



Number 061 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 02-03-2013**

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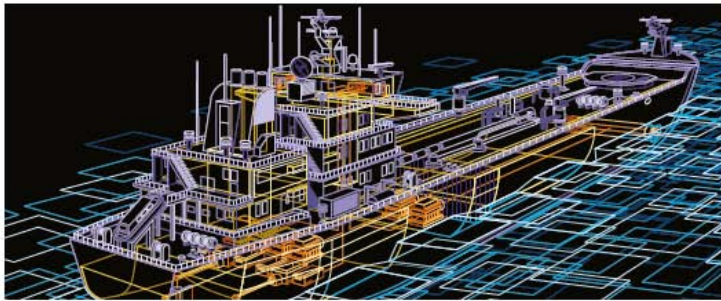
The FAR SCOTSMAN enroute Rotterdam- Photo : Jan Oosterboer (c)

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The **ZHEN HUA 26** arrived in the river Thames to deliver the first three giant container cranes to the new DP World London Gateway Port in the Thames Estuary. The cranes are claimed to be the largest container cranes yet built and are the first of 24 due to equip the massive new facility. The first berth is due to open for business in the final quarter of this year. [Photo : Jack Gaston \(c\)](#)

KOTUG is pleased to announce the introduction of a new towage operation on the River Thames, UK.



As of June 2013 a full 24/7 service, supported by local management, will be available to assist you at the terminals of: Shell Haven, Oikos, Calor Gas and Thames Oilport / Coryton.

In cooperation with ship managers, terminal operators and local agencies we are happy to be in a position to offer you our services combining the skills of our highly trained and dedicated crew with a sophisticated and young fleet of powerful tugs.

As a fast growing maritime towage company we are developing our services to ports and terminals in Europe, Australia and Africa. Following the start of our operation in Wilhelmshaven mid 2012 and in Cameroon at the beginning of 2013, a dedicated operation in the United Kingdom represents a new step in the global activities of our company.

We look forward to presenting you with additional information and would be happy to discuss any contractual terms and conditions in order to provide you with extra savings in this important shipping area. We thank you for your interest and assure you of our best attention at all times.



The **MSC ALYSSA** at the Westerscheldt River – Photo : [Walter de Groot](#) (c)

Seaspan to use GL Hull Manager for entire fleet

Container shipping giant [Seaspan Ship Management Ltd.](#), Vancouver, has chosen Germanischer Lloyd's GL HullManager system to upgrade its in-house hull integrity management system. The condition based monitoring software will be implemented across Seaspan's entire fleet of 76 vessels over the next several years.

"We developed our own temporary hull structure monitoring system at Seaspan in order to help us understand our needs and to quickly help us manage hull defects until we could assess and decided on our preferred system," says Peter Jackson, Director of the Projects and Technology Department at [Seaspan Ship Management Ltd.](#) "Three different systems were reviewed and as a result, GL HullManager was selected as the software most closely meeting our needs."

GL HullManager is a part of GL's fleet management software portfolio and provides ship owners, managers and operators hull inspection and thickness measurement support. It supports the complete hull integrity process, from inspections to reporting and condition assessments of tanks, cargo holds and coatings, throughout its entire lifecycle by means of crew inspections and thickness measurements.

The use of a vessel-specific 3D model enables visualization and assessment of the hull's structural condition. The crew can mark any coating or structural failures on the 3D model, such as marking an individual finding or adding a photo and descriptions, which can then be assessed by superintendents onshore.

"Owners are looking for ways to optimize their maintenance schemes and GL HullManager enables them to spot potential problems early on, minimize their operational down time, and smooth inspections through improving and standardizing their documentation," says Dr. Torsten Büssow, Head of GL's Maritime Software business.

"Clients are finding that the system is one that they can easily integrate into their existing maintenance processes, with the added benefit of on- and offshore teams having access to the same data," says Ryan Bishop, GL's Vice President Business Development for the Americas. "With the training we can provide from local offices, we are confident that this partnership with Seaspan will see them roll out GL HullManager without a hitch."

GL HullManager can make information on the condition of hull structures available to any employee across the company once the inspection results have been approved and synchronized. Stored in a lifecycle database, hull condition data for each individual vessel can be traced over time. Sister vessels from the same fleet can be compared easily. A dashboard overview of the entire ship makes it easy to pinpoint any critical findings by crew or third-party inspectors.

Since its introduction onto the market in 2011, GL HullManager has built a user community of some 350 vessels of all kinds worldwide. The system was recently upgraded with a mobile client version for use in compartments and upcoming extra features in development include an automatic proposal for the amount of steel to be replaced for a dry dock tender specification, integration of hatch cover tightness measurement results and hot spot marking functionality.

Source : [Marinelog](#)



The [PLB Israfil Huseyno](#) Operating Azerbaijan Caspian Sea at the Chirag Oil Project , [Photo : Pieter C Holtes .\(ob of the PLB Israfil Huseynov \)](#)

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Baltic Dry Index up to 757 points

On February 28, 2013, the **Baltic Dry Index** climbed to 757 points, up 12 points (1.61%) against the level of February 27.

BDI is a number issued daily by the London-based Baltic Exchange. Not restricted to Baltic Sea countries, the index provides "an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a timecharter basis, the index covers Handysize, Supramax, Panamax, and Capesize dry bulk carriers carrying a range of commodities including coal, iron ore and grain. Because dry bulk primarily consists of materials that function as raw material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production.

On 20 May 2008, the index reached its record high level since its introduction in 1985, reaching 11,793 points. On 3 February 2012, the index had dropped 647 points, the lowest since 1986.



The **DUTCH FAITH** enroute Amsterdam – Photo : Marcel Coster (c)

Wilhelmsen Ship Management opens new office in Bergen

Wilhelmsen Ship Management (WSM) opens a new ship management office in Bergen, on Norway's West Coast. The office will offer technical ship management and manning services to the offshore sector and ship owners based in the region, the company reports.

"The largest growth in Norwegian shipping takes place in the offshore segment. Other ship owners in the region have also grown significantly. The new operation in Bergen is a consequence of this growth. We wish to be closer to these customers to offer our experience in vessel operation and manning service," says Haakon Lenz, regional manager WSM Europe.

The new office will be co-located with Wilhelmsen Ships Service (WSS) at Skoltegrunnskaien 1, Bergen. WSS is well established in Western Norway, with offices in Bergen, Ålesund, Mongstad and Stavanger and is represented in all the major ports along the Norwegian coastline.

"Looking ahead we expect continued strong growth in the maritime industry in Western Norway and note that several owners with new tonnage are entering this market. As a third party ship manager we offer access to qualified crew, cost effective purchasing of shipboard supplies and world class expertise in ship operation. In addition, we provide customers with a full overview of how their money is spent," adds Lenz.

Wilhelmsen Ship Management is part of the Wilhelmsen Maritime Services group, a wholly owned subsidiary of Wilh. Wilhelmsen Holding ASA. WSM has responsibility for technical ship management of more than 160 ships in most

vessel segments as well as manning services for a further 250 ships. The company's manning pool includes more than 10 000 officers and seamen. Their level of competence is high and reflects the demands of the Norwegian offshore fleet for skills such as dynamic positioning.



TOPAZ INSTALLER (9199854) passed 1 March 2013, northbound in the Sound and a few hours later passed **LEWEK CONNECTOR (9435480)** southbound on the way to Karlskrona. **Photo's : Körnefeldt(c)**



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**India's Mercator says will not use ship
for Iran oil imports**

India's Mercator Lines has stopped offering a ship for transporting Iranian oil to India due to U.S. political pressure, industry and shipping sources said, adding to obstacles Iran faces in exporting its crude. The Omvati Prem was the only ship backed by local emergency insurance and available for charter by Indian refiners when U.S. and European sanctions hit other cover for ships carrying Iranian crude.

Iran took advantage of this to engage the ship for the delivery of two cargoes to its top Indian client, refiner MRPL , which does not have the facilities to take Tehran's larger vessels. **National Iranian Oil Corp (NIOC)**, which does not have smaller ships like the Omvati Prem, will now have to use its suezmax ships only partially loaded to be able to deliver to MRPL's plant.

"At the moment we are not having any plans to lift cargoes from Iran," Kowshik Kuchroo, president of shipping at Mercator Lines Ltd., said in an interview.

EU and U.S. trade sanctions on Iran have targeted insurance on ships carrying its crude, as part of an effort to limit Tehran's oil revenue to curb its nuclear programme. Iran's crude exports last year were roughly halved as a result.

The four biggest buyers of Iran's crude - India, China, Japan and South Korea - cut shipments by so much that they were given waivers from sanctions, which would have shut them out of the U.S. financial system. To renew those waivers, however, they need to make further cuts.

India's imports from Iran fell 22 percent in the first 10 months of its annual contract to around 286,400 barrels per day (bpd). That meant Iran slipped to fifth among its suppliers from ranking second a year ago.

Energy-hungry India, the world's fourth-biggest oil importer, is expanding its refining capacity to meet rising local demand. It ships in about 80 percent of its crude needs from overseas.

Indian insurance cover was meant to help local shippers and refiners continued to obtain oil supplies from Iran.

In January Reuters reported that Iran had chartered Omvati Prem with cover provided by Indian insurance companies for supplying oil to MRPL in December.

A shipping source said Mercator had decided against using the **Omvati Prem** for Iranian cargoes due to pressure from the United States.

"To protect its overall business, Mercator had to take this decision (to halt Iranian voyages). Do you think it's easy to work against U.S. sanctions?" the source said.

U.S. Ambassador to India Nancy J Powell raised the issue that Mercator was using a loophole to help Iran supply oil on Feb. 15 in a meeting with India National Security Advisor Shiv Shankar Menon, oil industry and diplomatic sources said.

An email seen by Reuters in connection with the meeting said the United States wanted to discuss Indian companies' deals with Iran "including the transaction that has received press recently".

NIOC normally supplies oil in vessels owned by National Iranian Tanker Company (NITC), a banned entity under U.S. sanctions.

NITC had hired the **Omvati Prem** through Dubai-based Sea Enterprise Ltd, a letter seen by Reuters showed.

NIOC in February — MRPL that its contract to use the vessel **Omvati Prem** had been terminated, an oil industry source said. **Source : Reuters**



The **MULTRATUG 4** arrived in Rotterdam with the **H 405 –**
Photo : Willem Holtkamp <http://fotomaker.jalbum.net/FOTOMAKER/> (c)



In Rotterdam Waalhaven the 1980 built **KANGA LASSY** was loaded with 2nd hand trucks , the cargo vessel was built as the **LAVOLA** at Rauma-Repola Oy - Uusikaupunki under hull No.: 299 sailed since 1980 under the names **WESTGARD**, **DELTA B**, **EEMNORGE**, and **LEMNO** is named since May 2010 **KANLASSY**, upon completion of the loading the vessel departed for Poti – Georgia – **Photo : Michel Kodde (c)**

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TORM - Five Vessels Will be Held for Sale in the 2012 Financial Statements

With reference to company announcement no. 40 dated 7 December 2012, one bank group has exercised an option to initiate a TORM-led sales process for five vessels. As this process is progressing well and is expected to be concluded in 2013, TORM will classify these vessels as assets held for sale in the 2012 financial statements, which will cause a USD 74 million impairment loss.

As a consequence of the USD 74 million impairment loss from assets held for sale, TORM revises its forecast for the full year 2012 from an expected loss before tax of USD 500-530 million to an expected loss before tax of approximately USD 579 million. **TORM** will publish its Annual Report for 2012 on 13 March 2013 as planned.



The **TORM CAROLINE** outbound from Rotterdam – Photo: Kees Torn (c)

Four Arrested Cruise Ships to be Sold to Portuguese Businessman

Classic International Cruises -- which went bust late last year -- is close to completing the sale of four of its fleet, three of which were arrested late last year. According to reports on a Portuguese news channel, four of the five-ship fleet will be sold to a Portuguese businessman, Rui Alegre.

The deal is backed by the bank TSF Montepio and includes the purchase of the ships **Funchal**, **Athena**, **Princess Danae** and **Arion**. **Funchal** has been in dry dock in Lisbon, pending refurbishments, since October. The latter three were all 'arrested' -- or detained -- for non-payment of fuel costs and crew wages in September and October last year. The ships are still owned by Classic International Cruises, a Portuguese company with Greek owners.

The 17,000-ton, 580-passenger **Athena** was a popular ship with U.K. and Australian cruisers, making an annual voyage from Marseille to Australia in November, before spending the Australian summer season Down Under. Its arrest -- and last-minute cancellation of the Australia cruise -- left at least 5,000 passengers out of pocket.

U.K.-based **Cruise & Maritime Voyages** recently stepped into the breach left by Athena, announcing the launch of a UK to Australia voyage on the 620-passenger, 20,000-ton **Astor**, which will join CMV's fleet in November 2013.

According to reports, the 500 workers on the Classic International ships have not been paid a salary since October.

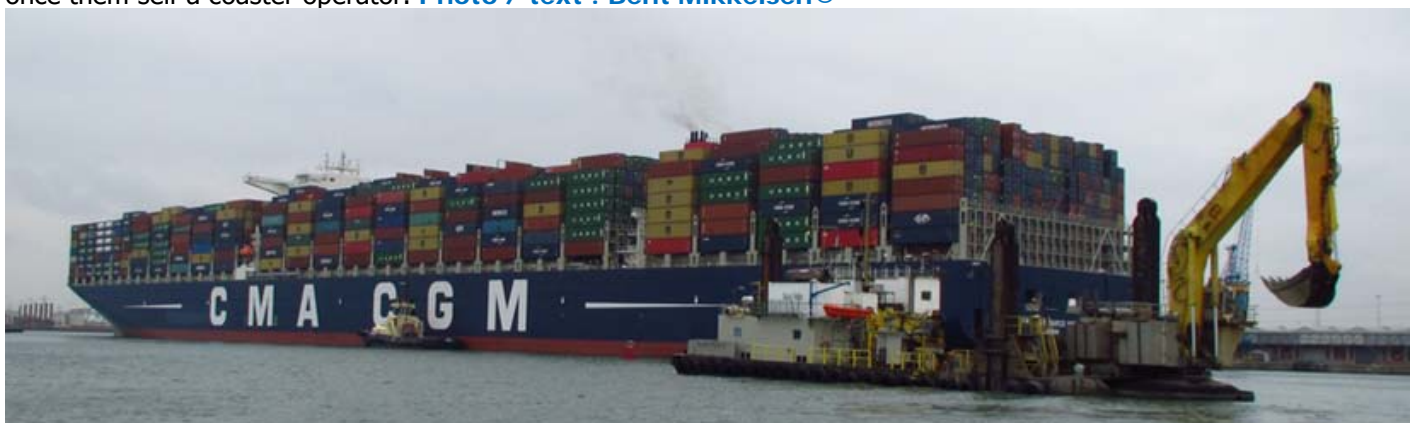
Source : [cruisecritic](http://cruisecritic.com).

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A shot from Esbjerg showing the veteran coaster **Vega**, flying Sierra Leone flag. However, it still Danish owner and partly Danish manned. Built and delivered in February 1974 from J. S. Sietas Schiffswerft i Hamburg as # 761 for Rederiet Nielsen & Bresling under the name **Nina Bres**. The vessel traded for the Fåborg-based company until February 1, 2007, when it arrived at Randers with cargo of block stones from Portugal. Then it was sold to Rederiet **Vega** of Marstal and taken over a couple of days later in Marstal. Not bad to be trading at the age of 38 years. **Vega** arrived at Esbjerg to pick up a cargo of wind turbine parts for Bremerhaven handled by the local agent Juhl & Ehrhorn, once them self a coaster operator. **Photo / text : Bent Mikkelsen ©**



The **CMA CGM MARCO POLO** with the backhoe dredger **Manu PEKKA** in Southampton
Photo : Merlijn van Tol ©



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The **STANISLAV YUDIN** moored in Bremerhaven loading Borkum West II tripods.- Photo : Arthur Feenstra ©

Dead Fin Whale Found on Ship's Bow

The fin whale, discovered Tuesday, will be towed out to sea.

An adult male fin whale's carcass was discovered on the bow section of a container ship arriving in a Southern California harbor late Tuesday night. The visible bruising on the carcass indicated that the whale was struck by a ship.

"There was little odor, and the skin was in pristine condition," researcher Alisa Schulman-Janiger wrote on the American Cetacean Society-Los Angeles Chapter Facebook page. "We couldn't verify its length, since much of this whale remained hidden under the dock." In another post on the Facebook page, Schulman-Janiger wrote that the whale was likely struck and killed Tuesday.

NOAA Fisheries biologist Christina Fahy, who inspected the carcass, told Pete Thomas Outdoors that the whale was alive when the ship—identified by the Daily Breeze as the Evergreen container ship Ever Daity from Coco Solo, Panama—hit it.

Next to blue whales, the up-to-80-foot-long fin whales are the second-largest marine mammal species on Earth.

This whale likely measures between 50 and 60 feet long; measurements will be taken when it is towed out to sea from Los Angeles Harbor, according to Schulman-Janiger. The whale will also be photographed, and the images will be forwarded to researchers who may be able to identify the individual whale, she said.

The endangered whales, which can weigh up to 80 tons, have been spotted off the coast of the South Bay and Long Beach this winter. Whale-watchers have seen many of the leviathans feeding on krill in the undersea Redondo Canyon. "With so many fin whales feeding off Southern California in recent weeks, this sad news should not come as too big of a surprise," Schulman-Janiger said.

In an effort to prevent ship strikes like this one, the International Maritime Organization, which governs shipping worldwide, announced that it would adjust shipping lanes in 2013 to protect endangered whales along the coast.

Five whales were killed by ship strikes in 2010 along the Northern California Coast. In 2007, four blue whales were killed by ship strikes in and around the Santa Barbara Channel. In December 2012, a fin whale carcass washed up on a Malibu beach. Experts said this fin whale's death was also the result of a ship strike. **Source : Redobeach.patch**



Heerema's **Aegir** and **Thialf** first encounter offshore Senegal! Seen from the tug **President Hubert!**

Photo : Jeroen Geeraerts (c)

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SHIPYARD NEWS

The new Maersk Triple-E flagship floats



The first of the 20 giant Triple-E ships that **Maersk Line** has contracted at Daewoo Shipbuilding in Korea, have now left the dry dock where they were built, and are resting by the fitting at the shipyard. The first ship in the series will be named **Maersk Mc-Kinney Møller** after the late shipping magnate but this is information that **A.P. Møller-Maersk** however do not want to confirm. The first 10 ships in the Triple-E series have just been assigned IMO numbers - equivalent to the number plate on a car. The first ship in the class, **Mærsk Mc-Kinney Møller**, has the IMO number 9619907. **Source: maritimedenmark.dk**

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The **FRISIAN OCEAN** outbound from Rotterdam – Photo : rans de Lijster (c)

Scorpio Tankers Inc. announces six newbuilding contracts

Scorpio Tankers Inc. announced that it has exercised options with Hyundai Mipo Dockyard Co., Ltd. of South Korea ("HMD") for the construction of four MR Product tankers for approximately \$33.0 million each and two Handymax ice class-1A (37,000 DWT) product tankers for approximately \$31.25 million each, the company reports. The MR Product tankers were previously reserved for another owner, and two of these vessels will deliver in the second quarter of 2014 with the third and fourth vessels to be delivered in the third and fourth quarter of 2014, respectively. The two Handymax vessels will be delivered early in the third quarter of 2014.

These are a continuation of the Scorpio's existing newbuilding program for fuel-efficient vessels. These newbuildings come with fixed-price options for the construction of four additional Handymax vessels as well as an extension on previously obtained fixed-price options.

The Scorpio has a total of 26 newbuilding product tanker orders with HMD and SPP Shipbuilding Co., Ltd. of South Korea which include 20 MR and six Handymax ice class-1A vessels. Two of the newbuildings are expected to be delivered to the Scorpio by April 2013 and the remaining 24 by the end of 2014. The Scorpio also has fixed-price options to construct a total of 12 additional newbuilding product tankers at these yards.

Scorpio Tankers Inc. is a provider of marine transportation of petroleum products worldwide. Scorpio Tankers Inc. currently owns 13 tankers (one LR2 tanker, four LR1 tankers, one Handymax tanker, six MR tankers, and one post-

Panamax tanker) with an average age of 4.6 years, time charters-in 20 product tankers (three LR2, three LR1, nine MR and five Handymax tankers), and has contracted for 26 newbuilding product tankers (20 MR and six Handymax vessels), two of which are expected to be delivered to the Scorpio by April 2013 and the remaining 24 by the end of 2014.



The **MAERSK LOGGER** moored at the **K-5 oil terminal** in Malabo – Photo Aad van Spijk (c)

US east coast dock strike at risk as ILA, USMX extend talks a week

THE US Maritime Alliance (USMX), the east coast waterfront employers bargaining unit, and the International Longshoremen's Association have agreed to extend negotiations on local issues to March 8 after the March 1 deadline passes.

They said the extended deadline will coincide with the wage scale meetings planned by the union for the week of March 11, reported American Shipper.

The two parties have already reached a tentative agreement on a new six-year master contract, covering 14,500 dockers who handle containerised cargoes in 14 US east and Gulf coast ports, but local issues - low-show and no-show jobs - remain in contention. Source : Asian Shipper



The **CALAMITY JANE** departed from Cape Town – Photo : Ian Shiffman (c)

Maersk Increase Transatlantic Container Rates

Maersk Line announce that they find it necessary to implement general rate increases from the base rate. The new container freight rates will be effective 1, April 2013 as follows:

US to Northern Europe

General Rate Increase: USD 200/300/300/300 per 20'/40' standard/40' high cube/45' high cube dry

Northern Europe to East and Gulf Coast of US

General Rate Increase: USD 200/300/300/300 per 20'/40' standard/40' high cube/45' high cube dry

Northern Europe to West Coast of US

General Rate Increase: USD 400/500/500/500 per 20'/40' standard/40' high cube/45' high cube dry

Maersk Line adds that the increase is a necessary measure to meet service requirements. **Source: Maersk Line**



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Rickmers Maritime sees 2012 profits fall 32pc, but outlook stays upbeat

RICKMERS Maritime, a containership owner, has recorded a 32 per cent decline in net profits in 2012 against the previous year, to US\$27.6 million.

This comes as charter revenues fell three per cent year on year to \$144.3 million and operating cash flow was down one per cent to \$109 million. Worse, the Singapore-based company does not foresee improvements in time charter rates or vessel values in the short term. It attributed this to the significant number of ships scheduled for delivery over the next 12 months, meaning oversupply of capacity is likely this year.

The decline in net profit was in part caused by a marginal decline in fourth quarter charter revenue, an increase in operating expenses and one-off non-cash impairment charges to vessel values.

Last year the company made repayments of \$52 million to lower the face value of outstanding bank loans to \$569.9 million, as part of its accelerated debt repayment programme that strives to "deleverage the business and achieve a robust financial structure". Looking ahead, Rickmers Trust Management CEO Thomas Preben Hansen is optimistic the company will be protected from any market overcapacity over the coming year.

"Rickmers Maritime fleet has \$476.7 million of secured revenue between January 1, 2013 and the expiry of the last charter party contract in 2019. Barring any unforeseen circumstances, we believe our leases will continue to generate stable and on-going cash flows," Mr Hansen said, reported London's Containerisation International.

The company's fleet of 16 containerships is 100 per cent chartered on fixed-rate time charters with an average remaining charter period of 3.2 years and a current average net daily charter rate of \$25,300 per vessel



28-02-2013 : The EXPRESS 63 Heading to Ras Tanura, for her next job

Photo : Ms Trish Lim ©

NATO Submarine Base to Become Rig Haven

Norwegian Ministry of Defense approves sale of Olavsvern naval base outside Tromsø.

The sale is to the investor group Triko AS which includes Odfjell Drilling, PSW Rig Service and in cooperation with Petro Support Group will create a service center for the offshore petroleum industry. reports the Barents Observer.

Olavsvern was built during the Cold War with NATO-funding and holds tunnels into the mountain where Norwegian and allied submarines could hide or get supplies while on patrol in Arctic waters. Both American and British nuclear powered submarines used to make port calls to the base that is located some 20 kilometers outside Tromsø.

The base was officially written-off by NATO in April last year, following the restructuring of the Norwegian navy. Stortinget (the Parliament) decided to close down the base in 2008. In addition to the port facilities, the base has a 25,000 square meters mountain facility including tunnels with direct access to sea for vessels. It has a dock for submarines and a helipad. **Source: Barents Observer**





Above seen the Berthing Operation at YLNG terminal, you will see in action one tug from [Lamnalco](#) and one lines boat from [Cemesa](#). Photo : Capt F . Fontaliran (c)

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.... PHOTO OF THE DAY



Aida Cara moored at San Sebastian de la Gomera. **Photo:Capt.ret. Berthold Rossmann ©**

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