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**The STOLT SKUA outbound at the Oude Maas yesterday morning –
Photo : Piet Sinke (c)**

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Another photo of the rendez vous of Heerema's **THIALF** and **AEGIR** midocean

Photo : Heerema (c)

Hellenic Shipping Registry comes of age

After a prolonged period of diminishing numbers in terms of vessels flying the Hellenic Flag, the newly formed Ministry of Shipping, finally decided to take the steps necessary, in order to bring the Hellenic Shipping Registry into

the 21st century and make it competitive, compared to its peers. In a special event, held yesterday onboard the ship *Hellenic Liberty*, a Liberty vessel now acting as a museum, the Minister of Shipping presented the full details of the plan, which is already in motion, towards the direction of modernizing the procedure used to register a vessel in the Hellenic Registry, as well as radically speeding up the whole process, compared to what's in place today.

Yesterday's event was attended by dozens of ship owners, which is a clear indication of the interest amassed in the Ministry's initiative. Today, out of a total of more than 3,760 Hellenic-owned ships, just 862, or about 23% are flying the Hellenic Flag. By contrast, in the early '90s, almost 80% of the Hellenic-owned merchant shipping fleet was under the Hellenic Registry. As a result, the world's leading maritime nation, has only the 7th largest, in terms of carrying capacity, Registry.

According to the measures undertaken, in close cooperation with the co-responsible Ministries of Finance and Development, the number of signatures needed to register a vessel in the Hellenic Flag State, is reduced from 34 today, to just 9. This is already in place, as all parties involved have already signed and sent out the necessary guidelines. At the same time, the whole process has been simplified and standardized, in order to make it easier for any interested ship owner to move forward with his application. The results of these moves, is that the whole process, from applying for the registration under the Hellenic Flag and up until the approval, now requires just 10 days, instead of 6 months, which was the current norm.

What's more, starting on 15th of March, i.e. in two weeks time, a new one-stop-service office will start operating. This office will be responsible for the receipt of the applications, their processing and the monitoring of the necessary steps, together with accommodating ship owners in everything they need. In the heart of the new measures, is the newly launched (also in 15th of March) of the so called web-based application, dubbed e-Registry. In other words, any ship owner can submit his application via the Internet, even attaching digitally all of the required documents.


This initiative has been supported by the Union of Greek Ship owners (UGS), which actively worked together with the Ministry of Shipping, in order to express its needs towards a modern Registry. In his speech, the Minister of Shipping, Mr. George Moussouroulis stated that the Hellenic Registry is one of high quality, as it has the status of White-Flag under Paris MOU, while Hellenic seafarers are among the best in the world. This high quality can allow ship owners to command a premium when they are negotiating with charterers, which in turn can help negate the higher cost of flying the Hellenic Flag, compared to other Flag States, said Moussouroulis.

In turn, Mr. Theodoros Veniamis, President of the UGS said that this new effort is welcome. But, he expressed his concern over what would happen if, let's say tomorrow, a total of 100 applications to fly the Hellenic Flag were to be submitted? "Can we manage them?" he said. In effect, his remarks were given as a warning notice towards the unions of seafarers, which have been engaged in long-lasting conflicts with ship owners, regarding the level of pay and other demands. According to Mr. Veniamis, "we have to engage in a fruitful dialogue with all parties involved". This has to be interpreted as the ship owning community's concern that, in order for them to return to the Hellenic Registry, there has to be some sort of peace with seafarers' unions. Under today's law, each ship flying the Hellenic Flag has to employ a minimum number of Hellenic officers and seamen, depending on the ship's size.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The 2010 built ITA flag ro/ro ship **EUROCARGO PALERMO** shifting at the Grand Harbour, Malta from Palumbo Malta Shipyard Ltd Dock 6 on Saturday 2nd March, 2013 bound to berth at Pinto 4 and 5 wharves while her sister ship **EUROCARGO MALTA** is berthed at Laboratory Wharf during cargo operations. She's the former **STRAIT OF GIBRALTAR**. Photo : Szabolcs Pocza - www.maltashipphotos.com



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The **VOSCO UNITY** inbound for Melbourne – photo : Bill Barber (c)

SinOceanic looking to refinance vessels

SinOceanic, controlled by Sinindo Holdings, an affiliate of China's HNA Group, has announced that it needs to raise new capital to meet the company's developing objectives. "Due to difficult and challenging market conditions the vessels now owned by the company are by necessity being financed through a combination of senior and junior debt which will be a constraint on future activities. As a consequence, the company is now in the process of seeking to refinance its three recently delivered vessels and restructure its capital base," SinOceanic said in its latest report. Sinindo has declared that it is supportive of SinOceanic's business model and will provide continued support to the company. Oceanus International Investment, a company indirectly owned by HNA Group, has also extended a total of \$184m in secured junior loans to SinOceanic's three wholly owned ship-owning subsidiaries. **Source: Sino Ship News**

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Chinese ships enter waters near Senkakus

Three Chinese maritime surveillance ships were found sailing in Japanese territorial waters near the Senkaku Islands in the East China Sea on Thursday morning, Japan Coast Guard officials said. The last intrusion into waters around the

islands by a Chinese government ship occurred Sunday. Thursday's violation was the 32nd since the Japanese government nationalized three of the five islands, which are also claimed by China, in September last year.



The **TURMOIL** arriving in Brisbane – Photo : Chris Mackey (c)



Just a week after her sistership **EVER LEADER** we saw now on a grey saturday afternoon **EVER LEADING** leaving the port of Antwerp. She is pictured in the Pass of Bath on the Westerscheldt river. Photo : Adri de Schipper ©



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The 1979 built TUR flag and owned ro/ro ship **ULUSOY-10** offshore Malta on Tuesday 19th February, 2013 underway to Algeria. - Photo : Massimo Farrugia - www.maltashipphotos.com (c)

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Restructuring of Russia's Marine Rescue Service is nearly completed

The process of restructuring of the State Marine Emergency Rescue Service of Russia (GosMorSpasSluzhba) has been nearly completed, PortNews IAA reporter cites Victor Olerski, Deputy Transport Minister of the Russian Federation, as saying at the meeting of RosMorRechFlot Council in Moscow. According to Victor Olerski, GosMorSpasSluzhba has been reformed in compliance with a branch principle. "It is a large organization with large-scale tasks... 20 new rescue vessels have been built... I believe, the emergency rescue service, if arranged wisely, has a promising future. It is becoming a large player in the market of ecological services not only in Russia but worldwide," Olerski said.

As it was earlier announced by Yuri Kostin, deputy head of RosMorRechFlot, all independent federal state unitary enterprises within GosMorSpasSluzhba were reorganized through integration with the FSUE Baltic BASU (they are its basin branches now).

In 2013, FSUE Baltic BASU reorganized as Marine Rescue Service is being integrated with GosMorSpasSluzhba. To complete the reorganization, MSKTs and MSPTs are to be transferred from seaports' basin administrations to a unified GosMorSpasSluzhba directly subordinate to GMSKTs. Apart from the reorganization of GosMorSpasSluzhba the state is renovating its rescue fleet. 21 of 41 vessels to be built for Russian rescue services by 2015 have already been built by Russian shipyards.

Besides, two 4-MWt rescue vessels of unrestricted navigation are under construction at Nevsky Shipyard (Shlisselburg, Leningrad region) and one 7-MWt rescue vessel of unrestricted navigation – at Amursky Shipyard (Komsomolsk-on-Amur, Khabarovsk Territory).



he 2008 built **Damen ASD** tug "**Smit Lamnalco Montserrat**" operating for London Mining company in Freetown.

Photo : Barry Fredriksz ©

Malta Signs to MLC

Malta has become the 34th International Labour Office state and the 12th EU member to ratify Maritime Labour Convention. The convention sets out decent working and living conditions for seafarers while creating conditions of fair competition for ship-owners.

In transmitting the instrument of ratification, Malta's permanent representative in the UN, John Grech, stated that Malta, being a small archipelagic state in the Mediterranean, has traditionally regarded the shipping sector as vital for its economic development and is proud to have the largest ship register in the EU and the 7th largest register among the states parties to the Maritime Labour Convention. As a major player in the global shipping industry constantly seeking to improve the efficiency of its shipping services in a highly competitive environment, Malta hails the

forthcoming entry into force of the convention and stands confidently ready to implement its provisions in the interest of the Maltese flag, responsible operators and above all the men and women working on board Maltese vessels.

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HMNZS. TAUPO. in Nelson (NZ) Photo Leo van der Hoest ©

General Dynamics NASSCO Christens USNS Montford Point

General Dynamics NASSCO, a wholly owned subsidiary of General Dynamics (GD), yesterday christened the U.S. Navy's newest ship, **USNS Montford Point (MLP-1)**. Named in honor of Camp Montford Point, the Jacksonville, N.C., site where the first African-American Marines were trained, the **USNS Montford Point** is the first ship of three Mobile Landing Platform (MLP) vessels being designed and built by NASSCO. More than 1,000 people attended the Saturday morning christening ceremony at NASSCO's San Diego shipyard. Secretary of the Navy Ray Mabus was the

ceremony's principal speaker. Alexis (Jackie) Bolden, wife of NASA Administrator Charles Bolden, served as the ship's sponsor. She christened the ship by breaking the traditional bottle of champagne against the vessel's hull.



"NASSCO delivers high-quality, mission-ready ships to the fleet and MLP 1 is no exception," said Fred Harris, president of General Dynamics NASSCO. "NASSCO's performance on the MLP program is a direct reflection of our design-build strategy. When MLP 1 construction began, 100 percent of the design was complete, nearly all the production planning was complete, and all the material to support production was in the pipeline. The result of this rigorous approach to shipbuilding is a high-quality, affordable vessel that was 91 percent complete at undocking and now more than 97 percent complete at christening. MLP 1 is on track to be delivered under budget and on-schedule."

"Thanks to the efforts of the Navy and NASSCO team, the MLP Class provides a model for success. Industry and the Navy must continue to work hand-in-hand to seek low-cost, affordable solutions," Harris said. **USNS Montford Point** is the first ship of the **Montford Point Class (T-MLP)**. MLP ships will serve as a floating base for amphibious operations, and operate as a transfer point between large ships and small landing craft. Following its at-sea testing phase, **USNS Montford Point** will be delivered to the Navy in the second quarter of 2013.

Attack submarine HMS Ambush joins fleet at Faslane

The Royal Navy's most advanced attack submarine has officially joined its fleet on the Clyde.



The £1.6bn nuclear-powered 7,400-tonne vessel was given the title **HMS Ambush** in a ceremony at Faslane naval base.

It is the second of the navy's Astute-class attack submarines and was launched in January 2011 at the BAE Systems shipyard in Barrow-in-Furness. It has been undergoing sea trials since arriving at its home port at Faslane in September last year.

HMS Ambush is due to enter operational service

later this year. Commanding Officer Peter Green said: "The crew are immensely proud to mark the commissioning and to see the culmination of many months of hard work readying **HMS Ambush** for service with the Royal Navy." "The crew are looking forward to the challenges ahead and to exploring the full range of the submarine's capabilities before she enters full operational service later this year." **Source : BBC**

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Jolly Arancione just out of Fincantirio drydock **Photo : Master solitaire ©**

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The **ALEyna MERCAN** outbound from Rotterdam yesterday morning – Photo : Piet Sinke ©

UK: Great Future for Port of Tyne

The Port of Tyne achieved its highest cargo volumes in over 20 years in 2012, it was announced recently. Investment in the Port led to the biggest volume of cargo handled since 1989, at 6.5m tonnes, representing 22% growth against 2011 figures. Ongoing investment which has included £5m in deepening berths and the River channel means that the Port now has the capacity to handle panamax-sized ships filled to capacity. Volumes of imported coal have increased to the highest levels in recent times, to 3.7m tonnes in 2012 compared to a previous record of 3m tonnes in 2008. Imports of the relatively new commodity wood pellets were maintained in 2012 and in Logistics overall business performance was steady.

The number of cars handled through the Port's three car terminals equalled the 2011 record of 667k units, helped by a strong transshipment performance which saw an increase of 65k cars in the year.

The number of people passing through the International Passenger Terminal increased to 598k as a result of the significant increase in incoming cruise vessels which almost doubled from 20 to 36 ships. Investing in infrastructure such as dredging, quay strengthening, car terminals, land acquisitions and new storage and transport facilities for wood pellet has in recent years enabled the Port of Tyne to keep ahead of new developments and business opportunities and meet the needs of its customers.

The Port of Tyne has also invested in its people through the implementation of a number of initiatives including the achievement of the Silver Award for Investors in People (IIP), which was achieved in less than 2 years – and placed the Port in the top 2.5% of IIP accredited companies in the UK. Associated with this has been the development of business planning processes, performance management for all employees and the enhancement of communications. A profit share scheme launched in 2010 has also allowed staff to share in the success of the business.

Andrew Moffat, Chief Executive Officer, Port of Tyne said: "Strategic investments made in recent years have enabled the business to grow to meet demand and grasp new opportunities. The Port is now able to accommodate 83% of the world's largest cargo ships and 95% of cruise ships, which means we can do even more to support business in the North East region.

"I am delighted we are continuing to meet our growth targets and make an important contribution to the region's economic growth. The volumes of cargo handled by the Port and the scale of the ships now coming in are an indication of a vibrant and sustainable port, which is our overall aim." The Port of Tyne adds approximately £500m Gross Value Added (GVA) to the economy of North East England supporting around 10,000 jobs.

It is now the UK's fourth largest coal importing port, the largest UK car handling port and the leading handler of wood pellet in Europe.

Further new investment plans to expand the Port's facilities in South Tyneside were announced earlier this year. The Port plans to invest £180m in expanding its wood pellet handling, storage and transport operations creating 900 jobs

in construction and 300 full time equivalent jobs in operation. The Port of Tyne is also marketing 30 hectares of land on its North Tyneside Estate, part of which has North East Local Enterprise Partnership (LEP) Enterprise Zone status, for offshore wind turbine manufacturing and the associated supply chain. **Source: Port of Tyne**



Port of Beira – Mozambique. Photo : Captain Mike Meyer ©

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The FRISIAN OCEAN outbound from Rotterdam – **Photo : Marijn van Hoorn ©**

Container Line Major Adds Charleston to Asia Service

CMA CGM is adding the Port of Charleston to its Pacific Express 3 (PEX 3) weekly service. The French carrier has deployed 11 vessels of between 4,400 and 5,100 20-foot equivalent unit (TEU) capacity in the service. The first ship in the service to call Charleston, the 5,095-TEU **CMA CGM Florida**, is scheduled to call North Charleston Terminal in mid-April.

"As a longtime and loyal client of the South Carolina Ports Authority, CMA CGM is pleased and excited to announce the addition of the Port of Charleston to the new rotation," said Frank Baragona, president of CMA CGM (America) LLC. "The new call in Charleston will be beneficial for all key stakeholders in creating new service options for our clients, generating volume for the port as well as having a positive impact on the Lowcountry economy and jobs. We look forward to working closely with the SCPA and all of the local vendors in delivering a high-quality, cost-competitive service for our customers." Significantly, Charleston is the last U.S. port outbound on the service, highlighting the port's strategic role for exports to growing consumption markets in Asia. Ports in the rotation include Hong Kong, Chiwan, Ningbo and Shanghai, China; Busan, South Korea; and Punta Manzanillo, Panama. The service will add 52 ship calls each year, supporting jobs across the local maritime and logistics industries. **Source: Port of Charleston**

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The **PACIFIC DAWN** outbound from Amsterdam bound for Freetown – Photo : Marcel Coster ©

\$154m of equipment bought for new port

State-owned seaport operator Pelindo III announced on Friday that it had purchased several sets of loading equipment worth Rp 1.5 trillion (US\$154 million) for its planned multipurpose terminal at Teluk Lamong in Surabaya, East Java, which is slated to begin operating in April 2014.

The purchase included 10 ship-to-shore cranes (STS); 20 automatic stacking cranes (ASC); five straddle carriers (SC), and 50 combined terminal tractors (CTT). To support the purchase, Pelindo III also procured a terminal operating

system from Realtime Business Solutions Pty. Ltd., a company headquartered in Australia, with a contract valued at \$8.25 million.

Finland-based global lifting business company Konecranes provided the 10 STS, 20 ASCs and the five SCs, under a contract worth \$143.3 million. Gaussin SA, a France-based company, supplied the 50 CTTs, worth \$10.8 million.

Pelindo III president director Djarwo Sujanto said that among the equipment was a new kind of crane in the port terminal industry, namely the stacking crane or ASC. The company was proud to announce that Indonesia was only the fourth country to use this new technology after Germany, Saudi Arabia and Spain.

Djarwo said the electrically powered ASC could improve efficiency and maintenance by up to 40 percent compared to existing cranes. Current cranes needed 100 people, for example, but for an ASC, a maximum of 40 field operators were enough, he went on. The unloading time would also be quicker from 10 to 15 containers per hour to 30 to 40.

Konecranes country director for Indonesia, Philippe Richard, said the advantage of the cranes included the more efficient power source. He said that while the price per unit was high, the crane released 10 percent fewer emissions.

Gaussin SA director Christophe Gaussin also touted the equipment the firm had supplied, saying that the tractors were up to 30 percent more fuel efficient compared to conventional ones.

All the equipment is scheduled for delivery between next year and 2016. Pelindo III said the Teluk Lamong multipurpose terminal, along with the new equipment, would put Indonesia on a par with Singapore and Hong Kong in terms of having a modern seaport.

Teluk Lamong Port is expected to ease the burden of neighboring Tanjung Perak Seaport, which is expected to surpass its capacity next year. **Source : Jakarta Post**



The **BBC RUSHMORE** enroute Antwerp **Photo : Sjaak Klaassen Klaassen F&V Production ©**

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Diana Containerships increase box fleet of panamax ships to 11

DIANA Containerships is to purchase the 4,024-TEU Hanjin Malta built by Hanjin Shipbuilding for US\$33 million with a three-year lease-back at daily time charter rate of \$25,550 back to South Korea's Hanjin Shipping, reports Alphaliner.

The Athens-based shipowner aims to transfer the panamax vessel by March and have a major dry dock classification survey done in June. This will add to the ten vessels on its fleet of 3,400 TEU and 4,200 TEU bought over the last four years.

Its last deal was for a trio of 4,729-TEU vessels at \$30 million each at a 24-month rate of \$24,750 a day. It purchased the first, 1995-built APL Garnet in November 2012 and the 1995-built APL Sardonyx.

The **Hanjin Malta**, built in 1992-1998, forms the fourth in a series of 13 units, one of which was recently sold by scrap at a price of \$8.4 million. This low price reflects the lower price that some buyers aim for when purchasing older panamax containerships.

The high price of a 20-year old ships is a reflection of a depressed market. Yet its steep charter rate highlights confidence it can perform well technically over the three-year leased period given.



The **MSC BUSAN** off Haifa – Photo : Peter Szamosi (c)

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.... PHOTO OF THE DAY



The **HESLSINKI BRIDGE** just lining up to pass under 'Stonecutters Bridge' (Hong Kong)
Photo : Capt Hans Schaefer (c)