canal expansion has critics. The problem with mammoth infrastructure projects is that they take time. Even as the new canal is being dredged, container ships continue to grow in size. Even the expanded canal won't fit the very largest ships coming into operation.

There's another wrinkle, too: climate change. As more of the northern ice cap melts, it's becoming possible for ships to pass through the Arctic from Asia to the Americas. Opening the once-fabled Northwest Passage will make the Panama Canal far less important. Tiny Panama has very parochial reasons for hoping the planet gets a handle on global warming. Source: Bloomberg

Bescherming van Sint Petersburg tegen het water.

Dit is de titel van een nieuwe tentoonstelling in het Nationaal Baggermuseum te Sliedrecht. De stad Sint Petersburg werd gesticht in het jaar 1703 door Tsaar Peter de Grote die destijds het vak van scheepsbouwer in Nederland leerde.

Sinds de stichting is de stad 300 keer geteisterd door overstromingen. Nederlandse ingenieursbureau's hebben een groot aandeel gehad in het ontwerp van een stormvloedkering die een lengte heeft van circa 25 kilometer. De stormvloedkering bestaat uit dijksecties, uitwateringssluizen en twee afsluitbare doorgangen voor de scheepvaart. De stormvloedkering van Sint Petersburg is te vergelijken met een combinatie van onze Afsluitdijk, de Haringvlietsluizen en de Maeslantkering in de Nieuwe Waterweg.

De bouw van deze stormvloedkering verliep in verschillende fasen en werd in augustus 2011 officieel geopend door Vladimir Poetin. Boskalis heeft drie contracten van het werk uitgevoerd. Zo moest bij het baggeren van een nieuwe toegangsgeul naar de haven een grote hoeveelheid munitie worden opgeruimd uit de periode van het beleg van de stad in de Tweede Wereldoorlog.

In het Nationaal Baggermuseum is de stormvloedkering van Sint Petersburg op schaal nagebouwd en te bezichtigen en zijn vele wetenswaardigheden over dit omvangrijke werk geëxposeerd. De officiële opening van deze tentoonstelling wordt verricht door de heer Fodor Veronin, cultureel attaché van de Russische Ambassade in Nederland. De expositie is te zien vanaf 28 september 2013 t/m 12 april 2014. Medewerking werd verleend door de heer Ir. R.J. De Heer Msc, oud-docent UNESCO-IHE. Voor nadere beschrijving van deze tentoonstelling wordt verwezen naar de website van het Nationaal Baggermuseum: www.baggermuseum.nl Het museum is geopend van dinsdag t/m vrijdag van 14:00 tot 17:00 uur en op zaterdag van 11:00 tot 17:00 uur.



Dry bulk carrier NS Yakutia (Sovcomflot) sets off for Northern Sea Route

On September 21, Sovcomflot's dry cargo carrier **NS YAKUTIA** set off from Murmansk to deliver 67,000 tonnes of iron ore concentrate to port Lanshan (China). According to Sovcomflot press center, the NS is expected to arrive in the port of Discharge on October 12.

The voyage is estimated to last for 40 days including 8 days along the Northern Sea Route. The vessel was chartered by Eurochem Trading. According to the vessel's captain, the ice conditions are statistically average for the Arctic navigation. The vessel will sail along the Northern Sea Route in a convoy escorted by **YAMAL** and **TAIMYR**, nuclear icebreakers of FSUE Atomflot.

Technical support of the voyage is provided by SCF technical manager - Novoship OJSC in conjunction with the experts of Sovcomflot headquarters and the state structures.

Vessel's technical characteristics: built in 2013, deadweight – 74.559 t, ice class – 1B, length – 225 m, width – 32 m, draught – 14 m. **NS YAKUTIA** is fitted with all possible communications facilities including satellite communication. Glonass and GPS are installed onboard the ship.

It is the sixth transit voyage of Sovcomflot Group along the Northern Sea Route being another element of the company's programme on the development of high latitude arctic routes from the Atlantic Ocean to the Pacific Ocean.

Sovcomflot Group is Russia's largest shipping company and one of the world's leading shipping companies specializing in the maritime hydrocarbons transportation and supporting continental shelf exploration and oil & gas production. The SCF fleet includes 160 vessels. The company is registered in Saint-Petersburg and has representative offices in Moscow, Novorossiysk, Murmansk, Vladivostok, London, Limassol, Madrid, Singapore and Dubai. **Source : PortNews**



The **EDT YAM** (ex. Vlaanderen XXI) operating off Haifa – Photo : Peter Szamosi ©

Baltic Dry Index up to 1,904 points

On September 20, 2013, the Baltic Dry Index climbed to 1,904 points, up 44 points (2.37%) against the level of September 19.



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New CFO at Sea Trucks group

Sea Trucks Group has announced the appointment of **John Dixon** as Group Chief Financial Officer. He will report to Group Managing Director, **Peter van Die**, and will be based in Lagos, Nigeria.

Mr Dixon has an extensive professional background in the offshore oil and gas, fabrication and engineering sectors and also has extensive experience working and living in Lagos, having held the role of Group Chief Financial Officer with Nigerdock FZE Ltd, a local EPC contractor and ship repair business, for the last 2.5 years.

Prior to this, he worked as Managing Director in South Africa for Federal Signal Inc and has also held a variety of financial controller roles for companies including Amec Offshore and Dunlop (BTR) subsequent to its acquisition of DUCO Ltd (Umbilical Manufacturer). He replaces Steve Assiter who is stepping down for family reasons. **Source :** Offshore Shipping Online

Iran detained Indian ship for 26 days based on false alarm

Though Iran detained Indian ship MT **DESH SHANTI** last month for allegedly causing pollution in the Persian Gulf, the oil-slick it was accused of leaving behind was actually set off by another vessel sailing at a distance of 115 nautical miles from the Shipping Corporation of India's (SCI) tanker. As New Delhi pieces together the chain of events leading to the detention of **MT DESH SHANTI** at Bandar Abbas port for 26 days, it has now emerged that the July 30

pollution alert, which the Iranian Revolutionary Guard Corps (IRGC) cited to justify its action against the ship, wrongly blamed the SCI's tanker for the oil slick that allegedly spread over 10 nautical miles.

Intense diplomatic contacts between New Delhi and Tehran led to the release of MT Desh Shanti on September 6, although the SCI had to submit a Letter of Undertaking to Iran's Port and Maritime Organisation, committing to pay penalties if it was proved that the tanker had indeed caused pollution.

The IRGC detained MT **DESH SHANTI** on August 12 after the Marine Emergency Mutual Aid Centre (MEMAC), which keeps tab on oil and natural gas spills in the Persian Gulf, issued an alert, blaming the ship owned by the SCI of "discharging oil intentionally" on July 30.

The MEMAC cited the location of **MT DESH SHANTI** at 18:45 hours GMT on July 30 at 26 degree 53 minutes north latitude and 52 degree 32 minutes east longitude. According to the alert issued by the MEMAC, the ship was at that time 30 nautical miles east of Iranian island of Jaziraht Ye Lavan and was sailing on the 117 degree course at a speed of nine knots.

The **MT DESH SHANTI** was in fact at that time located at 85 nautical miles west of Jaziraht Ye Lavan and was headed in the opposite direction towards Basrah port of Iraq. It was sailing on course 298 degree at a speed of 13 knots.

Sources told Deccan Herald that huge difference between the actual location, course and speed of the MT Desh Shanti and those cited in the MEMAC alert clearly indicated that the pollution watchdog based at Manama in Bahrain had in fact been tracking another ship.

New Delhi is set to use the discrepancies to prove that the allegation against the ship was false and possible result of a goof-up. Though Tehran initially claimed that the ship was causing oil-spill, New Delhi pointed out that it was not carrying crude oil on the day. **Source : Deccan Herald**

Princess' Newest Cruise Ship Loses Power in the Mediterranean

A Princess spokeswoman confirms that power was out on **ROYAL PRINCESS** for approximately 3.5 hours. An investigation into the outage is underway, but the cause has not yet been determined; however, other problems on the ship (plumbing, etc.) are unrelated. The itinerary will be impacted, with passengers receiving details in the morning; we will update you when we hear more information.



The **ROYAL PRINCESS** – photo : Francis Ferro ©

Princess Cruises' newest cruise ship, **ROYAL PRINCESS**, lost power for several hours midway through a 12-night Mediterranean cruise. Emergency generators supplied power for essential services, such as toilets, during the outage, and full power has since been restored. The loss of power occurred as the ship was en route from Mykonos to Naples, at 1:30 p.m. local time, reports Cruise Currents. The captain kept passengers informed of the situation over the course of the afternoon, and at no time was the ship in any danger. Cruise Critic member funnyfingers heard from family members onboard that "they were without power for 4.5 hours and had to cancel the Naples stop." However, an official statement from the cruise line reports the ship is still enroute to Naples.

A Princess Facebook fan posted on Princess' page today that "the ship has had many other problems in the past eight days, plumbing, electrical, air-conditioning, and last night we were delayed leaving Mykonos for over four hours because they couldn't get the anchor up." Princess Cruises apologized for the "challenging experience" and affirmed that passenger safety is the line's priority. We have reached out to a Princess representative to determine if **ROYAL**

PRINCESS outage has caused an itinerary change or not and if crewmembers have discovered the cause of the power loss. We'll keep you posted. Source : [cruisecritic](#)

Ex-captain says helmsman's slow actions led to Costa Concordia crash

The former captain of the **Costa Concordia** on Monday blamed the man steering the ship for causing the cruise liner to capsize near the Italian island of Giglio.

In his first testimony in his trial, Francesco Schettino said an Indonesian helmsman reacted too slowly to his order to turn the ship, the Italian news agency ANSA reported.

Schettino told at a court in the Tuscan town of Grosseto if the helmsman hadn't taken 13 seconds to respond, "the blow would have been avoided." The ex-captain said he was attempting to execute a maneuver to bring the vessel parallel to a rock formation, "but the helmsman did not carry out my orders correctly, put the rudders in the opposite direction and we hit."

Adm. Giuseppe Cavo Dragone, who led the court-ordered evaluation of the ship, disagreed with Schettino's statement. Dragone said "the impact would have been the same" even if the helmsman had immediately performed the move.

An expert testified the ship's black box recorded no evidence of the orders Schettino claimed he gave. The expert added the ship's rudders were "ungovernable" after the **Costa Concordia** hit the rocks.

Francesco Pepe, Schettino's defense attorney, said a new appraisal of the ship should be conducted now that it has been righted off the rocks. Source : [upi.com](#)

NAVY NEWS



23-09-2013 : **DARING** at Williamstown with Nuship **CANBERRA** in the background, first visit of UK Warship since 1988! Photo : Andrew Mackinnon – www.aquamanships.com ©

Large Russian delegation to participate in naval exhibition in Kochi

A large Russian led by Alexander Titov, Representative of the Federal Service for Technical Military Cooperation to India will take part in NAMEXPO-2013, India's first naval and shipbuilding exhibition, which opens today in Kochi. The expo is being held in partnership with government of Kerala with support from the Indian Navy, Coast Guard as well as the Indian ministries of medium and small enterprises, earth sciences and shipping.

The Russian delegation includes more than 50 specialists from Rosoboroexport, the United Shipbuilding Corporation, the research and production association MARS, the central marine technology design bureau Rubin, and Sudoexport foreign-trade organisation.

A Russian delegation source told Itar-Tass: "Considering that Russia can render assistance to India in strengthening its Navy, a decision was taken to take part in the exhibition and send not only a delegation but also an exhibition (to Kerala). We bring advertising folders and technical documentation. Individual companies may bring technology replicas." Organizers specified that exhibitors from Russia have been provided with a separate pavilion. The Indo-Russian joint-venture BrahMos Aerospace, which engages in developing supersonic cruise missiles, is the exhibition's

partner. Shivthanu Pillai, the chief managing director of BrahMos will address the gathering along with Kerala chief minister Oomen Chandy, Kris Gopalakrishnan, president of CII and Vice Admiral Satish Soni, flag officer commanding-in-chief of the Indian Navy's Southern Naval Command.

Defence exhibitions have become important occasions for Indian and foreign companies to display their latest products and technology. Russian firms actively participate in DEFEXPO, an exhibition of military products held in New Delhi, and Aero India, an air show and exhibition of equipment for the Air Force in Bangalore, both of which are held once in two years. NAMEXPO organizers from among the Confederation of Indian Industry have also expressed confidence that the exhibition will be held on a regular basis in the future. Russian delegation analysts believe that participation in NAMEXPO-2013 will help improve the country reach out further to public and private players. "We think that this exhibition will undergo further development," the source pointed out. The source said that in Kochi, Russia is ready to hold negotiations with various countries but no documents would be signed. Source : Indrus

Chinese query on INS Vikrant raises many an eyebrow

A reported attempt by Chinese media to access visuals and information on **INS Vikrant**, India's first Indigenous Aircraft Carrier which was launched here this August, has raised security concerns. On the eve of the opening of NAMEXPO 2013, the five-day Naval and Maritime Expo to be held on the Cochin Port Trust premises from Monday, the report has raised many an eyebrow.



According to reports, on August 11 - the day before Indigenous Aircraft Carrier **INS Vikrant** was launched at the Cochin Port Trust by Defence Minister A K Antony - a media reporter and a Naval official received phone calls from a person claiming to be the representative of a Chinese government-run News channel. The caller sought the 'video footage of whatever had been shot of the ship' by the correspondent. The caller also claimed that it was an

official from the Indian Navy who provided him with the correspondent's number. The media reporter then cross-checked it with the said Naval official, who immediately denied of any such development.

A few minutes ago the Naval official also received a similar call from the same person, seeking access to the vessel. However the request was declined, the reports said adding that the Indian Navy's Public Relations Officer has confirmed of receiving these calls. It has been pointed out that the phone calls could have been part of an attempt to collect detailed information on **INS Vikrant**.

Meanwhile the Southern Naval Command declined to comment on the issue. The SNC however confirmed that an international media channel had sought permission to cover the event the previous night. "The request was duly sent to the PRO (Navy). However, they could not be accommodated as obtaining clearances was not possible at such a short notice," said an official spokesperson. Source : Indian Express

Chinese aircraft carrier returns to home port



A ship-borne J-15 fighter is making short ski-jump takeoff from the flight deck of the aircraft carrier "**Liaoning**". China's first aircraft carrier "**Liaoning**" returned to a naval port in Qingdao in east China's Shandong province after successfully completing its scheduled tests at sea.

During the tests, the ship-borne J-15 fighters made 100-odd sorties in all, conducting the tests of such subjects as taking-off with maximum payload along the long and short runways on the aircraft carrier, arresting-cable-controlled landing with maximum payload, and multi-weapon configuration takeoff and land

Furthermore, multiple fighters successfully completed take-off and landing on the aircraft carrier at short intervals. Through the tests, the commanding process of on-ship flight for ship-borne aircraft has been optimized and flight deck operation process has been fully verified. The sea trail conducted by the aircraft carrier "**Liaoning**" in September exceeded the previous ones both in duration and distance since its maiden voyage on October 12, 2012. **Source :**

English-people.com

SHIPYARD NEWS

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'Blue Protector' off to work in the North Sea

The platform supply vessel '**Blue Protector**' was delivered from Ulstein Verft on 23 September 2013. The vessel is owned by Blue Ship Invest and managed by Atlantic Offshore. The vessel is going to the spot market in the North Sea.

'**Blue Protector**' is the final newbuild in a series of six platform supply vessels (PSV) of the PX121 design, and Atlantic Offshore already has the management for two vessels in this series. The latest vessels in the series have been adapted to requirements for work in the Norwegian sector. That includes more power in order to keep position in foul weather at rig, and NOx reduction for the exhaust emissions. In addition, the latest vessels carry the light ice class (ICE-C), to be prepared for work further north.



The first platform supply vessel in this series was delivered from Ulstein Verft in 2012. Blue Ship Invest, a wholly-owned company in Ulstein Group, decided at the time to invest in the construction of a series of newly developed medium-sized PSV designs in order to introduce them to the market. Market surveys had shown that the size and capacity would be very attractive for various assignments. All of the previously delivered vessels to Blue Ship Invest have entered into firm contracts in the North Sea, and the interest in this design has been steadily increasing world-wide. So far, ULSTEIN has sold design & equipment packages for eight of these vessels for construction at several yards in south east Asia and China.

The vessels of the PX121 design have an optimal combination of fuel-efficiency and deadweight. They have the capacities and performance close to the segment for larger PSVs, but at a cost that provides excellent value-for-money.

The vessels' X-BOW® hull line design offers efficiency over a wide draught range, which is important for PSVs as they frequently operate with varying loads. Moreover, the X-BOW has unique, beneficial qualities in terms of motion and propulsion efficiency in heavy seas. Both the hull and choice of propulsion system make the vessels particularly suited for North Sea and North Atlantic conditions.

'Blue Protector' has a length of 83.4 metres and a beam of 18 metres, and keeps a maximum speed of approximately 16 knots. She has a load capacity of 4,100 tonnes (dwt), and the 850 square metre cargo deck can carry a deck load of 2,200 tonnes. In addition to tanks for oil, water and drilling fluids, the vessel has four stainless steel tanks for flammable liquids.



'Blue Protector' has modern accommodation for 23 persons, is equipped with a dynamic positioning system IMO class II and meets the requirements of DNV's Clean Design notation.

Order Placement for Drill Ships on a Rapid Decline

The global drill ship market is shrinking this year to drag down the profits of major Korean shipbuilders. The order quantity and unit cost are all declining at the same time.

According to industry sources, Korean shipbuilders have won nine drill ship contracts since the beginning of this year, which is approximately one half of last year's total at 17 and one-third of the volume they recorded in 2011. Daewoo Shipbuilding & Marine Engineering has won four contracts, and Samsung Heavy Industries has obtained five. The problem is that the market prospect is not bright for the rest of this year.

Besides, the decrease in the unit cost is putting more and more pressure on the companies. The level of the price remained over US\$600 million during the first half of 2013, but has dipped below US\$500 million in the latter half. In particular, Samsung Heavy Industries won two drill ship contracts in July from Seadrill Draco at the price of US\$1.04

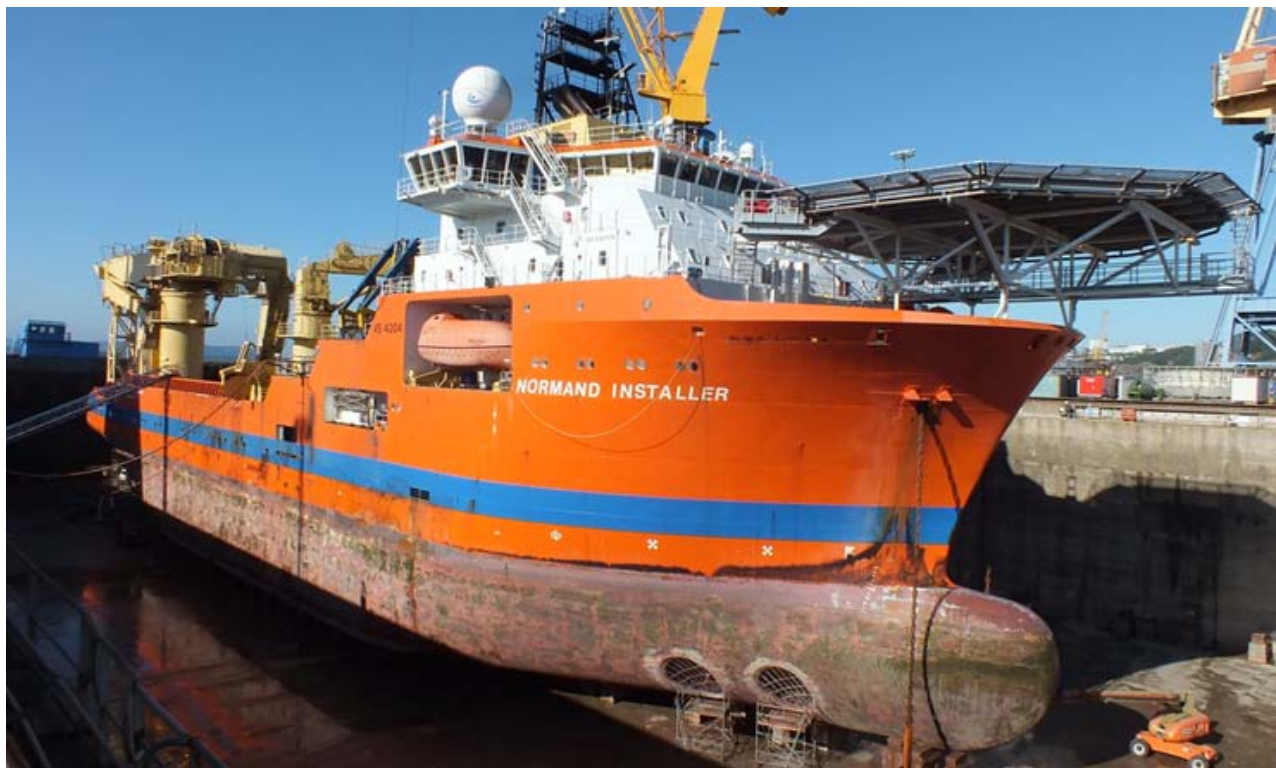
billion, so the price per vessel hit a record low in the history of the local industry. "If the unit cost is around US\$500 million, the margin rate is estimated to be about 5%," said an industry source, adding, "The percentage used to be over 15% in the recent past."

Industry experts are attributing the market contraction to the current change in the pattern of petroleum production. Until recently, oil price increases and undersupply drove up the demand for drill ships, but offshore petroleum production is declining these days, whereas onshore oil production is on the rise. Technological development has increased production capacity per unit of equipment to lower the demand for oil manufacturing machinery as well.

Under the circumstances, the drill ship charter fee is on a downward spiral as well. Drill ships are run on a charter basis in most cases. According to the data of Rigzone, a drilling equipment site, the daily charter fee for deep-sea drill ships is at around US\$479,000 on average nowadays. It has fallen by over 12% year on year from approximately US\$550,000.

Furthermore, the stock prices of global drill ship companies and drilling package manufacturers are moving sideways this year. As of last week, the stock prices of Vantage Drilling, ENSCO, and Transocean have fallen by 3.2%, 6.0%, and 3.9% each. Although those of NOV and Noble Drilling have gone up 12.0% and 8.4% compared to the beginning of the year, the rates of increase fall short of that of the Dow Jones Index at 15%. "The drill ship market is closely connected to crude oil production trends, and it cannot be denied that the current environments are far from optimistic," said a securities analyst, continuing, "It seems that things will not turn better for the time being."

Source : businesskorea.co.kr



The **NORMAND INSTALLER** in drydock at **Damen shiprepair** in Brest – Photo : Jacques Carney ©

Work starts on world's largest cruise ship at French shipyard

The STX shipyard, at the port of Saint Nazaire on France's Atlantic coast, today started building what will ultimately be the world's largest cruise ship.

At the ceremony, the first steel plate for the hull of an "Oasis" class ocean liner for Miami-based Royal Caribbean Cruises was cut at STX France situated at the mouth of the river Loire. The new order for Royal Caribbean Cruises Ltd., brought to an end a two year famine of orders at the Saint Nazaire yard, reports French language Le Télégramme.

This latest leviathan of the seas, when it launches, will be 360 meters (1,181 feet) long with a beam of 60 meters (197 feet). 60,000 metric tonnes of steel will be used in the ship's construction with the total cost coming in at around 1 billion euros (\$1.35 billion). The new ship will be capable of carrying 8,000 passengers and crew.

At the keel-laying ceremony today, the first of the 400,000 sections of sheet metal that will be used to construct the latest addition to the Royal Caribbean fleet was cut and a piece symbolically representing the outline of the new vessel handed to the shipyard directors and the ship-owners. STX Europe's facility at Saint Nazaire is one of only around four or five shipyards in the world capable of handling such a monster of the seas. The new order will mean full employment for virtually all of STX France's employees come January next. Many employees at the French shipyard were laid off as ship orders dried up.

A name has yet to be chosen for the new liner which will join two existing Oasis class ships in the Royal Caribbean fleet, Oasis of the Seas and Allure of the Seas, after the estimated delivery date in summer 2016.

The new cruise ship is the first of Royal Caribbean's Oasis class stable to be built outwith Finland's STX Europe shipyards. Construction at Saint Nazaire continues a historic tradition of building ocean-going ships at the French shipyard. In 2012, the western Loire city marked the 150th anniversary of the first transatlantic steamship service between France and the Americas. The Saint Nazaire shipyards are famed, too, for giving birth to two of the twentieth century's most graceful ocean liners, the [SS Normandie](#), which made its maiden voyage in 1935, and the SS France, launched in 1960. **Source : Digital Journal**

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Iranian shipbuilding company in Bushehr lays off entire workforce

All 1,500 workers at the Sadra Shipbuilding Company (Iran Marine Industrial Company) in Bushehr Province have been laid off. ILNA reported earlier that 800 employees had been laid off, and now the remaining 700 workers have also lost their jobs. The Bushehr House of Workers had already reported that the workers had not been paid for four months. The report adds that almost all of the shipbuilding company's manufacturing activities have now been stopped.

The international sanctions on Iran have created widespread economic problems that have strained many industrial sectors. **Source : Payvand Iran**

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Qatar looking at Aden port investments

Qatar is looking to take over management of the container terminal at the port of Aden. The terminal, which has previously been controlled by Singapore's PSA International, and then DP World of Dubai, was visited by the Qatari ambassador to Yemen who discussed taking over the lease of the facility. Sources also suggested that Qatar would be interested in taking over the running of Aden's oil terminal too. **Source: GulfShip News**



Teekay's Z-tech "**YANDEYARRA**" riding high during a strong westerly wind outside Port-Hedland.

Photo : Capt. Bas van Hoorn ©

Last of RHL quartet delivered: RHL CALLIDITAS (4,620 teu)

The German non-operating owner Reederei Hamburger Lloyd (RHL) has taken delivery of the 4,620 teu vessel **RHL CALLIDITAS**. The ship is the last of four SDARI-designed small over-panamax ships that RHL ordered in 2008 at Shanghai Chengxi Shipyard (two ships) and Jiangnan Shipbuilding (two ships). RHL is believed to have ordered these ships speculatively and later deferred their deliveries in the wake of the global economic slowdown. The SDARI-4600-

type ship is 259.80m long and 37.30m (15 rows) wide. Powered by a 7-cylinder main engine it can reach speeds of up to 23 knots. The vessel has been chartered by CMA CGM, for service on the Far East to West Africa service 'AFEX' (#419), which the French carrier offers in cooperation with Maersk Line and Safmarine ('FEW3'). Reederei Hamburger Lloyd's latest vessel follows the [RHL CONSTANTIA](#), delivered in May.



22-09-2013 : The 2007 delivered [MAERSK BROOKLYN](#) westbound in the Singapore Straits passing Kusu Island – The 294 mtr long / 53890 DWT [MAERSK BROOKLYN](#) is built at the [Volkswerft Stralsund GmbH](#) in Stralsund under Yard/hull Number 462 , the vessel was laid up in the period between July 2009 and September 2010 when the vessel returned into service under the name [BROOKLYN](#), , in March 2012 the ship got her original name [MAERSK BROOKLYN](#) back - [Photo : Piet Sinke ©](#)

Click [HERE](#) to see the above Photo direct in High Resolution

Mombasa now listed among leading African ports

Recent Capacity expansion and the handling of in-creased traffic volumes have propelled the port of Mombasa to the ranks of top world container ports.

Having handled 903,000 TEUs in 2012 coupled with the prediction to break one million TEUs mark this year, the port of Mombasa has been ranked fifth in Africa and 117th out of the leading 120 container world ports.

According to the current issue of Container Manage-ment, a reputable internatio-nal shipping magazine, front runners on the Africa front are Port Said of Egypt at 39th position, Port of Durban in South Africa at 51, Port of Tanger Med in Morocco at 73 and port of Alexandria in Egypt at 84.

The magazine's detailed chronology of the World Top Container Ports 2013 has at-tributed the impressive port performance to various efficiency interventions instituted by the management.

Major attribute is the dredging of the main entrance channel to minus 15m and the widening of the turning basin to 500 meters which has enabled larger vessels to call at the port. Also attributed to the success of the port of Mombasa is the newly completed 240m long berth 19. Deeper and longer, the new berth has an additional stacking yard of 15 acres, increasing the port's capacity by 250,000 TEU annually.

The berth was commissioned by His Excellency, Hon, Yoweri Museveni, and President of the Republic of Uganda which is also the biggest port user among the landlocked countries in the region. He was flanked by His Excellency Hon.Uhuru Kenyatta and His. Excellency Hon.Paul Kagame. The ongoing construction of the 1.2 M capacity second container has also been cited as one of the attributes that influenced the ranking of the port. The first phase involves construction of initial three berths scheduled for completion in 2016. The new berths will have an additional capacity of 450,000 TEUs, with two further expansion phases running through to 2020. The Shipping Magazine also reported on the port's investment in new and modern cargo handling equipment which has greatly improved efficiency.

The equipment include ship to shore gantry cranes terminal tractors and reach stackers. With the developments and progressive developments it is envisaged that, the port of Mombasa will reach greater heights. **Source: Coastweek**



Last weekend the Maeslantkering surge barrier in the New Waterway to Rotterdam was closed for the annual test. The Maeslantkering is a storm surge barrier on the imaginary dividing line between the Nieuwe Waterweg waterway located at Hoek van Holland and the river the Scheur located along the cities of Maassluis and Vlaarding en up to the confluence of the rivers Oude Maas and Nieuwe Maas, Netherlands, 51°57'18.98"N 4°09'49.63"E Coordinates: 51°57'18.98"N 4°09'49.63"E, which automatically closes when needed. It is part of the Delta Works and it is one of largest moving structures on Earth, rivalling the Green Bank Telescope in the USA and the Bagger 288 excavator in Germany. The construction of the barrier started in 1991. First the dry docks were constructed on both shores and a sill was constructed at the bottom of the Nieuwe Waterweg. Then the two 22 metre high and 210 metre long steel gates were built. After this, 237 metre long steel trusses were welded to the gates. Standing upright, these arms would be as high as the Eiffel Tower, but each one weighs twice as much as the Eiffel Tower. The main purpose of the arms is transmitting the immense forces, exerted on the gates while closed, to one single joint at the rear of each gate. During the closing or opening process, this ball shaped joint gives the gate the opportunity to move freely under the influences of water, wind and waves. It acts like a ball and socket joint, such as in the human shoulder or hip. The joints were made in the Czech republic at Škoda Works. The ball shaped joint is the largest in the world, with a diameter of 10 metres, and weighing 680 tons. The construction of the barrier cost 450 million euro. The total Europoortkering-project had cost 660 million euro.

A working 1:250 scale version of the barrier was constructed in the Madurodam miniature village. Its construction took six months. It took six years to construct the real barrier. For more detailed information and information about water management in Holland people can visit the information centre, which is open every day and admission is free.

Photo : Piet Vermeer ©



The **MSC ANTALYA** outbound from Cape Town, She was built as **JUDITH SCHULTE** before being chartered by MSC. At 92,882grt, she has capacity for 9,400 teu. **Photo : Ian Shiffman ©**

First 280+ meter Maersk container ship arrives at NCSP Container Terminal

Novorossiysk Commercial Sea Port Group announces that on September 21, 2013 the first ever container vessel exceeding 280 meters in length has been processed the Novorossiysk seaport.

The first ship to arrive on Maersk's new service to Novorossiysk, the **CATHERINE RCKMERS**, with a length of 286 meters and a deadweight of 58,341 tonnes, became the longest ever container vessel to call at the Novorossiysk port.

By extending this deep-sea service to Novorossiysk, Maersk's container ships on this line will now call at: Pipavav, Hazira, Nhava Sheva, Jebel Ali, Salalah, Port Said, Mersin, Izmit Korfezi, Ambarli, Novorossiysk, Izmit Korfezi, Ambarli, Mersin, Port Said, Jeddah, Jebel Ali, Pipavav.

Transit time from Nhava Sheva to Novorossiysk is 24 days, and from Novorossiysk to Nhava Sheva is 26 days. This Maersk line from India will be serviced by 7 panamax vessels (4.2-4.8 ths TEU) with lengths of up to 300 meters.

NCSP Group CEO Yuri Matvienko said: "This ship's arrival enabled us to test our capability of handling ships of this length at our container terminal. And while there were relatively few containers this time, we hope that the weekly service will be in demand, which will lead to an overall increase in handling." **Source : PortNews**



After being parked / stored onshore for 10 years in the port of Cape Town , **Mammoet** transported the hull of the yacht to the **Nautic shipyard** in Cape Town **Photo : Tjeu Fransen ©**

See also the movie about the transport at : <http://youtu.be/7ZFx8okunIU>

Goldenport Holdings Inc. announces Sale of a Container Vessel

Goldenport Holdings Inc., the international shipping company that owns and operates a fleet of container and dry bulk vessels announces that it has concluded the sale of the 1985-built container vessel '**MSC Accra**', to an

unaffiliated third party "Liberty Resources Inc." of Nassau, Bahamas, for a cash consideration of US\$3.6 million. The vessel was delivered to the new owners on 20 September 2013. Goldenport expects to realize a book profit of US\$2 million, net of commissions. The vessel was initially acquired in 2007 for a total consideration of US\$12 million and has traded successfully with the Company for the last six years. The vessel was debt-free and the net sale proceeds will increase the level of corporate liquidity available for accretive vessel acquisitions. **Source: Goldenport Holdings Inc.**



The bulker **OCEAN CONFIDANCE** " loading Iron Ore at Port-Hedland.

Photo : Capt. Bas van Hoorn ©

OFFSHORE SOLUTIONS Signs north sea contract with maersk Oil uk

Offshore Solutions BV (OSBV), the joint venture between AMEC and Cofely Nederland NV, has signed a North Sea contract with Maersk Oil UK to provide marine access support to the floating production, storage and offloading (FPSO)

unit **Global Producer III**. Located 185 miles north east of Aberdeen, Scotland, OSBV's Offshore Access System (OAS) will support the shutdown operations for a minimum of 110 days, with options to extend.

The walk to work system is deployed on the **REM Installer**, a new-build offshore subsea construction vessel chartered by Canyon Offshore, the marine contracting business unit of Helix Energy Solutions. Sea trials for the project were completed in North Sea waters in July with operations starting later the same month.

Lindsay Young, managing director of OSBV, said: "OAS equipped vessels provide safe and cost effective marine transfer and offshore accommodation allowing for greater access to offshore installations than by crew vessels or helicopters. By using the OAS, additional offshore man-hours are made available, enhancing production whilst ensuring that workers are transported in a safe manner.



Rob Armstrong, walk to work project manager for Maersk Oil UK added: "Having personally investigated several walk to work options, the Offshore Access System (OAS) proved to be the most reliable, with a track record of high connection rates and excellent operability. Maersk Oil UK undertook an intensive hazard identification procedure to select the safest system for the project and the OAS heave compensated marine access system that we examined complies with Maersk's very stringent safety standards. Fitted on-board the REM Installer, which is a new build, state of the art DPII vessel, we are expecting even greater performance than previously experienced."

Majestic Maersk arrived at Langelinie

The world's largest container ship **Majestic Maersk** arrived on Sunday night to Langelinie in Copenhagen at 20 o'clock, where the ship on Wednesday will be officially named by Princess Mary. The public will also have access to the ship



Copenhageners are waking up to the sight of a huge bright blue container ship on Monday morning in the harbor. Maersk Majestic arrived at Langelinie just over 20 o'clock Sunday night, and was easily helped berth by several tug ships. On Wednesday morning at 10 o'clock Princess Mary will name the 400-meter-long container ship, which along with its sister ships is the world's largest ship with a capacity of 18,270 TEU. After the official part of the naming

ceremony is over, the public will have access to the ship, and it is expected that at least 40,000 people will take advantage of the opportunity to experience the impressive ship with their own eyes.

Majestic Maersk is open to the public from 10 to 19 for five days until September 29. Access tickets can be purchased through Billetnet, and in addition create a line at the ship where people can hope for a chance to board the ship.

The tickets sold corresponds to an attendance of 800 per hour, but Maersk hopes to increase the number to 1,000 visitors per hour. A. P. Møller - Maersk has established a 12,000 square meter exhibition area of the pier, where visitors are informed of the role of container ships in world trade.

"In this event we not only want to exhibit the ship for those interested in ships, but to give an insight into the container vessel's central role in world trade, when every day millions of items are brought across the world's oceans. Items that we all take for granted in everyday life," says COO Engelstoft, Maersk Line, Ritzau.

Source: eb.dk / maritime Denmark

Charter Rates Wary of Worshipping False Idles

The amount of containership capacity in lay-up has a significant impact on the prospects for timecharter rates. If there is a sizeable pool of idle tonnage in a particular sector, owners are likely to struggle in their efforts to secure employment at elevated charter rates. This may be exacerbated if charter owned vessels account for a large proportion of laid up capacity.

Idle Fleet versus Charter Rates

The Graph of the Month shows a strong relationship between the size of the idle fleet, and the level of the Charter Rate Index (a weighted index of containership charter rates). The size of the idle fleet reached a peak of 1.5m TEU in December 2009, then equivalent to 12% of the total fleet by capacity. Simultaneously, the charter rate index fell to an all-time low of 32 points, with the benchmark rate for a 1,700 TEU geared boxship dropping to just \$4,200/day.

The amount of tonnage in lay-up subsequently fell to a low of 0.1m TEU in June 2011 (0.5% of total fleet capacity). By this point charter rates had picked up, with the same 1,700 TEU ship now earning \$12,000/day. But the improvement was short-lived: the idle fleet expanded and charter rates slipped back towards historic lows.

Decoupling

From October 2009 until mid-2011 the percentage of the charter owned fleet that was idle closely tracked the share of idle tonnage overall in the fleet. However, from this point onwards, operators managed to successfully transfer a greater proportion of the burden of idle capacity onto charter owners. Through preferentially reactivating their own tonnage, while not renewing timecharter agreements, operators ensured that a rising share of the idle fleet was charter owned capacity. Since the start of 2H 2012, charter vessels have made up about 70% of the laid up fleet by capacity. This has maintained pressure on the charter market, and has severely limited any scope for significant upside in rates.

The Two Sides of Demolition

The rapid pace of demolition in the smaller charter market sizes (0.3m TEU has been scrapped ytd), along with the relatively limited sub-Panamax delivery schedule, has begun to reduce the overall supply of capacity in the sub-4,000 TEU sector. This has helped reduce the pool of theoretical oversupply, which should eventually reduce the pressure on the beleaguered charter market.

However, a large number of these recently scrapped ships were previously idle. Indeed the recent spate of demolition has been the key driver behind a substantial fall in the size of the idle fleet in 2013, with reactivation into active supply secondary. Thus the reduction in idle capacity so far this year has not yet had a significant positive effect on the charter market. It may still do: but looking forward, although it is very hard to predict, the current weakness of non-mainline freight rates, allied to the seasonality of freight, may begin to encourage additional idling of capacity.

Source: Clarkson Research Services

.... PHOTO OF THE DAY



The AHT **RETRIEVER** assisting the **THIALF** off Norway - Photo : Arnoud Kisjes ©

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