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**At the ASL yard in Singapore yesterday afternoon KOTUG's latest powerful 80,000-ton BP Rotor® Tug the RT INSPIRATION was christened by Mrs Elizabeth Sinke**

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## EVENTS, INCIDENTS & OPERATIONS

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The **EDT PROTEA** moored in IJmuiden – Photo : Marcel Coster ©

## Shipping companies want sops to ride out rough patch

Local shipping business, saddled with high cost and dipping revenue, may continue to be in choppy waters for some more time as the hope for a smoother sail is only expected in 2014 when old vessels will be phased out, say industry experts. Indian shipping companies have been struggling to stay afloat as the operational costs for the companies have been rising while revenue has been falling since the crisis in the sector started in 2009. In addition, lack of



governmental policies, which are provided in countries like China, Japan and South Korea to protect shipping companies, have also not been provided .

"The government should now grant infrastructure status to the shipping sector and also look at cargo reservation for Indian shipping companies. There is no cargo reservation offered to Indian ships at the moment and it is the need of the hour," said AR Ramakrishnan, MD of Essar Shipping. Domestic companies, including **SCI**, **Essar Shipping** and **Varun Shipping** among others, have reported a significant fall in their net profit during the last quarter, or even worse, sliding into the red. While SCI posted losses for the quarter compared to profits, Essar Shipping saw its net profit dip 63% during the quarter ended December. "There is a deep recession in the sector. If the government can bring in incentives such as cargo reservation for Indian flagged vessels, it will propel investments. Otherwise , investments will not come as the sector is cyclical," said SCI chairman BK Mandal. SCI has been banking on its offshore division to provide relief as compared to its bulk, tanker and container business. "The Bulk and Tanker division continue to be worry for us," Mandal added. While allied sectors such as offshore exploration have been providing relief for shipping companies, experts believe that the core business needs to return to normalcy to help growth, fund expansion in the allied sectors.

"The core business is under stress and we would like to improve that to fund expansion in our allied sectors," said the MD of a shipping company, who did not wish to be named. The Baltic dry Index, a key indicator for the sector which measures the average cost of moving major raw materials by sea, has fallen by more than 94% since 2009. The index fell more than 26% this year and closed at 735 points on Thursday compared with more than 11500 points in 2009. Indian shipping companies are also concerned about the increasing rate of cargo carried by foreign flagged vessels in India and has now made a recommendation to the ministry of shipping to frame policies to help the sector. According to Indian National Ship-Owners association, 78% of the country's coastal cargo is carried by foreign flagged vessels unlike China, where the government had amended rules allowing only Chinese flagged vessels to operate in the sector.

Source : IndiaTimes



The **CROWN JADE** at the Westerscheldt river – Photo : Walter de Groot ©



# Ships must carry insurance certificate

DMA announces that all Danish ships of 300 gross tonnage or more shall carry a certificate confirming that insurance covers maritime claims. DMA accepts a Certificate of Entry containing information as specified in § § 3 and 4 of Executive Order No. 1259 of 16 December 2012. Danish ships with a valid certificate of this type should not inform the Danish Maritime Authority.

Danish ships without a Certificate of Entry must once each calendar year inform the Danish Maritime Authority on the kind of insurance that has been made. For 2013, the notification shall be given by 31 March 2013. The requirement for a certificate on board also applies to foreign ships of 300 gross tonnage or more that enter or leave Danish ports or other loading and unloading stations in Danish territorial waters. Foreign ships must not inform the Danish Maritime Authority on the kind of insurance they have signed, but check whether the insurance has been made will be part of the Danish Maritime Authority's general control of foreign ships. **Source: Danish Maritime Authority**



The **DIAMOND PRINCESS** moored in Picton (NZ) – **Photo : Leo van der Hoest ©**

## **Maritime CEO cements position as hub for leading shipping insights**

In just one month Maritime CEO has canvassed some of the most important names in the shipping industry as it positions itself as the hub for gaining exclusive insights into what the top people in the industry are thinking.

In its first 30 days of launching Maritime CEO has interviewed the world's largest: shipmanager; breakbulk operator; and product tanker owner. Moreover, readers have been able to read the opinions of the CEOs of Hong Kong's OOCL and Wah Kwong plus the market sentiments of one of the world's largest privately-owned freight trading groups. And for those who missed it, last week saw Maritime CEO chat with Clive Palmer, the Australian mining tycoon who plans to build **Titanic II**.

In its bid to cover all facets of the industry the first few weeks have also seen Maritime CEO profile internationally famous marine equipment manufacturers and other service providers including class society heads, registries, brokers and training institutions.

"It has been a strong start to our new global title," commented **Sam Chambers**, editorial director of Maritime CEO's parent firm, Asia Shipping Media (ASM), "and there is so much more lined up. Our owner lineup from across the world in the coming months is genuinely second to none."

Correspondents from five continents have covered 20 senior executives from eight different countries in the first four weeks. Maritime CEO has also made a considerable splash via social media with debate, comment and polls on our LinkedIn group, which is closing in on its 1,000th member just three months after it started active use, while Maritime CEO's Twitter feed has notched up nearly 1,500 followers. While others report the news, Maritime CEO is making the news every day – check it out at [www.maritime-ceo.com](http://www.maritime-ceo.com). **Source : SeaShipNews**

## **Fairmount Alpine delivered Emma Maersk in Palermo**



Super tug **Fairmount Alpine** has delivered the container vessel **Emma Maersk**, one of the largest container carriers of its kind, at Fincantieri's repair yard in Palermo, Sicily.

To tow the 398 meter long 156,907 DWT **Emma Maersk** towards Palermo Fairmount Marine was contracted by Maersk Line. Tug **Fairmount Alpine** happened to be in the eastern Mediterranean area and was promptly mobilized to Port Said, where **Emma Maersk** has discharged her cargo at the Suez Channel Container Terminal.



23-02-2013 : The 2006 built NLD flag tug **FAIRMOUNT ALPINE** towing the disabled 398m 2006 built DIS flag container ship **EMMA MAERSK** 40 miles off Licata, Sicily on Saturday 23rd February, 2013 bound to Palermo, Sicily from Port Said, Egypt Photo : **Mr. Paul Spiteri Lucas** - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

**Fairmount Alpine** and **Emma Maersk** left Port Said on Sunday February 17 for the 1,276 miles voyage to Palermo, where the convoy arrived on Monday February 25. **Fairmount Marine** is a marine contractor for ocean towage and heavy lift transportation, headquartered in Rotterdam, the Netherlands. Fairmount's fleet of tugs consists of five modern super tugs of 205 tons bollard pull each, especially designed for long distance towing, and a multipurpose support vessel. **Fairmount Marine** is part of **Louis Dreyfus Armateurs Group**.



**Hanzevast shipping** vessel in the port of Makassar as seen from HAL' S **ROTTERDAM**  
photo : **Fred Claessen** ©

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## Scientific Research in the Furious Fifties

The three masted Bark **EUROPA** sails to the White Continent: Antarctica. At the same time data is collected from air and seawater in the Drake Passage and around the Antarctic Peninsula. The data will enrich the international databases on ocean water details used by scientists all over the world for research on climate change. Special equipment was brought on board by **OceanoScientific® research group**. The voyages of Bark **EUROPA** make it very interesting to rig the ship with measure devices: The ship sails in areas that are only occasionally visited by other ships.

The three-masted Bark **EUROPA** is one of its kind. Since 1994 the barque **EUROPA** has roamed the seas of the world



and built up the reputation of a ship that really sails. A professional crew of 14 and a complement of 48 voyage crewmembers of all ages and nationalities sail her. Tall Ships enthusiasts, some with no sailing experience, take the wheel, hoist the yards, take in the sails, navigate, etc. Bark **EUROPA** is an ideal platform to implement the research equipment. She sails at routes that are scarcely explored. Her crew is very concerned about the protection of environment and oceans and to consequences of climate change. The collaboration with the **OceanoScientific® Programme** came therefore

naturally. The **OceanoScientific® Programme** was established in 2005. The first aim was to provide the international scientific community free of charge with scientific data collected on ocean racing yachts. In collaboration with International Meteo and Oceanographic institutes a set of activities is designed to enable the global scientific community to enrich their knowledge about the causes and consequences of climate change, through the repeated collection of quality data at the ocean atmosphere interface (oceanographic and atmospheric), especially on sea routes subject to little or no scientific exploration. In January 2013 two crew members of the **OceanoScientific® Programme** came to the Bark **EUROPA** in Ushuaia, Argentina to rig the ship with the right equipment: the OSC System. Together with the permanent crew they managed to get the installation ready and working just in time for departure. While sailing to Antarctica several data both in the atmosphere and surface water is collected. All these parameters are measured every six seconds and the data is sent to the shore stations of IFREMER (oceanographic data) and Météo-France (weather data). Crossing the Drake Passage, the hostile passage between Cape Horn and the Antarctic Peninsula (800 km), is always an adventure as the elements can exceptionally rage. It is also a strategic place to collect scientific data: The famous circumpolar current is running through the Drake passage. With a 180 million cubic meter output per second you can compare it to 180 times the output of all rivers gathered in the world.

### Future Furious Fifties



The research facilities will stay on board during the rest of the Antarctica season of the Bark **EUROPA**. Next stage in this project is research in the Indian Ocean. As the Bark **EUROPA** will travel from South Africa to Australia this is the perfect opportunity to research this part of the world's oceans. Sailing down to 50 degrees South the ship follows the ancient trade routes ideal for square-riggers. Especially on this latitude on this ocean there is not much traffic to be seen.

For contact and more information please see details below:

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The **CHARLOTTE BORCHARD** at Singapore West Jurong Anchorage

Photo : Capt Neil Johnston – Master Salviceroy ©

## Christening ceremony of 'RT Inspiration' in Singapore, performed by Mrs Elizabeth Sinke



International maritime service provider **KOTUG** celebrated the christening ceremony of one of the latest generation Rotor®Tugs at the **ASL Shipyard** in Singapore on February, 26th 2013.

The **RotorTug** 'RT Inspiration' and her sister tugs 'RT Rotation', 'RT Sensation' are built in Singapore and have a power of 6,500 HP and 84 tons Bollard Pull. These tugs are equipped with three Schottel propulsion units under tug's hull giving them a unique maneuverability

The '**RT Rotation**', '**RT Sensation**' and '**RT Inspiration**' will join three Rotor®Tugs already operating in Port Hedland, Australia, taking the total to six. **Teekay Shipping Australia** has agreed to a series of bareboat charter agreement with **Elisabeth Group** as owner of the tugs under services of **KOTUG International B.V.** for the above mentioned three additional 80+ tons bollard pull **Rotor®Tugs** to service Port Hedland, Western Australia.



Mr. **KT Ang** of **ASL** delivered the speech prior the christening ceremony

**Teekay Shipping** currently provides crewing and technical management services to ship owner BHP, which will now boasts a fleet of 14 tugs in what is referred to, by the mining sector in particular, as Australia's busiest port. Teekay and KOTUG's close working relationship has been further solidified by the establishment of joint venture company, **KT Maritime Services Ltd Australia** ([www.kt-maritime.com](http://www.kt-maritime.com)), a company created in July 2012. **KT Maritime** has been established to provide marine towage solutions to the Australian Energy and Resources sectors.

During the christening ceremony of **RT Inspiration**, **KOTUG** highlighted the important role of **Piet Sinke** in the maritime industry, inspiring other people with his great achievements, enthusiasm inspiration and issuing a daily '**Maasmond Newscippings**', sent by e-mail to approximately 200.000 readers. As a token of appreciation for Piet's hard work, his wife **Mrs. Elizabeth Sinke**, was invited to perform the christening ceremony of the '**RT Inspiration**' which is the 19th Rotor tug built by the **ASL Singapore Yard**



Prior the naming ceremony gifts were exchanged between **ASL** and **KOTUG**

and a present for the lady sponsor of the **RT INSPIRATION** was presented by **Ard-Jan Kooren** on behalf of **KOTUG** and **ASL shipyard**







A present for the **RT INSPIRATION's** messroom was given by the lady sponsor to **Ard Jan Kooren** CEO of **KOTUG**  
Photo : **Capt. Jelle de Vries** ©



**KOTUG** currently operates over 40 tugs located in the Netherlands, Germany, Australia and Africa. **Teekay** operates a total of 16 tugs in Australia, located in Port Hedland and Hay Point (Queensland). **Teekay Shipping Australia** boosts towage services in Port Hedland to meet growing throughput at Australia's busiest port. The mining industry now regards as the busiest in Australia. The Port Hedland Port Authority is forecasting an increase in throughput results from 247 million tonnes per annum (mtpa) in 2012, to nearly 500 mtpa by 2017. Teekay Shipping currently provides crewing and technical management services to BHPB, which now boasts a fleet of 16 tugs.



The bulker **NORD STEEL** departing from Port Hedland assisted by 4 **KT Maritime Services Australia** tugs  
Photo : Marijn van Hoorn ©

Managing Director of Teekay Shipping Australia, David Parmeter, said the new charter was a great vote of confidence in Teekay's operations. "It demonstrates our ability to work with **BHPB Minerals** to ensure the Port's towage operations safely and effectively meet current and projected demand." Teekay and **KOTUG's** close working relationship, particularly in Port Hedland, has been further solidified by the establishment of joint venture company **KT Maritime Services Australia**, created in July 2012.



The **RT FORCE** in action in Port Hedland – Photo : Marijn van Hoorn ©



Mr Parmeter continued: "The partnership was an opportunity to combine the mutually beneficial strengths within



Teekay and KOTUG. On one hand Teekay is a proven Australian operator of tankers, bulk carriers, FPSOs, FSOs, tugs and a diverse range of specialised vessels for both commercial and government applications. Conversely, KOTUG is a world leader in the tug boat industry and has been consistently recognised and awarded by its peers over the

past 25 years. It is widely regarded by the international maritime community as a world class, highly innovative marine towage service provider."



The development of the Rotortug is based on many years of practical and technical experience in the towage field. The principal advantage of this revolutionary Rotor®Tug is its remarkable maneuverability, provided by its three azimuth propulsion units. Each driven by a separate main engine – two forward, as on Z-propeller tractor tugs and one aft as an active skeg – the Rotor®Tug combines a massive bollard pull with a high degree of maneuverability and reliability in a compact design.

Get inspired by these Rotor®Tug video :

<https://www.youtube.com/watch?v=zGp7xwyZs9E&feature=youtu.be>

## ONGC decides to cap age of its charter vessels for offshore exploration at 27 years for 2012-13

The country's largest explorer, Oil and Natural Gas Corporation (ONGC), has decided to cap the age of its vessels chartered for offshore exploration after some offshore companies raised concerns over their safety. ONGC has been chartering vessels without age norms, a practice that offshore companies, led by Shipping Corporation of India (SCI) and Greatship India, have said compromises safety and efficiency.

"ONGC has decided to modify the criteria in respect of age limit of charter hiring of offshore logistic support vehicles and has set the upper age limit at 27 years for 2012-13," the company said in a letter to shipping companies. But offshore companies say setting the age limit at 27 years is not likely to bring about any change. "It is like having no age norm at all," said AK Gupta, director of offshore services at SCI.

"Globally, vessels beyond the age of 15 are not allowed to participate in oil exploration activities," Gupta, however, said that ONGC had assured that it would gradually bring down the age limit. SCI and Greatship India had written to ONGC, asking it to fix an age limit while inviting bids for offshore support vessels. This came after some smaller Indian companies bought old vessels for cheap and offered lower charter rates to ONGC.

Earlier, former SCI chairman S Hajara had in a letter to ONGC asked it to take remedial action, saying vessel owners were likely to abuse the system by eliminating competition from reputed service providers such as SCI. ONGC often receives bids from smaller shipping companies that buy assets older than 25 years. The government allows acquisition of ships up to the age of 25 years without any prior approval.

Such vessels, used for offshore support, fall in the category of platform supply vessels (PSV) and anchor handling tug supply vessels (AHTSV). According to analysts, a 20- to 30-year-old vessel can be bought for \$2-3 million, while a new vessel costs at least \$20 million. "Companies having old vessels quote rates of \$7,000 to \$9,000 for chartering, while those with younger fleet often quote \$12,000-\$18,000," said Anand Sharma, director at Mumbai-based Mantrana Maritime Advisory. "ONGC would choose the cheaper one but what they don't realise is that the younger ones can often do the work of two vessels, which actually brings down the cost."

However, the move to set a cap of 27 years has affected the business of companies that were earlier bidding with older vessels. "The age norms have affected our business. We have to bid with vessels that are younger than 27 years now and that is making operations difficult," said a senior executive with Hind Offshore. Global oil and gas exploration firms have strict rules on the age of the offshore vessels, in line with international safety norms. Even in India, some

oil and gas majors such as Reliance Industries, Cairn and Gujarat State Petroleum Corporation have adopted global norms prescribing age limits.

For instance, GSPC's policy says vessels older than seven years should not be allowed, while RIL maintains that vessels over 15 years cannot be used. Although ONGC has been selling old vessels, it has not stopped hiring such vessels. According to industry experts, India has become the biggest market for second-hand and junk offshore machinery, as scrap dealers do not buy older vessels." It's unfortunate that India has become a ready market for junk and ageing vessels in the absence of any age criteria," Ravi Sheth, managing director of GreatShip India, had earlier told ET. "Plying such vessels will be in utter disregard to any safety, environment and efficiency parameters in the field".

Source: Economic Times



The **CAP INES** in the port of Durban - Photo : **Michael Mostert** ©



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## Work begins on updating inventory of GHG from international shipping

International experts are meeting at IMO Headquarters this week, in the form of an Expert Workshop, to begin work on updating the inventory of greenhouse gases (GHG) from international shipping, with a view to providing reliable and up-to-date information on which IMO, through its Marine Environment Protection Committee (MEPC), might base its work on further measures to reduce GHG. The Second IMO GHG Study 2009 estimated that international shipping emitted 870 million tonnes, or about 2.7% of the global man-made emissions of CO<sub>2</sub> in 2007.

An updated GHG inventory is considered necessary as the current estimate contained in the Second study does not take account of the economic downturn experienced globally since 2008. Exhaust gases are the primary source of GHG emissions from ships, with carbon dioxide the most important GHG, both in terms of quantity and of global warming potential. An updated inventory would also provide a baseline to enable the impact to be assessed of technical and operational energy efficiency measures for international shipping that entered into force on 1 January 2013.


The MEPC, at its sixty-fourth session in October 2012 endorsed, in principle, the outline for an update of the GHG emissions estimate. The Expert Workshop, meeting from 26 February to 1 March 2013, will further consider the methodology and assumptions to be used in the update. The Expert Workshop is expected to provide a summary of its deliberations as a report on its work to MEPC 65, meeting in May this year.

In addition to carbon dioxide (CO<sub>2</sub>), a global GHG inventory of emissions of GHGs and relevant substances emitted from ships, engaged in international transport could include: methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulphur hexafluoride (SF<sub>6</sub>), subject to data availability.

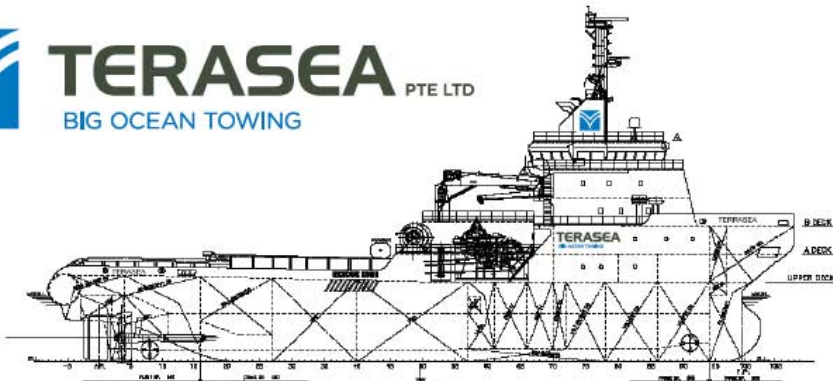
Other relevant substances that may contribute to climate change include: nitrogen oxides (NO<sub>x</sub>), non-methane volatile organic compounds (NMVOC), carbon monoxide (CO), particulate matter (PM) and sulphur oxides (SO<sub>x</sub>). IMO has already adopted technical and operational measures to reduce emissions of GHG from international shipping. The Energy Efficiency Design Index (EEDI) was made mandatory for new ships and the Ship Energy Efficiency Management Plan (SEEMP) for all ships, under amendments to MARPOL Annex VI adopted in 2011. These amendments entered into force on 1 January 2013. **Source: IMO**



The **UNION BAY** anchored off Gibraltar – **Photo : Francis Ferro ©**



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## FURUNO accredited another training centre in The Philippines for FURUNO type specific ECDIS training

VERITAS MARITIME TRAINING CENTER in Manila has joined the FURUNO NavSkills network of training centres. Since December 2012, VERITAS MTC has provided FURUNO type specific ECDIS training to navigators under the FURUNO NavSkills training contract.

Under the NavSkills agreement VERITAS MTC will accommodate a total of six training workstations: Four ECDIS FEA-2107 workstations and two next generation, state-of-the-art FMD-3200 workstations with three training instructors certified by FURUNO to conduct FURUNO type specific ECDIS training.

VERITAS MTC is a part of Epsilon Hellas (Overseas) Ltd. and was established in January 2012. The company is engaged in providing training to Philippine shipboard personnel on seagoing vessels.

More specifically, the training centre is committed to provide quality training programs, facilities, instructors and other necessary resources that will ensure skill advancement of maritime professionals. Under the NavSkills contract, the training centre is able to provide modern, state-of-the-art training equipment with constantly updated learning content and software to comply with current training standards and regulations. The type specific ECDIS training is provided in accordance with the standard set by FURUNO, which is in compliance with currently known requirements from various flag states and other stakeholders.

The NavSkills training concept ensures that the training course is conducted in the same way, with the same content and duration and using the same teaching methods as employed by FURUNO in FURUNO's own training centres, FURUNO INS Training Center, in Denmark and Singapore. This way the ship owner can use any accredited NavSkills training centre without having to worry about the quality of the training provided.

It is the belief of FURUNO that the best training outcome is derived from classroom training provided by training centres where the trainees have the opportunity of having direct two-way communication with the instructor, who can guide and advise them on the various topics. With the addition of this new NavSkills training facility, FURUNO is able to provide type specific ECDIS training in Germany, Turkey, Greece, Singapore, India, The Philippines, China and Denmark.

Further, FURUNO is currently working on further expanding the training network by establishing similar co-operations with training centres in the USA, Europe, Africa and Asia. **Source: FURUNO**

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The **THERESA ANTARCTIC** moored in Rotterdam-Europoort – **Photo : Leo Varekamp ©**





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The new build 80 tonne bollard pull tug **SVITZER NAN** arriving at her berth in Bowen Queensland. She and sister ship **SVITZER NAIAD** are servicing the coal port of Abbot Point

Copy : Capt. Carl Roger-Jones ©

## No One Wants To Claim An Abandoned Russian Cruise Ship Drifting Toward Europe

A Russian cruise ship has been adrift in the North Atlantic since January, after breaking free from a towing line as it was being delivered from Canada to a scrapyard in the Dominican Republic. The **Lyubov Orlova**, built in 1976, once operated as a cruise ship, exploring the icy waters of Antarctica. In 2010, she was seized at St. John's harbor in Newfoundland following a suit by a haulage contractor against the Russian owners over \$250,000 in unpaid fees. The ship remained tied up for more than two years before it was sold to Caribbean buyers in February 2012.

On Jan. 23 of this year, the derelict ship left Canada for the Dominican Republic to be scrapped, but its towing cable snapped a day later. The ship escaped again after it was secured by a supply vessel on Jan. 31. It then drifted into international waters.

Transport Canada claims they are no longer responsible for the ship and that there's little chance of it drifting back under Canadian jurisdiction.

Meanwhile, according to a document from a US intelligence agency, obtained by the AFP, the abandoned ship was recently seen about 1,300 nautical miles off the coast of Ireland, and is drifting toward Europe.

"Earlier this week, Canadian officials acknowledged they did not know the location of the ship, as the vessel's global positioning system was no longer working," the AFP writes.

Irish authorities are looking over satellite data to try and locate the loose vessel since there's some concern that the ghost ship, apparently infested with rats, could hit Ireland's shore. If that did happen, the government would likely "take the ship, bring it into a port and maybe look for compensation from the owner for any costs associated with that," maritime lawyer William Cahill told The National Post's Tristin Hopper. Cahill says it would be hard to pin responsibility on Canada because it's not a Canadian registered ship. **Source : Business Insider**

## Backup power missing on most ships

It is becoming a familiar tale: When the cruise ship was towed into port, the endless hours for passengers of sleeping on deck and going without electricity or toilets finally were over.

"It was really hell," said Bernice Spreckman, 77, of Yonkers, N.Y. Spreckman was not among the 4,200 people aboard the **Carnival Triumph** who this month endured five days of sewage-soaked carpets and ketchup sandwiches. Her trial at sea came in 2010 on another ship run by Carnival Cruises, the **Splendor**, which carried 4,500 passengers.

On both boats, fires broke out below decks, destroying the electrical systems and leaving them helpless. But more than two years after the episode, the final report about what happened on the Splendor has yet to appear, a reflection of what critics say is a pattern of international regulatory roulette that governs cruise-ship safety.

The Splendor was registered in Panama, meaning the Panamanian Maritime Authority had the right to lead the investigation. But Panamanian regulators chose to have the U.S. Coast Guard take over the inquiry. In the case of the **Carnival Triumph**, the regulatory scene will shift to the Bahamas, where that ship is registered.

Nearly all ships lack backup systems to help them return to port should power fail because it would cost operators more money to install them. Under a 2006 rule from a U.N. agency, the International Maritime Organization, any cruise ship built after July 2010 is required to have such a system. Today, only about 10 cruise ships have such equipment, says the North American division of Lloyd's Register, a consulting firm. **Source : The Columbus Dispatch**

## NAVY NEWS



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The Dutch Navy Submarine support ship **A 900 MERCUUR** enroute Amsterdam – Photo : Joop Marechal ©

## Iran fleet makes maiden voyage through Malacca Strait: Navy cmdr.

**Iran's Navy Commander Rear Admiral Habibollah Sayyari says that a naval fleet of the country has crossed the Strait of Malacca for the first time since the 1979 Islamic Revolution.**

"For the first time since the Islamic Revolution, the Naval Forces of the Islamic Republic have crossed the Strait of Malacca," Sayyari said on Monday.

Sayyari stressed the importance of the north Indian Ocean and southeastern Asia to Iran because of the commercial vessel traffic through the Straits of Hormuz, Bab el-Mandeb and Malacca.

He added that the Iranian Navy's 24th fleet of warships, comprising **Sabalan** destroyer and support ship **Kharg**, had set sail for the Malacca Strait to provide security for the route, adding that the fleet would enter the Pacific Ocean on Tuesday.

The **Kharg** is 207 meters long and the largest of its kind in West Asia. The Strait of Malacca is a narrow 805-kilometer (500-mile) stretch of water between the Malay Peninsula and the Indonesian island of Sumatra.

After leaving the Strait of Malacca, the Iranian fleet will cruise northwards into the Pacific Ocean and dock at the Chinese Port of Zhangjiagang the Iranian commander added.

The docking is aimed at "extending the Iranian nation's message of friendship to the country of China " Sayyari said.

In recent years, Iran's Navy has been increasing its presence in international waters to protect naval routes and provide security for Iranian merchant vessels and tankers. In addition, in line with the international efforts to combat piracy, the Iranian Navy has been conducting anti-piracy patrols in the Gulf of Aden since November 2008 to safeguard the vessels involved in maritime trade, especially the ships and oil tankers owned or leased by Iran

Source : Press TV

## SHIPYARD NEWS

## Submarine Shipyard Boss Attacked in Severodvinsk

The deputy director of a Russian military shipyard is hospitalized with head injuries following a beating by unknown attackers in the northern city of Severodvinsk, regional police reported on Monday.

Eduard Baal, who worked at the Zvyozdochka shipyard near the White Sea, was attacked at his apartment building after returning from work late on Friday, but the incident was revealed only on Monday.

"He has a brain concussion and numerous bruises on his body," the regional Interior Ministry branch reported.

The attackers were allegedly armed with unspecified metal objects, the police said. The motive for the attack was not immediately clear.

Baal, who was temporarily standing in for his boss on the day of the attack, is in a satisfactory condition, plant spokesman Yevgeny Gladyshev said on Monday. A criminal investigation has been started into the crime.

The Zvyozdochka plant focuses on repairs of submarines, civil and military ships as well as scrapping obsolete nuclear submarines. It also has a gem-cutting department. **Source : RiaNovosti**



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The **SAIPEN 7000** was shifted from **Keppel Verolme** to the Europa harbor in Europoort

**Photo : Marijn van Hoorn ©**

## **POSCO wins exclusive order for supplying of thick plate steel for the FPSO of Daewoo Shipbuilding**

POSCO has successfully won an order for supplying 88,000 tons of 11 types of thick plate steel for FPSO (Floating Production Storage and Offloading), which is one of the world's largest oil prospecting ships that Daewoo Shipbuilding Marine & Engineering Construction (DSMEC) is currently constructing, the company reports.

This is the first time that thick plates for building an FPSO have been supplied exclusively by one steel company.

POSCO has invested more in research and development in energy steel since 2000, which has led to the development of 23 new types of steel.

This has resulted in the successful contract with the multinational oil and chemical company Shell in September 2011, which made POSCO a supplier for a variety of offshore structural steel plates for all of Shell's marine plant projects by 2016.

Furthermore, POSCO completed an MOU on energy and infrastructure with GE in May of 2012, agreeing to supply steel plate for energy plants and the technology for using it through joint research and development.

The energy steel industry is expected to see high growth of an average of 6 percent per annum, which would be the battleground for the future steel industry.



POSCO has participated in annual OTCs (Offshore Technology Conferences) in the US since 2008 in order to preoccupy the energy steel market, promoting its quality competitiveness and rapidly increasing its market share.

In addition, POSCO has actively been engaging in business activities including joint business development in the energy industry at the level of the POSCO family and strengthened its marketing activities by holding receptions for client companies in the energy sector.

POSCO aims to complete the development of sixty types of energy steel to win orders of energy plants for POSCO family companies such as POSCO E&C, Daewoo International and Sungjin Geotec and to supply steel at the same time, and aims to have a 10 percent market share of the global energy steel market by 2020.

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The **SEA FALCON** arriving in Singapore – Photo : Jan Ove Mühlporte ©

## Shipping Lines: New vessel carries containers along Manchester Ship Canal

INCREASED demand for ship containers along the Manchester Ship Canal has resulted in a bigger ship brought into service. Extra business from big brand names like Kellogg's, Princes Foods and Kingsland Wines has exceeded the extra capacity put on a year ago with the coaster **MV Monica**.

The new ship, **MV Coastal Deniz**, can carry 260 containers – 60% more than **Monica**. It runs between Liverpool's Seaforth Container Terminal, Ellesmere Port and Irlam Container Terminal in Salford.

Stephen Carr, Peel Ports Mersey business development head, said: "Deniz will move 20,000 containers in 2013.

"We are developing mini-ports along the canal so customers can move their goods from anywhere in the world into the heart of the UK."

Peel Ports started MSC container barge services in 2007. In 2009 it handled 3,000 containers, in 2011 this rose to 10,000 containers and in 2012 it carried 15,000 containers. Seven million tonnes of dry bulk cargo and petrol chemicals are also shipped annually. **Source : Crosby Herald**

## Keppel incorporated a company in the Philippines

**Keppel Corporation Ltd (KCL)** announces that its subsidiary, KS Investments Pte Ltd (KSI) and its associated company, **Dyna-Mac Holdings Ltd (Dyna-Mac)**

have entered into a shareholders' agreement and have jointly incorporated a company in the Philippines known as Dyna-Mac Keppel Philippines, Inc. (DMKP). The shareholding interests of KSI and Dyna-Mac in DMKP are 40% and 60% respectively.

DMKP will be engaged in the business of fabrication of topside modules for floating, production, storage and offloading (FPSO), and floating, storage and offloading (FSO) vessels in the Philippines.

The initial paid-up capital of DMKP of PhP15 million (equivalent to approximately S\$452,067.89, based on the exchange rate of S\$1:PhP33.1809) was arrived at after taking into account the requirements for DMKP's initial phase of business. Based on their respective shareholding proportion, KSI and Dyna-Mac's capital contribution amounted to PhP6,000,000 (approximately S\$180,826.92) and PhP9,000,000 (approximately S\$271,240.38) respectively. The capital contribution by KSI was paid in cash and funded entirely through internal resources.

Temasek Holdings (Private) Limited is a controlling shareholder of Dyna-Mac. **Source : PortNews**



## Hyundai Merchant Marine inks USD 109 million contract

**Hyundai Merchant Marine**, the nation's second-largest marine shipping operator signed a KRW 120 billion (USD 109.5 million) contract to deliver bituminous coal to Korean Western Power. The affiliate of **Hyundai Group** said it will ship 1 million tons of coal for 15 years beginning in Jan. 2016.

The company will deliver coal from countries like Australia, Canada and Indonesia to the port of Taean in Korea. The company will use a Panamex bulk carrier. Last week, the shipping company signed a contract worth KRW 760 billion with three local power generating companies to deliver coal for 18 years. The company in a statement said that "We have secured a firm ground for future growth with these deals. We will try to get other long-term contracts to have more stable business in the future." **Source: Joongang Daily**



## Aging locks a heavy cost to shipping industry

The U.S. shipping industry received a reminder of how much a lock closure can cost when Lock 27 on the Mississippi River closed for five days this fall due to emergency repairs. The U.S. Army Corps of Engineers estimates that an unscheduled closure at this lock can cost up to \$2.8 million per day. Emergency fixes and unscheduled maintenance cost shippers and those using shippers to move products. Additionally, the inadequacies of the aging U.S. lock and dam system can add burden, time and costs due to inefficiencies.

A recent study funded by the United Soybean Board's (USB's) Global Opportunities program in coordination with the Soy Transportation Coalition examined these inefficiencies and potential maintenance solutions for this vital part of U.S. infrastructure. The U.S. inland waterways serve as important and economical routes to transport U.S. soy to global markets. Fifty-nine percent of total 2011 soybean exports passed through Mississippi River ports in southern Louisiana. Of those soybeans, 89 percent passed through the locks on U.S. inland waterways on the way to the ports.

"We're shipping more than half of our soybeans out of this country to foreign markets," says Dale Profit, soybean farmer and USB farmer-leader from Van Wert, Ohio. "To get those beans to the end user as efficiently as we can and remain competitive in the world market, we need a properly maintained waterway system that meets our needs."

One approach recommended in the study would be to place greater emphasis on maintenance, rather than new construction, of the current lock and dam system, except in certain circumstances. Such an approach could take several forms, including minimal routine and preventative maintenance (this is also called a "fix as fails" strategy) or some routine and preventative maintenance.

The ideal situation would include providing regular routine maintenance and major rehabilitation. Currently it is estimated that within the next 50 years, major rehabilitation will be needed at all 171 U.S. lock sites.

"The lock and dam system is the backbone for transporting soybeans and grain in this country," adds Profit. "It's important that this infrastructure be properly maintained."

The 69 farmer-directors of USB oversee the investments of the soy checkoff to maximize profit opportunities for all U.S. soybean farmers. These volunteers invest and leverage checkoff funds to increase the value of U.S. soy meal and oil, to ensure U.S. soybean farmers and their customers have the freedom and infrastructure to operate, and to meet the needs of U.S. soy's customers. As stipulated in the federal Soybean Promotion, Research and Consumer Information Act, the USDA Agricultural Marketing Service has oversight responsibilities for USB and the soy checkoff.

Source: Western Farm Press

## Marco Polo Marine: First mover advantage in Indonesia

Setting his sights high, Marco Polo Marine's ceo has outlined plans to become a "significant" group in offshore oil and gas marine logistics and support in the region. What's more, Sean Lee says he has "plans and the wherewithal" to be one of the larger offshore support vessel (OSV) owner-operators in Indonesia, specifically in the mid-sized anchor handling tug supply vessel (AHTS) segment where he says his company has the "early-mover advantage".

The executive chairman and founder, Sean's father, Lee Wan Tang, would also appear to be putting his wallet where his mouth is. On Monday Lee Sr upped his stake in the Singapore-listed offshore vessel owner to just under 60% by buying another 1m shares.

Marco Polo Marine has 11 sets of tugs and barges and 4 OSVs while its Indonesian subsidiary, PT Pelayaran Nasional Bina Buana Raya Tbk (PT BBR) has 35 tugs, 32 barges, one self-propelled barge and three OSVs. PT BBR listed on January 9 this year.

With regard to ship chartering, the ceo says Marco Polo Marine will still be active in Asian and Australasian waters including Thailand and Australia – "our bread and butter" – as well as exploring new projects in Malaysia, Vietnam and Myanmar.

Turning to neighbouring Indonesia, this is where Lee gets excited, telling Maritime CEO: "PT BBR will focus on the vast Indonesian market where the offshore oil and gas sector is growing rapidly and only at its nascent stage of development in my view."

He goes on to explain: "We are at the beginning of a period where there is strong demand for Indonesian-flagged vessels due to increasing offshore exploration and productions projects at a time of strict enforcement of Indonesian

cabotage regulations resulting in a tight supply of vessels. The focus must rightly now be on how to optimally increase our fleet size and shorten the time-to-market."

On successfully listing last month PT BBR immediately announced plans to spend up to \$46m to order more AHTSs for delivery in 2014. As well as owning and chartering ships, the group has a shipyard in Batam, Indonesia. In addition to building ships, the yard's three drydocks are engaged in repair, maintenance, upgrading and outfitting works. "We are focused on mid-sized vessels where we think there is a niche market to be cultivated," Lee reckons. For its last financial year, which ended on September 30, Marco Polo Marine notched up an all-time high net profit of S\$21.3m against revenues of S\$89.8m. **Source: Maritime Ceo**

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