

Best of bulk

MV Delta



Copenship Eco



The two founders of Load Line Marine, George Souravlas and Costis Calfoglou, combined their extensive experience in the areas of ship and project management in 2009. Their overall aim was to deliver the best service in dry bulk ship management and operation, and in the years since its foundation Load Line Marine has proven itself to be an expansive and dynamic player.

As Load Line Marine continues to develop, it is committed to expand its fleet of modern, eco efficient and technologically advanced vessels – indeed its fleet of very modern ships is a source of pride to the company, with two new additions being made as recently as early 2014.

With the company having doubled its fleet in less than six months, as well as the number of employees, relocation was a necessity that had to follow. From beginning of October 2014, Load Line Marine is operating from its new premises that were designed by A.K. Praxis with a view to enhance internal communication and promote the company's vision.

From its foundation the company decided to focus on newbuilding ecotype geared bulk carriers from Handysize to Ultramax equipped with greener and economic engines and an innovative design. The company focuses on these kinds of bulk

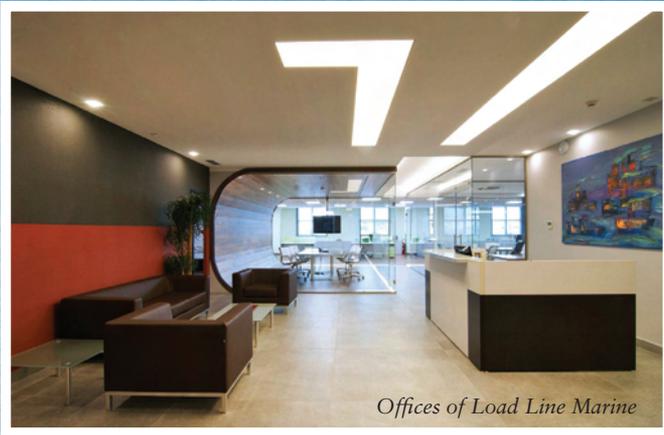
carriers as they are capable of carrying a wide variety of cargoes and are most suitable for a continuous changing economic environment.

Load Line Marine started managing its first vessel in January 2010 and as of December 2014 its fleet included the Charlie, the Delta, the Copenship Eco, the Foxtrot, the Golf and the Horizon.

One of the most notable ships in the fleet is the Ultramax M/V Copenship Eco, which was added in October 2013. This vessel's fuel-efficient and eco design offers huge benefits, carrying 15 per cent more cargo and consuming 17 per cent less fuel compared to an average Supramax vessel. That means a combined advantage of 25 per cent of reduction of fuel costs is gained per tonne.

This will be of particular significance when new European Union environmental legislation takes effect in January 2015. This regulation aims at ensuring a substantial reduction in marine sulphur emissions over a large geographic area extending from the English Channel to the Baltic Sea, termed as the Sulphur Emission Control Areas (ECAs).

The EU legislation means that vessels operating in the ECA from the 1st January 2015 will be allowed a maximum sulphur content in their fuel of 0.1 per cent compared to the previous limit of 1.0 per cent. Alternatively, the use of an exhaust gas cleaning unit can be used to obtain an equivalent reduction. While this shift to low sulphur fuel will raise costs for all companies in the sector, Load Line's dedication to new and



Offices of Load Line Marine

at very low levels for over three years, even though there was hope for recovery in the fourth quarter of 2014. The Chinese, European, Japanese, South American economies have not expanded as envisaged and consequently the freight demand has remained slack. On the other hand, the vessels that were contracted during the booming years have entered the market, and this oversupply has resulted to the very low rates that are experienced today.

Load Line Marine's antidote to the present crisis is to provide a first class service to its charterers, with top quality, modern, tonnage that meets the most demanding port state control requirements, while offering great versatility of cargoes that can be carried on board the company's vessels. Furthermore, the state-of-art cargo gear systems available on board, in way of both cranes and grabs, offer specific commercial advantages in accessing markets where port infrastructure is limited.

Finally, according to Load Line's CEO, the only way forward during these difficult times is to forge strong relations with first class charterers, such as Bunge, Norden, Copenship, Ultrabulk, Oldendorff, AEC, Noble etc, based on mutual trust, professionalism and top quality service. ●

Load Line Marine

www.loadlinemarine.com

- Specialise in operating and managing dry bulk vessels
- Two new vessels added to fleet in 2014
- Excellent performance in Q4 of 2013



efficient vessels should stand it in good stead going forward.

The legislation discussed above originates from the International Maritime Organization (IMO), the global standard-setting authority for the safety, security and environmental performance of international shipping. These three tenets are equally important to Load Line, and covered under its policies. The Quality, Safety and Environmental Protection policy is designed (alongside other relevant areas) to avoid incidents that could cause human injury, loss of life or damage to the environment, or the property and assets under its management; and to protect the environment by implementing safe and pollution free operations.

This is a new challenge for the shipping industry, as all vessels entering the ECAs (both in Northern Europe and North America) will have to burn bunkers with low (0.1 per cent) sulphur content. There are technical issues related to the lubricity and extremely low viscosity of the low sulphur bunkers that may not be suitable to be consumed by all types of engines. It is also unknown if the fuel refineries will be able to cope with the additional volume of demand.

Load Line Marine, being proactive on these regulatory developments has ensured that all vessels' equipment comply and are able to consume even the lowest viscosity bunkers available in the market.

The current dry cargo freight market levels have remained



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