

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 135



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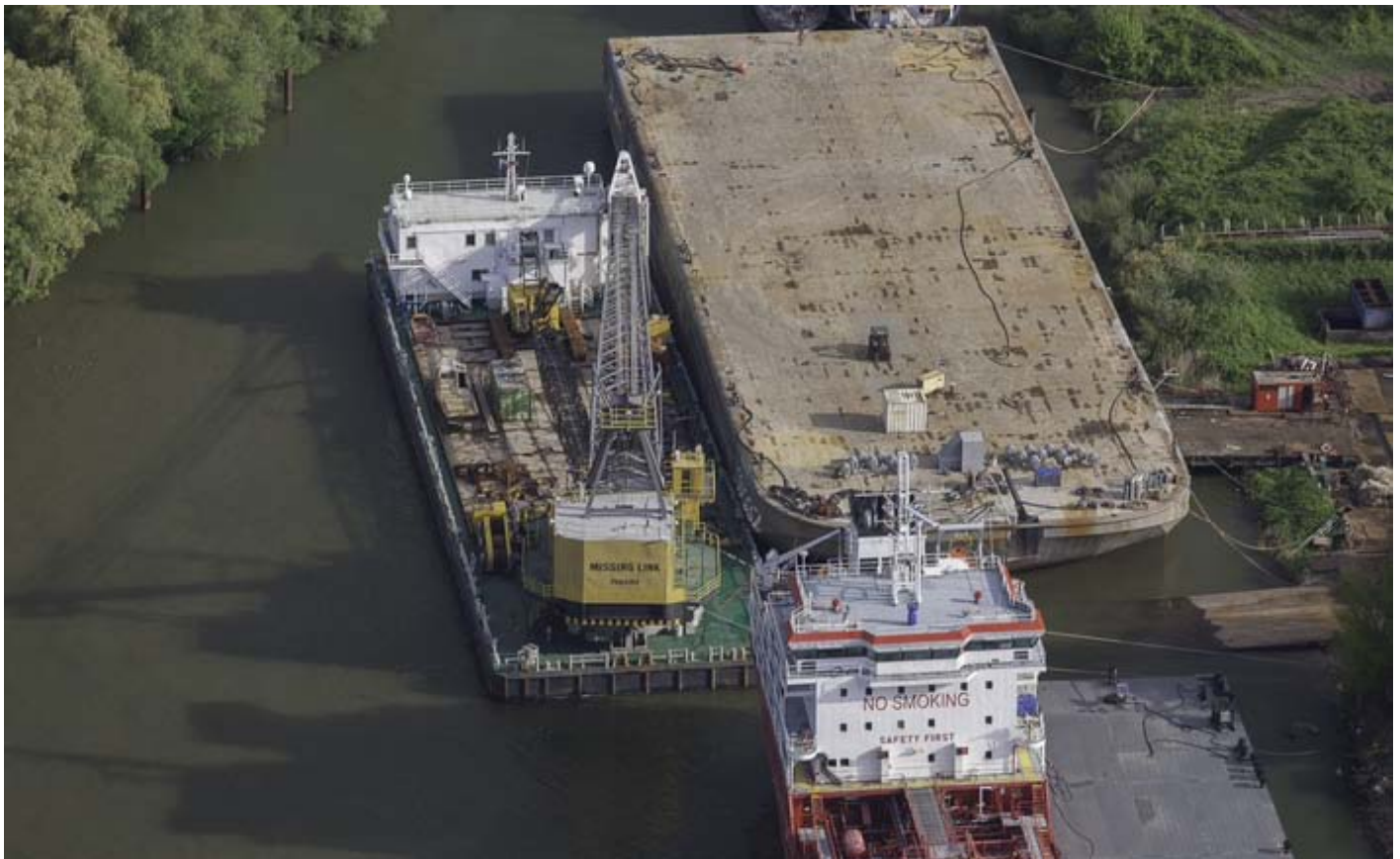
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OHT's **EAGLE** anchored off Singapore – Photo : Piet Sinke ©

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

Emsys Wins Coveted Seatrade Award for 'Clean Shipping'

WR Systems (WR) of Norfolk, Virginia is honoured to announce that its Emsys Emissions Monitoring System was successful in winning the 'Clean Shipping' category at the 25th Anniversary **Seatrade Awards** held on Friday, 10 May 2013, at the Guildhall in London. A delighted Dave Edwards, President of WR, accepted the award on behalf of the company. Edwards stated, 'We are truly humbled to have won this award at such an important event. With the current

focus on Clean Shipping, it's a testament to the team of professionals at WR who have developed and deployed this truly innovative technology that will benefit the shipping industry going forward. Our mission with Emsys was simple: to change the game. Identifying the specific requirements of the industry, and then meeting these exacting needs in terms of technology, service, price point and lifecycle costs, was our intention. To have been recognised in the International shipping community lets me know we are succeeding in our mission.'

'Our strategy has always been to make our customers successful, whether it's shipyards, shipowners or partner companies such as scrubber manufacturers,' Edwards continued. 'Emsys has set new standards regarding monitoring of emissions, and we have deployed the system in traditionally difficult applications such as Scrubbing technology. One of our "informed" customers contacted us last week and told us that Emsys was "Without Equal"; this lets us know we are on the right path. WR has also achieved major successes in new-build contracts for Emsys over the past 12 months, securing multi-ship contracts at shipyards in Korea, China and Japan. This, combined with many successful offshore air permit installations, allows Emsys to support the global shipping industry in meeting the many challenges associated with "Clean Shipping". You can find more information at www.seatrade-awards.com .

SAL Heavy Lift loading four reactors each of 1,450 mt in Germany



SAL Heavy Lift's MV "**SVENJA**", geared with two 1,000 mt cranes, loaded five reactors in Wilhelmshaven: four heavy reactors with a weight of 1,450 mt each, a length of 49.59 m, and a diameter of 7.6 m, and furthermore, one smaller reactor of 540 mt and a diameter of 6.85 m.



All of the cargo was safely loaded without incidents. The vessel is now proceeding on schedule towards the Mississippi River, where the cargo will be discharged to barges for the transport to the final destinations.

MV "**SVENJA**" with a deadweight of 12,500 mt was built in 2010. She is equipped with DP 1, has a combined crane capacity of 2,000 mt and boasts a speed of up to 20 knots.

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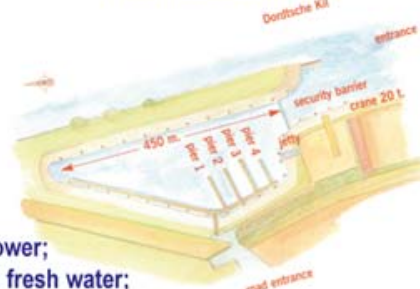
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The **FAST VICTOR** outbound from Rotterdam – Photo : Kor Heidinga ©

Overcapacity, Fuel Costs Hit Shipping Industry

The owners of the world's containerships are the people responsible for making globalization a reality. Their fleets transport 90% of world trade in manufactured goods. Yet, all but seven of the biggest 30 shippers lost money in 2012, according to shipping analysts Alphaliner. Industry players and analysts say cumulative losses over the past four years run to about \$7 billion.

Excess tonnage has haunted the container-shipping industry since 2007, when a record 3.1 million additional containers were added ahead of the plunge in global trade triggered by the 2008 financial crisis.

The crisis prompted a temporary lull in new shipbuilding as new vessels ordered in the boom times entered service.

Stubbornly high fuel prices that have gone up 16% on average every year since 2005 have encouraged ship owners to invest in new, more-fuel-efficient vessels even though the industry is groaning with excess capacity estimated at about 10% above current demand. Demand is also showing little or no growth on key routes such as that between Europe and Asia. Containership orders in the first quarter were up sixfold from last year, according to analysis by London-based Braemar Seascope Ltd.

The result is collapsing freight rates that make it tough for companies to cover the industry's high fixed costs and operating expenses. Freight rates on the benchmark Asia-Europe route were down 6.5% last week alone, according to

the latest Shanghai Containerized Freight Index. The price for a 20-foot equivalent container shipped from China to Northern Europe was fixed at \$818, compared with more than \$1,200 at the start of the year.

Significant consolidation among shipping companies and greater pricing discipline look like distant prospects despite the problem of overcapacity and the dire financial straits many owners find themselves in.

Most major players are immune to short-term losses in a secretive industry dominated by family-owned conglomerates whose owners have emotional ties to their vessels and by Asian state-backed enterprises or investment funds with long investment horizons.

Returns even for companies like market leader A.P. Moller-Maersk A/S (AMKBY, MAERSK-A.KO, MAERSK-B.KO) of Denmark are likely to prove modest at best. With a price tag of a new vessel at more than \$100 million, a normal return on investment should be at least 10%. But average returns currently hover around 3%, according to industry estimates, not much better than 30-year U.S. Treasuries currently yielding 2.8%.

"Container shipping made globalization a reality, but we have reaped very limited benefits as an industry," said Jakob Stausholm, chief strategist at Maersk Line, the Danish conglomerate's shipping arm. A.P. Moller-Maersk also operates shipping terminals and has an oil-and-gas exploration and production business.

"We have to learn how to run an effective [shipping] business and make money out of it," Mr. Stausholm says, admitting that Maersk Line's return on investment is "too low."

Lars Jensen, chief executive of Danish research firm SeaIntel Maritime Analysis, said the decline in freight rates in the past six months was three times as fast as in 2011, when the previous price war broke out. "It is clearly the result of structural overcapacity."

Maersk Line Chief Executive Soren Skou warned in April that the industry is on the verge of another price war unless excess vessels are taken out of service, especially on the Europe-Asia route, which accounts for about 40% of total container trade for the shipper.

"It is a really stupid, stupid strategy to deploy more capacity," Mr. Skou told a shipping conference last month. This isn't just Maersk talk. The shipping group reduced its own capacity by 14% last year.

However, Maersk Line is planning to stay ahead of its rivals amid the glut in the sector by investing in huge new ships to ensure it has the biggest, most efficient fleet at sea.

Maersk Line has kicked off a new "arms race," ordering mega-containerships in a \$3.8 billion order for 20 so-called triple-E vessels. The ships can carry 18,000 20-foot containers, 2,000 more than the world's current biggest containership, the Marco Polo, owned by France's family-owned CMA CGM. Maersk Line says the ships will consume approximately 35% less fuel per container than the standard 13,100-capacity container vessels being delivered to other shipping lines in the next few years.

Unfortunately for near-term returns at Maersk and its rivals, other shippers are following suit. China Shipping Container Lines Co. (2866.HK, 601866.SH), the unprofitable Hong Kong-listed unit of Chinese state-owned enterprise China Shipping (Group) Co., has said it is in the market for five triple-E containerships. It is currently taking bids from South Korean shipyards.

"In three to four years, major shippers will operate Europe-Asia with ships of 14,000 and above," said SeaIntel's Mr. Jensen. "Those who don't have these ships won't be able to compete." But "leaving the line" is easier said than done for many ship owners.

"Rich Greek and German families are a good example," Mr. Jensen said. "They've been in the industry for decades with emotional attachments to their ships."

Shrinking a shipping business, often funded with bank debt is difficult when there is a limited market for secondhand vessels, unlike the commercial-aircraft sector. "The only option for getting out is scrapping," says a Greek ship owner, speaking on condition of anonymity. "If I scrap, I'll be ruined as I can't pay the bank back and the bank will be saddled with nonperforming loans it can ill afford. So I limp along putting money into the ships from other parts of my business and hope for better days ahead." **Source: Dow Jones**

Crude Shipments Seen at Six-Month High as OPEC Output Expands

Crude-oil shipments jumped to a six-month high as Asian demand will probably lead the Organization of Petroleum Exporting Countries to expand output, according to Morgan Stanley.

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The hires helped rates for very large crude carriers on eastbound voyages rise 22 percent last week, reaching \$10,000 a day for the first time in three months, according to Giannakoulis. Seasonal demand accounted for most of the increase, with spot bookings in the last four weeks down 14 percent compared with a year ago, he said. "Crude chartering activity increased sharply last week to the highest level in over six months," Giannakoulis said in the report. "OPEC production is likely on the rise, with Far East flows driving the incremental demand." **Source: Bloomberg**



Sennen Coves Tamar class lifeboat "**R.N.L.B. City of London III**" towing in a Penzance registered crabbing boat off Lands end in moderate to rough seas. The Tamar Class "**R.N.L.B. City of London III**" was built in 2009 at a cost of £ 2.7M, she is a 16m self-righting lifeboat powered by two 1000hp Caterpillar C18 diesels giving her a top speed of 25 knots, with an endurance of 10 hours + at full speed. **Photo : Matt Wilkins 2nd Mate Pacific Orca** ©



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Heerema's **HUSKY** with the **H-542** passing Maassluis- enroute Rotterdam / Dordrecht

Photo : Lex Keasberry ©

1995 Built Shallow Draft Alaskan Tug Sold

Vessel Management Services, Inc., a Delaware corporation, has sold their twin screw tug "Sinuk" to King River LLC of Palmer, Alaska.

The 85.8' x 28.5' x 10.0' depth, model bow tug was built in 1995 by [J. Ray McDermott Shipyard](#) in Morgan City, Louisiana. The tug, along with her sister "[Siku](#)", were designed for coastwise towing and lightering of deck cargo / petroleum barges supplying the numerous remote sites and villages in southwestern and western Alaska. "[Sinuk](#)" is powered by a pair of CAT 3412DITA diesels totaling 1,248BHP, turning 5-blade stainless steel props through Twin Disc MG540 6.18:1 marine reduction gears. Her stern configuration shrouds both propellers in tunnels, allowing the tug to work at a shallow draft of about 5.5' light and 8.25' loaded. Bollard pull for the class is about 25,000lbs. ahead and 18,720lbs. astern.

"[Sinuk's](#)" towing gear consists of a Markey TYS-24 single drum winch with a pendant drum, plus push knees forward. Ship's power is supplied by a pair of 105kW generators driven by CAT 3304s. Tankage includes about 40,000g. fuel, 700g lube oil and 2,800g fresh water. The 117GRT tug is classed ABS +A1, Unrestricted Service, +AMS and carries an ABS International Load Line.

"[Sinuk](#)" was laid up for the winter in Bethel, Alaska out of the water at the time of purchase. New Owners have renamed the vessel "[Ari Cruz](#)". This is the fifth transaction that [Marcon International, Inc.](#) of Coupeville, Washington has concluded with the buyer. Marcon has handled over a 100 sales and purchases over the years for the seller and acted as sole broker in this sale.

To date this year, [Marcon](#) has brokered nine sales and charters including five tugs up to 4,900BHP. Looking back over the past 32 years, we have averaged about 43 sales/charters per year. Since our first sale in 1983, [Marcon](#) has brokered 1,302 vessels and barges sold or chartered including 286 tugs totaling 883,320BHP. A full list is available on request. Source : [Bob Beegle - Marcon International, Inc.](#)



As seen from the [Rockwater 1](#) showing the [SKANDI SKANSEN](#) offloading spool pieces at the [BP Andrew](#) platform. The accommodation semi sub [Safe Caledonia](#) is attached to the platform. Photo : [Martin Robson](#) ©

Singapore wins Best Seaport in Asia award for 25th year in a row

THE [Port of Singapore](#) has again captured the Best Seaport in Asia award at the Asian Freight and Supply Chain Awards (AFSCA), retaining its crown as Asia's port of choice and winning the accolade for an unprecedented 25th time at the 27th AFSCA.

Chan Keng Nee, deputy director (vessel traffic management) from the Maritime and Port Authority of Singapore (MPA), received the award on behalf of the Port of Singapore at a ceremony held in Beijing.

The Port of Singapore was recognised for its cost competitiveness, container shipping-friendly fee regime, provision of suitable container shipping-related infrastructure, timely and adequate investment in new infrastructure to meet future demand and the facilitation of ancillary services, including logistics and freight forwarding facilities.

The Lion City was selected for the award ahead of strong competition from Busan, Dalian, Hong Kong, Kaohsiung, Port Klang, Laem Chabang, Manila, Ningbo, Tianjin, Shanghai-Yangshan, Shenzhen and Tanjung Pelepas.



The Chinese semi submersible heavylift vessel loaded with Seatrucks **JASCON 55**, **JASCON 57** and the barges **JASCON 60 + 61** at Singapore West Jurong anchorage – **Photo : Piet Sinke ©**

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

"We are honoured to receive this award once again. It is a strong validation of the confidence that our industry stakeholders have in the competitiveness of the Port of Singapore. We are heartened by their support and will continue in our commitment to develop Singapore as a premier global hub port and an international maritime centre," said Lam Yi Young, MPA's chief executive. **Source : Asian Shipper**

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The AHTS 'AGAT' departing from Gdansk, Poland.

Photo : Capt. Joren Meijer ©

Shipping key to Cyprus' economic recovery

The Cyprus government's wafer thin parliamentary win May 1 to ratify the island's bailout terms show the country is far from united on how to proceed in its battle to stay afloat.

With a majority of just two votes, lawmakers approved terms accompanying a EUR10bn aid package from the European Union and the International Monetary Fund (IMF). The vote came amid warnings tougher times lie ahead for Cypriots, already suffering from the effects of a deep recession.

In the lead up to the vote, President Nicos Anastasiades said: "Any attempt to gloss over the tough measures imposed upon us [by the troika / EU, European Central Bank, IMF] would be an indication of weakness in comprehending the real problems society now faces, and a lack of vision and decisiveness from the state in restarting the economy."

Anastasiades has made no secret he expects the shipping industry, and the gas industry, to be the key players in the country's economic revival. Likewise, the maritime community of Nicosia and Limassol appear to have accepted this and have expressed confidence it will be able to deliver. The gas sector is less certain as regional politics and jealousies come into play

Underlining his belief in shipping, Anastasiades is set to re-inforce the profile of the industry through the creation of a new ministerial post, undersecretary for shipping and thus deliver on a campaign promise. The move has been a longstanding goal of the shipping community based on the island and signals a strengthening of bonds between the industry and the government in the wake of the crisis.

Anastasiades has pledged measures to reinforce the sector and to intensify efforts to end the long-running Turkish embargo against Cyprus-flag ships, the third-largest EU fleet after Greece and Malta. A bill paving the way for the new undersecretary job was submitted to the island's parliament in the new government's first week, but was delayed as the Cyprus debt crisis exploded in March. Now the new law is getting priority treatment, according to the government.

"We are ready and willing to proceed very speedily with the relevant parliamentary process in order for the Bill to be approved within the next coming weeks," said Anastasiades.

The move will mean tinkering with the country's constitution, which stipulates a precise number of government department heads. Hence, shipping has always been under the Communication and Works minister, with day-to-day

administration of the registry the domain of the Department of Merchant Shipping, which has been without a permanent head since Serghios Serghiou retired almost 12 months ago.


Despite this, and the country's problems, Cyprus Shipping Chamber (CSC) president, Eugen Adami, says Cyprus shipping will maintain "its steady course" and navigate through the present stormy waters.

However, speaking at the CSC's annual general meeting in Limassol, April 29, he left no doubt the voyage faces challenges.

Adami said creation of an "under-secretary for shipping" would provide the necessary impetus for shipping, so as to be in a position to "practically contribute in the recovery of the Cyprus economy through the faster and more accurate development of government policy for shipping".

But Adami said "the strict austerity measures imposed on Cyprus and the temporary banking restrictions have affected to a certain extent the smooth operation of the shipping companies based in Cyprus."

"It is however now most imperative that all restrictions are lifted as soon as possible," he said. Indeed, he said a Cyprus exit from the Eurozone or an organised bankruptcy are viable options. He said the chamber's aim is to retain the shipping industry's 7% contribution to the Cypriot economy. **Source: Seatrade Global**


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Plymouth lifeboat crew face waves and semi-darkness to help yacht

In the early hours of Thursday 9 May, Plymouth lifeboat crew battled large waves to help a 21ft yacht went aground in Crownhill Bay. The Plymouth inshore lifeboat veered down (used the anchor to hold the lifeboat into the waves as the crew drop back towards the shore) to enable a crew member to get ashore to help the skipper and a coastguard to safety. See : <http://www.youtube.com/watch?v=yFCOEpxllk>

Somali piracy lessens, but still serious threat: major box carriers

PIRACY has decreased due to the naval presence in the Gulf of Aden and the introduction of legal frameworks to support prosecution of pirates, said four major container lines.

CMA CGM, Mediterranean Shipping Co, Maersk Line and Hamburg Sud agreed that despite these improvements piracy continues to be a concern and agreed that consensus meetings support unified response to the threat to ensure the safety and security of seafarers.

To do so the carriers' agreed to exchange information on security measures, piracy policies and procedures and coordinate with other stakeholders, reported Newark's Journal of Commerce. In particular they discussed the need for

risk assessment in best management practice, regional coast guard presence by capacity building and root causes of piratical behaviour **Source : Asian Shipper**



The **UNION DIAMOND** in her new **Boskalis** livery
Photo : Hans van der Linden - www.aerolin.nl - Aerolin Photo BV ©



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Increase in seaborne oil trade for tankers

Oil tanker trade is growing at its fastest rate in a decade as the boom in US production forces exporters that in the past supplied the American market to seek new customers further afield.

Oil importers

The number of oil tonne-miles – a proxy for the global oil trade that captures both the volume traded and the distance travelled – surged last year by almost 10 per cent to a record 7.8 trillion tonne miles, according to Icap Shipping, a brokerage. The data covers the major oil importers, who account for 80 per cent of seaborne trade.

The sharp rise comes even as the volume of oil traded has flatlined, and reflects crude being shipped much longer distances as oil tankers sailing from west Africa and Latin America travel to India and China instead of the US.

The increase in seaborne oil trade will generate welcome additional revenue for major tanker companies such as Bermuda-based Frontline and US-based OSG. Tanker rates have fallen to a fraction of their 2008 peaks, as the market has had to absorb a wave of new vessels ordered before the financial crisis. The changing pattern of the oil trade is putting pressure on key transit points to Asia such as the Strait of Malacca, a narrow maritime route into China, in a stark illustration of how the US shale revolution is creating new security dilemmas. **Source: Financial Times**



the 1982 built EGY flag offshore tug/supply ship **MARIDIVE VII** towed the 1980 built construction/work/accommodation barge **MARIDIVE OFFSHORE BASE** to off Grand Harbour, Malta before the barge was handed over and towed by local tugs to **Palumbo Malta Shipyard Ltd** Dock 4 on Saturday 4th May, 2013. **Photo : Brendon Attard - www.maltashipphotos.com (c)**

Union calls for inquest into tug boat death on harbour

THE Maritime Union of Australia is calling for a coronial inquest into the death of a man in Gladstone Harbour, and has branded an investigation into the 2011 fatality a whitewash. Captain Dudley Jacobs was killed when the tug **Adonis** capsized on June 11, 2011.

In February, an Australian Transport Safety Bureau investigation found the tug capsized after an operator error.

But the MUA claimed the investigation ignored operator Sea Swift's "total disregard for basic safety processes" and failed to hold anyone responsible for the tragedy.

The MUA said the **Sea Swift** tug was contracted by Bechtel when Mr Jacobs died.

The union said it was shocking that Sea Swift still operated in the harbour and neither company had been held to account over the death. Local MUA spokesman Jason Miners claimed short-term contract arrangements between Bechtel and harbour operators had



led to unsafe worker numbers, and called for a coronial inquest into the circumstances that led to the fatality.

"It is crystal clear to us ... that we need a much more systematic, thorough investigation into the events prior to the incident and leading up to the capsizing of the **Adonis**," he said.

Mr Miners said the ATSB report acknowledged major alterations had been made to the tug, which affected its stability.

"That's clearly the fault of the operator - why haven't they been held to account?" he said.

He said seafarers who were involved in the incident said the ATSB report did not reflect what happened when the tug capsized, and were disgusted by the report. He also raised concerns about Sea Swift's safety management system.

"Captain Jacobs' family deserve better, and the people who work at Gladstone deserve to know that future working conditions will achieve the highest level of safety so this does not happen again," he said. "What requirements did Bechtel put on Sea Swift before they awarded the contract, and what did the safety management systems and surveyor's reports find about the vessel's stability?" Sea Swift did not respond to The Observer's questions about safety. A Bechtel spokesman wouldn't address questions about the contract. "This was a tragic incident. But we can't comment on the outcomes of the report because we weren't involved in the investigation nor mentioned in the resulting publication." **Source : News/Mail / The Observer**



The **COSCO ASIA** moored at the Pasir Panjang container terminal in Singapore – **Photo : Piet Sinke (c)**



Operator drunk when drawbridge closes on ship

The woman operating a drawbridge which was lowered on top of a passing freighter early Sunday morning was arrested after she failed a breathalyzer test. The incident caused only minor damage to the ship but put the bridge out of commission indefinitely. The mishap occurred at the Jefferson Avenue Bridge, which crosses the River Rouge south of I-75 and west of Brennan on Detroit's west side.

The **Herbert C. Jackson**, a 690 foot freighter, had received permission to pass under the bridge. The American-registered steamship was carrying 23,000 tons of iron pellets to the Dearborn Severstal North America plant.

According to an official, the operator began to lift the bridge, then dropped it on top of the ship. The operator was taken into custody after her breath test showed she was too drunk to drive. Wayne County is working to open the area to river traffic, but restoring the bridge for road traffic will take time. **Source : Examiner**

Crude Shipments Seen at Six-Month High as OPEC Output Expands

Crude-oil shipments jumped to a six-month high as Asian demand will probably lead the Organization of Petroleum Exporting Countries to expand output, according to Morgan Stanley.

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The **THARSIS** outbound from Rotterdam – **Photo : Ria Maat (c)**



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NAVY NEWS

Togo, Senegal and Libya order French patrol boats

The navies of Togo, Senegal and Libya have ordered patrol boats from **Raidco Marine** and will take delivery in the coming months.

Senegal's 33 metre long **RPB 33** offshore patrol vessel will be launched on June 15 and delivered to the Senegalese Navy around August-September, according to the manufacturer. Construction began last year.

The **RPB 33** was designed for maritime patrol and dealing with things like terrorism, trafficking, illegal fishing and illegal immigration. A notable feature of the RPB 33 is a panoramic bridge allowing 360 degree surveillance. Weapons options include a 20 mm cannon.

Senegal has apparently also ordered a Raidco 45 metre long offshore patrol vessel, for delivery in September 2014. This will have an endurance of ten days and a range of 2 000 nautical miles. It will be able to launch two small boats. In October 2012 Senegal ordered four FPB 98 Mk I patrol boats from OCEA.

Meanwhile, Togo has ordered two RPB 33s, for delivery in March and July 2014. They will be constructed of glass fibre reinforced composites, with an aluminium superstructure.

Another recent Raidco customer from Africa is Libya, which ordered two Raidco Marine RPB 20 boats, which will be delivered to the Navy on April 26. As part of the deal, Raidco is training 32 Libyan sailors (including four officers) as well as maintenance and other personnel in Lorient. They will remain in France for a month before sailing for Libya.

The RPB 20 series is 20 metres long, has a top speed of 28 knots (thanks to its double-chine deep-V hull) and can launch a small boat. **Source : defenceweb**



The Belgian Frigate **F 931 BNS LOUISE MARIE** outbound from Zeebrugge

Photo : Ronald Ribbe – <http://www.rorifocus.nl> ©

USS Stennis undergoing 14 months of maintenance

The **USS John C. Stennis**, deployed for most of the past two years, won't be going anywhere for a while.

The Bremerton-based aircraft carrier returned 11 days ago from back-to-back Middle East missions. After a month on stand down while crew members reconnect with their families, the ship will begin a 14-month, \$240 million maintenance period, including time in dry dock. **Puget Sound Naval Shipyard** and Intermediate Maintenance Facility employees will perform 440,000 man-days of work, and contractors and ship's crew another 230,000 days. They'll preserve the hull, refurbish the shafting and rudders, upgrade the electrical systems and much more.

The purpose of what the Navy calls a “docking planned incremental availability” is to maintain the 50-year life of an aircraft carrier by taking it offline for an extended time to perform deep maintenance and modernization that wouldn’t be practical during a normal in-port period.

Budget problems nearly canceled the work and could still hamper it. The **Stennis** was on Chief of Naval Operations Adm. Jonathan Greenert’s Jan. 25 list of 23 ships whose maintenance periods were to be canceled as a cost-saving move. Three weeks later, the **Stennis** came off the list.

The work could now be slowed by a furlough of civilian defense employees. Earlier in the year, the Department of Defense planned to require 22 nonpaid days off. A defense-spending bill passed in March allowed the Navy to shift money around and cut furlough days to 14. That’s where it stands now, though there’s been talk of reducing to seven days or none. There’s also a hiring freeze and overtime restrictions. The shipyard employs about 11,000 of the area’s 13,700 defense workers.

“It depends on what the final result from Congress is,” PSNS spokeswoman Mary Anne Mascianica said of how **Stennis** maintenance will be affected. “We are pushing a lot of work into 2014 because we can’t get it done because we weren’t able to hire the 600 people we wanted to hire in January. There’s no overtime, which takes another chunk out of our schedule.”

The shipyard completed a similar project on the **USS RONALD REAGAN** a couple of months ago. The 14-month, \$218 million job involved more than 600,000 man-days of work. The aircraft carrier departed March 18 from Bremerton for its home in San Diego. Source : kitsapsun.com

Sagem GFCS fire-control system wins major contract from Singapore Navy

Sagem (Safran) has signed a contract with the Defence Science and Technology Agency (DSTA) of Singapore to develop and produce a new Gun Fire-Control System (GFCS) for eight Littoral Mission Vessels ordered by the Republic of Singapore Navy.



Sagem’s new GFCS is a centralized system located at the ship’s operations center that integrates several functions: main and secondary guns, radar, optronics and navigation systems. Capable of operating from several multifunction consoles concurrently, Sagem’s GFCS will also be interfaced with the combat management system. It’s open architecture not only allows for easy integration but also ensures flexibility and scalability for future upgrades and enhancement.

A long-standing partner to the Singapore Navy, Sagem has also supplied the GFCS for the six **Formidable class** frigates, and four **Endurance class** LSTs.

The new GFCS will be developed by Sagem at its Massy R&D center near Paris.

Through this program Sagem provides further proof of its capabilities as systems integrator for combat systems, sensors and decentralized information on military platforms.

(1) - (1)The upcoming Littoral Mission Vessel class program for Singapore comprises eight 1,200-tonne vessels. This program, being led by ST Marine as prime contractor, will replace the country’s current Fearless-class patrol vessels.

Sagem, a high-tech company of Safran, holds world or European leadership positions in optronics, avionics, electronics and safety-critical software for both civil and military markets. Sagem is the No. 1 company in Europe and No. 3 worldwide for inertial navigation systems (INS) used in air, land and naval applications. It is also the world leader in helicopter flight controls and the European leader in optronics and tactical UAV systems. Operating across the globe through the Safran group, Sagem and its subsidiaries employ 7,500 people in Europe, Southeast Asia and North America. Sagem is the commercial name of the company Sagem Défense Sécurité. For more information : www.sagem-ds.com

India, China to order 100 naval ships each by 2032

India and China will order 100 new naval ships and submarines each by 2032 due to changing global security environment and increasing reliance on the sea for trade in the strategic region, according to a US-based naval consultancy. The new orders would include nuclear and conventional submarines and new aircraft carriers, a balanced

mix of destroyers, frigates, smaller units, amphibious and logistics vessels, Coast Guard and maritime patrol forces, said Bob Nugent, the vice-president of AMI International. The two countries combined would account for 30 by volume and 45 per cent by value of the 1048 naval vessels, worth about \$200 billion, to be ordered by the Asia Pacific



countries in next 20 years, he said. "We see the Asia Pacific market as about \$200 billion worth of new ships and submarines," he said. The region has become second to the US. "The Asia Pacific submarine investment is significant, with 100 to be ordered over 20 years, making it the single region buying more submarines

than anywhere else in the world," Nugent told a press conference of the International Maritime Defence Exhibition & Conference to be held here on May 14-16. Comparatively, the US was projected to order 453 naval vessels, or about 14 per cent of the global orders, between 2012 and 2032. South Korea, Japan and Australia were expected to acquire 220 new vessels worth USD 62 billion during the next 20 years.

Singapore, Malaysia, Indonesia and Vietnam were also active in the market with the new ship and submarine acquisition programmes. Nugent said Asia Pacific's increasing trade, increasing reliance on the sea for trade and positive economic growths provide the fund for naval investments.

He noted the changing global security environment, saying there was a broader demand for all aspects of naval capabilities after the Cold War ended. There was also increased demand for maritime security in the growing economic zones and need to upgrade technologies in naval facilities.

"India's Scorpene procurement and follow-on P-75 submarine programme remain the centrepieces of the region's largest confirmed spender on new submarine capability. The launch of the indigenous **Arihant** nuclear submarine also marks a long-awaited next step in India's development as a global navy," said Nugent.

Meanwhile, China was forecast to add 16 conventional and nuclear powered hulls to the fleet over the next 5 years, the most number of new hulls of any Asia Pacific navies for that period. "China's submarine procurements are also influencing other navies in the region to fill submarine and anti-submarine capability gaps, notably in Vietnam, where the first of six new conventional submarines from Russia are expected to become operational within the next 12 months."

Meanwhile, 15 warships from across the globe have arrived in Singapore to participate in the exhibition and conference this week. The ships include India's **INS Satpura**, a Shivalik class Frigate and **INS Kirch**, a Kora class Corvette.

Some 30 chiefs of navy and coast guard, and heads of maritime agencies would be attending the conference while 194 naval and defence hardware and software companies would be participating in the three-day exhibition. **Source : IBN**

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ULSTEIN delivers fourth PSV in the PX121-series



Ulstein Verft delivered 'BLUE THUNDER', the fourth of six medium-sized platform supply vessels of the PX121 design from ULSTEIN® to Blue Ship Invest, on Monday 13 May 2013.

Owned by Blue Ship Invest, a wholly-owned company in Ulstein Group, the platform supply vessel (PSV) is commercially and technically under the management of Atlantic Offshore. 'Blue Thunder' will enter a 4-month contract with Statoil, with 4 monthly options.

The naming ceremony 8 May 2013: From left: Captain Jan Gunnar Forland, managing director Ulstein Verft Kristian Sætre, lady sponsor orild Bugge, managing director Blue Ship Invest Lars Lühr Olsen and project manager Per Svein Brekke. (Photo: Ulstein Group)

"We have received good feedback from the operators on her three sister vessels, and we are very pleased that this ship also enters into a contract for work in the North Sea," says Gunvor Ulstein, CEO of Ulstein Group and

Managing Director of Ulstein Shipping, adding that the remaining two vessels will be delivered later this year and all six vessels are for sale.

In the North Sea, PSVs of the PX121 designs are considered medium-sized. The vessels with this design have an optimal combination of fuel-efficiency and deadweight. They have the capacities and performance close to the segment for larger PSVs, but at a cost that provides excellent value-for-money.



Photo : Svetozar Catovic RRM ©

The vessels' X-BOW® hull line design offers efficiency over a wide draught range, which is important for PSVs as they frequently operate with varying loads. Moreover, the X-BOW has unique, beneficial qualities in terms of motion and propulsion efficiency in heavy seas. Both the hull and choice of propulsion system make the vessels particularly suited for North Sea and North Atlantic conditions. 'Blue Thunder' has a length of 83.4 metres and a beam of 18 metres, and keeps a maximum speed of approximately 16 knots. She has a load capacity of 4,200 tonnes (dwt), and the 850

square metre cargo deck can carry a deck load of 2,200 tonnes. In addition to tanks for oil, water and drilling fluids, the vessel has four stainless steel tanks for flammable liquids. 'Blue Thunder' has modern accommodation for 23 persons, she is equipped with a dynamic positioning system IMO class II and meets the requirements of DNV's Clean Design notation.

Ulstein Power & Control has delivered the electrical systems on board, including power distribution and electrical propulsion system, the information and communication system ULSTEIN COM®, modular consoles and integrated navigation systems and the integrated automation system ULSTEIN IAS®.

South Korean shipyards control lion's share of product tanker orderbook

With ship owners flocking into shipyards for a "piece of the pie" of the prosperous looking product tanker market, South Korean shipyards have taken the lion's share of the market. According to the latest report from London-based shipbroker Gibson, 86% of all tanker orders (ships above 25,000 dwt) during the past 16 months was for the product tanker segment, especially MRs. Out of these orders, 69% was placed directly at Korean shipyards, with the market share rising to a rather impressive 83% if you take into account tankers to be constructed in yards which are controlled overseas by Korean yards. Just for comparison, the orders placed in Chinese shipyards don't take up more than 10% of the market, while Japan registers orders for just 3 vessels.

According to Gibson, "while Chinese yards clamour for fresh orders for all types of vessel, clearly owners have a preference to build coated tankers at yards with a strong track record in this area; a claim most Chinese yards do not yet have. The one Chinese yard that appears to buck this trend is Guangzhou Shipyard International (GSI), which has an excellent record in building good quality product tankers for European owners and is currently constructing 28 MRs/LR2s. However given recent developments, finding slots in Korean yards for the latest 'tankers of preference' may become increasingly difficult as Korean shipyards continue to show a preference to build specialised tonnage guaranteeing higher revenues. Korean yards have moved away from basic ship types in favour of gas carriers, offshore and container ships which will generate larger profits, but just as importantly keep the orders turning over", the shipbroker noted.

It added that "this policy and the current rush to secure product tanker tonnage has created a surge in demand for shipyard slots which has necessitated Korean yards to subcontract hull construction to their overseas facilities. With spot tanker earnings rising and newbuilding prices firming, slots for 2015 delivery are filling rapidly. Based on our market expectations, fresh orders will continue, as more owners take to securing more efficient tonnage at relatively low prices. The cost of building an MR today is somewhere around \$33 million, about 60% lower than the peak in September 2008. At today's prices you will almost certainly get a better ship to fulfil both the owners requirements and those of the legislators", Gibson concluded, stating that it expects prices to move upwards, given the abundance of undeclared options waiting to be confirmed.

Meanwhile, in the tanker markets this week, on the Middle East, "solid levels of VLCC fixing continued, and at last owners managed to stage the breakthrough that they had hardly dared believe possible just a few weeks ago. Rates gained steadily through the week, ending at a new conference level of WS 40 East and into the low WS 20's to the West. For now, availability looks just finely balanced enough against the anticipated end May/early June programmes to maintain the higher rate-range. Thereafter Charterers may ease up somewhat, and test owners' resilience once again. Suezmaxes started slowly, but then moved through a much busier phase. Unfortunately for them, the excess availability was never seriously challenged, and rates remained anchored to as low as WS 25 to the West and WS 55 to the East, with little prospect of a higher level being forced in the near/medium term. Early Aframax positions can command a premium as availability thins, but Charterers that are able to fix ahead will find themselves awash with enough tonnage to ensure no such issues arise. Expect levels to keep flatlined at around 80,000mt x WS80 for Far East destinations on the forward date", Gibson noted.

In the North Sea, the shipbroker said that "Aframaxes remain depressed, with vessels continuously outnumbering available enquiry. The Baltic stems are pretty much covered till mid third decade and rates stay at the bottom with little prospects for early recovery. 80,000 cross UK Cont stays at flat WS 80 level and the Baltic remains bottomed at WS 57.5 for now. Tonnage availability remains relatively light here for VLCC's but with limited interest Owners will need to consider other load options as an alternative, as of now though, last done levels for Singapore are US\$3.5m and US\$ 4.75 for China", Gibson concluded. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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The **HR RECOGNITION** enroute Rotterdam – Photo : Ria Maat ©

Malaysian ports expand, keep growing despite east-west trade weakness

BUOYED by robust intra-Asia trade growth, Malaysian ports are expanding, according to a survey by the Malaysian Star of Johor, North Port, Penang, Tanjung Pelepas and Westports.

Overall, container handling by Malaysian ports grew 2.82 per cent in 2012, an increase of 569,252 TEU year on year to a 20.8 million TEU total. Containers represent 70 per cent of the country's sea trade.

Malaysia's biggest transshipment terminal, the Port of Tanjung Pelepas (PTP), 70 per cent owned by MMC Corp and 30 per cent by APM Terminals, handled 523,000 TEU in local boxes in 2012, up seven per cent year on year. Total volume exceeds seven million TEU annually.

PTP has embarked on a MYR1.4 billion (US\$468.9 million) expansion to build berths 13 and 14, expected to be operational by May 1, 2014. The PTP Free Zone now has over 30 tenants, some expected to add one million square feet of warehousing this quarter.

"Berths will be equipped with cranes capable of handling the new generation of 18,000-TEU vessels, which will start calling at PTP this year," said port officials.

"Capacity will increase by 24 per cent to 10.5 million TEU and there is strong demand for this capacity, particularly from our current customers. We expect the new berths to be utilised at an optimum level by 2015," said PTP chief executive Glen Hilton. There is also Penang with its North Butterworth Container Terminal (NBCT), which handled 1.16 million TEU in 2012, down 2.8 per cent compared with 1.19 million TEU in 2011.

As containerised cargo generates 70 per cent of Penang's annual revenue, the port is banking on the completion of expanded facilities to increase capacity to two million TEU annually, said the report.

Northport, a wholly-owned subsidiary of NCB Holdings, with its 600,000 TEU annual capacity, has a 17-metre draught and four new quay cranes capable of handling the largest ships. "Northport is projecting an increase of over five per cent this year, which will give an estimated of 3.4 million TEU," said CEO Abi Sofian Abdul Hamid.

"The company is gearing towards fulfilling the capacity available post-July and is riding on domestic and external economic growth, which is anticipated to be higher than last year, he said.

Westports Malaysia CEO Ruben Emir Gnanalingam said Westports' container terminal 6 (CT6) is already completed, raising the port's total capacity to nine million TEU.

Westports handled 6.9 million TEU last year, up from 6.4 million TEU in 2011, setting 2013 target 7.5 million TEU. Port Klang, Westports Malaysia, is also increasing capacity with its MYR3.18 billion expansion plan. Johor Port, with its non-container focus, is also expanding its capacity under its MYR400 million five year plan. As Johor is a multi-purpose port with large bulk operations, CEO Shahrull Allam Shah Abdul Halim said it will now concentrate on improving operational break bulk services.

Johor handled 25.91 million tonnes overall. "We did well in our dry bulk cargo sector which saw the overall dry bulk cargo throughput, which increased by 12 per cent compared with 2011," he said.

Mr Hamil also said the amount of London Metal Exchange (LME) cargo (non-ferrous metal) handled at Johor Port increased by 15 per cent last year, placing Johor Port 7th globally in LME rankings.

Johor Port aims to be among the top three LME ports globally and to do this, the port needs to enhance its LME cargo handling capacity to one million tonnes annually and now moves 430,000 tonnes of LME cargo a year. **Source :** Asian Shipper

Rotterdamse Timelapse

Visser & Smit Hanab heeft een bijzondere film laten maken over de werkzaamheden in hartje Rotterdam, voor de aanleg van het **warmtenet DNWW**. Het betreft een timelapse film, samengesteld uit meer dan 44.000 foto's. Deze zijn gemaakt tijdens spectaculaire werkzaamheden in maart 2013 waarbij 1500 meter pijpleiding van Hoek van Holland naar het centrum van de stad werd gebracht. Ook laat de film zien hoe de leiding met 12 hijskranen tot 20 meter hoogte werd opgetild om daarna via een mooie boog onder de grond te verdwijnen. Maar wat vooral opvalt zijn de mooie luchten en de Rotterdamse skyline.



De timelapse is gemaakt door de bekende Rotterdamse fotograaf **Paul Martens**. Het begrip timelapse was voor hem niet nieuw, maar wel in deze omvang. "De moeilijkheidsgraad zat 'm in de diverse camerastandpunten, het weer en het transport over water. Dagenlang, door weer en wind zijn er opnamen gemaakt. Ik ben de mensen die hun balkon ter beschikking hebben gesteld voor een camera, zeer erkentelijk. De DNWW-film is een schitterend voorbeeld van wat er allemaal mogelijk is met timelapse."

Martens belde bij diverse bewoners langs de route aan met de vraag of er dagenlang een camera op hun balkon mocht staan. "Eerst vond ik het maar een aparte vraag. Maar toen ik de omvang van het project begreep, heb ik natuurlijk ja gezegd", aldus Guus van der Hoeven, wonend op het Noordereiland. "We hebben ervan genoten, zowel van het werk als van de fotograaf zelf. Het was geweldig indrukwekkend."

Hoewel **Visser & Smit Hanab** ruimschoots ervaring heeft met de techniek van de aanleg van de leiding, het deeltracé in hartje stad was toch een flinke uitdaging. Cees Labeur, projectdirecteur DNWW: "De grootstedelijke omgeving maakte het bijzonder. De film laat dit ook goed zien. De scheepvaart op de Maas, het verkeer op de Erasmusbrug en het Wilhelminaplein, daar moesten we toch omheen werken. Met dank aan de medewerking van vele, vele partijen. Als je de film ziet dan valt op dat de stad een schitterende werkplek is, overdag én 's nachts."

De werkzaamheden in hartje Rotterdam maken deel uit van de aanleg van het totale warmtenet van maar liefst 26 kilometer tussen Rozenburg en de stad. Dankzij DNWW kunnen 50.000 huishoudens van restwarmte worden voorzien – wat een positief effect heeft op de luchtkwaliteit in de hele regio Rijnmond. Opdrachtgever voor DNWW is het Warmtebedrijf Rotterdam, Visser & Smit Hanab verzorgt de aanleg en het onderhoud. Eind 2013 levert het warmtenet de eerste restwarmte. In het voorjaar van 2014 wordt het totale warmtenet opgeleverd. See the movie at : http://www.youtube.com/watch?v=hC3dqsGSe-E&feature=youtu.be&qoback=%2Egde_62542_member_237573785

Timelapse is a technique that helps you to capture one week of work in a 5 minute short movie. The technique has been used for a movie about DNWW, the new heat pipeline between the Rotterdam harbor and the city centre. With that movie construction company Visser & Smit Hanab shares with us the complexity of the horizontal directional drilling and the transport of the 1500 meter pipeline. At the same time, it is a tribute to the amazing skylines, the energy of the down town area and the patience of the people of Rotterdam.

The timelapse movie is made by Rotterdam photographer **Paul Martens** and consists of more than 40.000 high resolution pictures. All made by remote assisted cameras, located on balconies of private homes and apartments along the route. Source : www.vshanab.nl - www.dnww.nl

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DRY S&P MARKET:

Whilst not many sales have been reported in the S&P market, prices have been firm in all dry bulk sectors these recent months and there have been a lot of interests in second hand tonnage. The older Cape Hai Shi (172,091 dwt / 1997 blt, Nippon Kokan Tsu) has been taken by Jiuzhou shipping through auction for a reported \$12.8 m. In the Panamax sector we have seen 3 reported sales this week. The **Penda Bulker** (76,520 dwt / 2005 blt, Tsuneishi Zosen) went for \$17.5 m to undisclosed buyers with its dry dock survey passed, the **Mega Donor** (73,763 dwt / 1997 blt, Sumitomo Hi Oppama) went for 8.4m to South Korean buyers and the **MV Ever Young** (73,081 dwt / 1995 blt, Samsung Hi) has been purchased by Chinese buyers for \$7.1m. In the smaller handymax / handysize sector the **Ancash Queen** (46,673 dwt / 2002 blt, Kanasashi K.K.) went for a good \$13.6 m to undisclosed buyers and the **CS Manatee** (27,128 dwt / 2002 blt, **New Century**) was secured by Turkish buyers for \$9 m.

TANKER S&P MARKET:

There were only 3 reported sales in the Tanker market. The older Aframax **HS ELEKTRA** (105,994 dwt / 1998 blt, Hyundai H.I.) went for \$9m to undisclosed buyers. The **MV Polar** (72,807 dwt / 2005 blt, Hudong Zhonghua) has finally been sold after it entered the S&P market last August, Paradise Navigation took the vessel for 15.5 m. The MR tanker **SEAEDEN** (45,983 dwt / 2007 blt, Shin Kurushima) went for \$19 m to Greek interests.

CHARTERING:

Although the dry bulk market remained quiet this week, average rates in the Capesize sector went up with \$348 to close at \$6,042. Cargill has secured the **MV Anangel Seafarer** (180,000 dwt / 2011 blt) to take delivery at Cape Passero for a trip via Narvik to the Cape of Good Hope at a daily rate of \$7,000. The Panamax sector struggled this week and the average TC rate went down with \$107 to close at a rate of \$7,930 per day. The **MV Ocean Prince** (76,423 dwt / 2004 blt) has been taken by Oldendorff for 2 laden legs from Kongsfjord to redeliver in the Singapore/Japan area for \$7,250 per day. The Supramax and smaller handysize sector followed similar trends with decreasing rates in both basins. The **MV Magnum Power** (53,631 dwt / 2008 blt) has been fixed for 2 laden voyages from Dakar to the Atlantic at \$9,500 by Ultrabulk. Also the period market remained quiet inactive, but we saw Norden take delivery of the **MV Rosco Sandalwood** (76,801 dwt / 2004 blt) in South East Asia for 1 year at \$9,000 per day with an option for another year at \$10,000 per day.

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ANALYSE VAN HAVENARBEID IN 22 EU-LANDEN IN PREMIÈRE IN GENT

Het klassieke Belgische stelsel van havenarbeid is het meest rigide van heel de Europese Unie en het enige in de EU dat nog nooit grondig werd gemoderniseerd. Dat is één van de opmerkelijke conclusies van het grootscheepse onderzoek dat het havenrechtcentrum Portius uitvoerde in opdracht van de Europese Commissie. Op 14 mei werd de studie onder ruime internationale belangstelling voorgesteld in de aula van de Gentse universiteit.

Portius raamt het totaal aantal havenarbeiders in Europese zeehavens op 110.000 (waarvan ongeveer één tiende is tewerkgesteld in de Belgische havens). Onder de 22 Europese Lidstaten met zeehavens zijn er 16 waar havenarbeid nog is onderworpen aan beperkende regels over aanwerving en toegang tot de arbeidsmarkt. In de meeste gevallen moeten de havenarbeiders daar een vorm van officiële erkenning bezitten en is het de werkgever niet mogelijk om andere arbeiders tewerk te stellen. Deze klassieke havenarbeidsstelsels werden ingevoerd om een vaste groep havenarbeiders een werkgarantie te geven in een sector waar de vraag naar arbeid dagelijks fluctueert met de ups en downs van de haventrafiek.

De jongste decennia hebben een aantal Europese landen hun bijzondere regime voor havenarbeid afgebouwd, lees geliberaliseerd. In steeds meer havens worden havenarbeiders tewerkgesteld onder het normale arbeidsrecht, en kunnen pieken worden opgevangen door interimkantoren.

Een ander typisch kenmerk van de havenarbeid is in vele landen de zeer hoge syndicalisatiegraad, die soms de proporties aanneemt van een closed shop, d.w.z. een reservering van werk voor vakbondsleden. Ook in België zijn er indicaties dat closed shop-situaties voorkomen.

Wat betreft de opleiding van havenarbeiders bestaat in Europa geen enkele uniformiteit. Havenarbeiders worden opgeleid op overkoepelend havenniveau maar toenemend ook door individuele terminalbedrijven. In enkele landen bemoeit de overheid zich met opleiding. In de haven van Antwerpen wordt de opleiding paritair beheerd en is ze zeer sterk uitgebouwd.

Havenarbeid wordt klassiek beschouwd als een zeer gevaarlijk beroep. Slechts in een beperkt aantal landen bestaan echter specifieke ongevalstatistieken voor havenarbeid. Ondanks de mechanisatie en informatisering van de havenarbeid suggereren de beschikbare cijfers dat de havenarbeid één van de meest risicovolle jobs in de economie blijft. Ondanks de grondige paritaire veiligheidsnormering blijven de Belgische ongevalstatistieken veruit de meest ongunstige van alle economische sectoren. Een eenduidige verklaring van deze alarmerende cijfers is niet beschikbaar. In verschillende EU-landen doen zich rond havenarbeid ernstige problemen voor. De klassieke, al dan niet hervormde arbeidsmarktsystemen van landen zoals België, Griekenland, Portugal en Spanje, genieten onder werkgevers slechts een beperkt draagvlak wegens hun rigiditeit en verschillende kostenverhogende excessen. Volledig geliberaliseerde arbeidsstelsels elders, zoals in Estland, Ierland en het Verenigd Koninkrijk worden dan weer door vakorganisaties aangeklaagd wegens overmatige flexibiliteit, lage lonen en onveiligheid. Al is het voor buitenstaanders niet steeds gemakkelijk harde feiten te onderscheiden van retoriek, de grote verschillen in de organisatie van de havenarbeid kunnen niet worden ontkend.

Paradoxaal wordt het Belgische stelsel, dat berust op de Wet-Major van 1972 en lokale, paritair afgesproken Codexen, maar nog nooit grondig werd hervormd, gekenmerkt door stringente regulering én onveiligheid. Vele terminalbedrijven roemen de kwaliteit en productiviteit van de havenarbeid, maar verwerpen niet te rechtvaardigen inefficiënties die de kosten onredelijk verhogen en trafiekverlies veroorzaken. Vakorganisaties verdedigen het huidige stelsel. Op Belgisch

niveau wordt het Antwerpse stelsel algemeen als het meest rigide beschouwd, en waarschijnlijk is het ook het strengst gereguleerde van alle havens in de Europese Unie.

Het Duitse voorbeeld toont aan dat een klassiek poolsysteem met erkende dagloners behoorlijk kan functioneren en onder werkgevers en werknemers hoge acceptatie kan vinden. In Frankrijk zijn de jongste decennia belangrijkste stapsgewijze hervormingen doorgevoerd. In Nederland bestaat geen specifieke nationale regeling meer, maar blijft de toegang tot de arbeidsmarkt beperkt via een aantal bedrijfs-CAO's die voorrang geven aan werknemers van bepaalde onderaannemers. In het Verenigd Koninkrijk en Ierland zijn alle sectorspecifieke regels afgeschaft. Italië hervormde de havenarbeid gedeeltelijk onder invloed van Europese rechtspraak en interventies van de Europese Commissie. In Bulgarije, Cyprus, Malta en Roemenië is de havenarbeidswetgeving min of meer versoepeld; enkele andere zoals Estland, Letland, Litouwen en Polen zagen of zien een transitie naar een volledig vrije arbeidsmarkt. In Denemarken, Finland en Zweden bestaan nog steeds klassieke aanwervingsstelsels op nationaal of lokaal niveau. In Griekenland, Portugal en Spanje wordt de havenarbeid momenteel geliberaliseerd in de context van Europese maatregelen ter bestrijding van de schuldencrisis.

Een aantal probleemsituaties rond beperkingen van toegang tot de arbeidsmarkt, rigiditeiten in de arbeidsorganisatie en onveiligheid kunnen indruisen tegen bestaande EU-regels (EU-regels inzake vrij verkeer en/of mededinging en arbeidsveiligheidsnormeringen). Momenteel voert de Europese Commissie een formele inbreukprocedure tegen Spanje. Wat België betreft is Europa een onderzoek gestart.

De Europese Commissie zal binnenkort de krachtlijnen van haar nieuwe havenbeleid voorstellen. Eerdere pogingen tot liberalisering van de havendiensten (Port Package I en II) faalden, o.m. wegens protest van de vakorganisaties. De Europese Commissie wenst de sociale partners nu de kans te geven om rond havenarbeid afspraken te maken in het raam van een gloednieuwe Europese sociale dialoog. De gegevens verzameld in de studie van Portius, die meer dan 1400 pagina's telt, zullen in deze sociale dialoog kunnen worden geanalyseerd en besproken. De auteurs van de studie hopen dat ze ook nuttig materiaal kan bieden voor de dialoog over de hervorming van de Belgische havenarbeid, die gevolg geeft aan het Regeerakkoord en sinds kort effectief van start is gegaan.

Chennai Port Trust rejects revenue-sharing offer for mega container terminal project

The **Chennai Port Trust** on Monday rejected the **Vadinar Terminal Ltd** and **Essar Port and Terminal Ltd (VOTL)** revenue-sharing offer of 5.25 per cent, for the proposed mega container terminal project, and, instead, will seek rebid from the Request for Qualification (RFQ) bidders.

According to official sources, the proposed move will turn back the clock by at least 15 months, wherein five firms had evinced interest to construct the Rs. 3,686-crore project. The project has been delayed for various reasons such as poor response from the qualified bidders, economic slowdown, low revenue-sharing ratio offered by the qualified bidder and another bidder failing to get national security clearance on time.

In its last attempt, ChPT received two bids: from VOTL and Adani Port Special Economic Zone (APSEZ) for the mega container terminal. ChPT accepted VOTL's bid as it had complied with the norms, while the unopened bid of APSEZ was sent back as it failed to get security clearance.

VOTL had offered a revenue share of 5.25 per cent slightly higher than the offer made by APSEZ in the earlier attempt. Unhappy with the revenue-sharing pattern, ChPT officials asked VOTL to increase the bid.

Meanwhile, APSEZ represented to the Shipping Ministry, expressing concern over the delay in getting security clearance, even though they were one of the major port operators in the country. The Shipping Ministry, in turn, approached the Union Home Ministry and asked ChPT not to award the project to VOTL. The security clearance for APSEZ was accorded recently.

"As we had already sent back the bid of APSEZ, we did not want to accept it. The revenue share offered by VOTL was low and we asked them for an increase. However, they have replied that they have given the highest bid and were not in a position to offer more than that. Hence, the board rejected VOTL's offer and will invite RFQ firms to rebid. The RFQ was issued in 2010 and Requests for Proposal in January 2011. The security clearance of APSEZ was pending for more than a year. We have lost significant amount of time," the official said. ChPT Chairman Atulya Misra said the

board has decided to seek fresh bids from the five RFQ bidders, as the last bid could not be completed. Now the bidder has to quote above 5.25 per cent as revenue share.

All the five RFQ bidders have got security clearance from the Union Home Ministry, he added. **Source : The Hindu**

Hamburger Lloyd takes 4,600 TEU boxship newbuilding in China

REEDEREI Hamburger Lloyd took delivery of the third of four 4,600-TEU newbuildings, with 600 reefer plugs, from CSSC Shanghai, Jiangnan Changxing Heavy Industry Co Ltd with another same-size vessel expected in August, the company announced.

The vessel was named **RHL Constantia** by Christine Wegner, a lawyer and partner in the shipping law firm Cyrus Makowski, and is to enter a time charter for MOL this month, plying the transpacific US west coast trade.

The ship is the Hamburg-based shipping company's 15th vessel. **Reederei Hamburger Lloyd GmbH & CO KG** was founded in 2007 by Hamburg merchants and shipowners.

The firm sees its role as managing, freighting and operating an ultra-modern ships and managing its own fleet of containerships as well as providing ship management and marine services to third parties.

The Hamburger Lloyd fleet consists of 14 containerships, chartered to respected operators. The vessels put into operation since the company's foundation has been built under the supervision of classification society Germanischer Lloyd.

In 2008, Hamburger Lloyd was the first tramp shipping company worldwide to commission four 4,600-TEU wide-beam containerships from the Chinese Shanghai Shipyard and Jiangnan Shipyard, said the company statement.

The first two newbuildings, **RHL Conscientia** (CCNI Aysen) and **RHL Concordia** (CCNI Andes) were put into service in 2012. In 2013, two sister vessels are to follow, so that the RHL fleet will then comprise of 16 units.

Source : Asian Shipper

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Vestdavit secures Besiktas seismic chase boat davit orders

NORWAY-based boat handling system and specialised davit supplier **Vestdavit** has been contracted to supply work boat and man overboard davits for four specially designed chase vessels which will support Norwegian seismic major PGS' fleet of seismic ships. The ships are to be built at Turkey's BEŞİKTAŞ GEMİ İNŞA A.Ş. yard for Faroe Island shipowner P/F Thor, which has chartered the vessels to PGS.

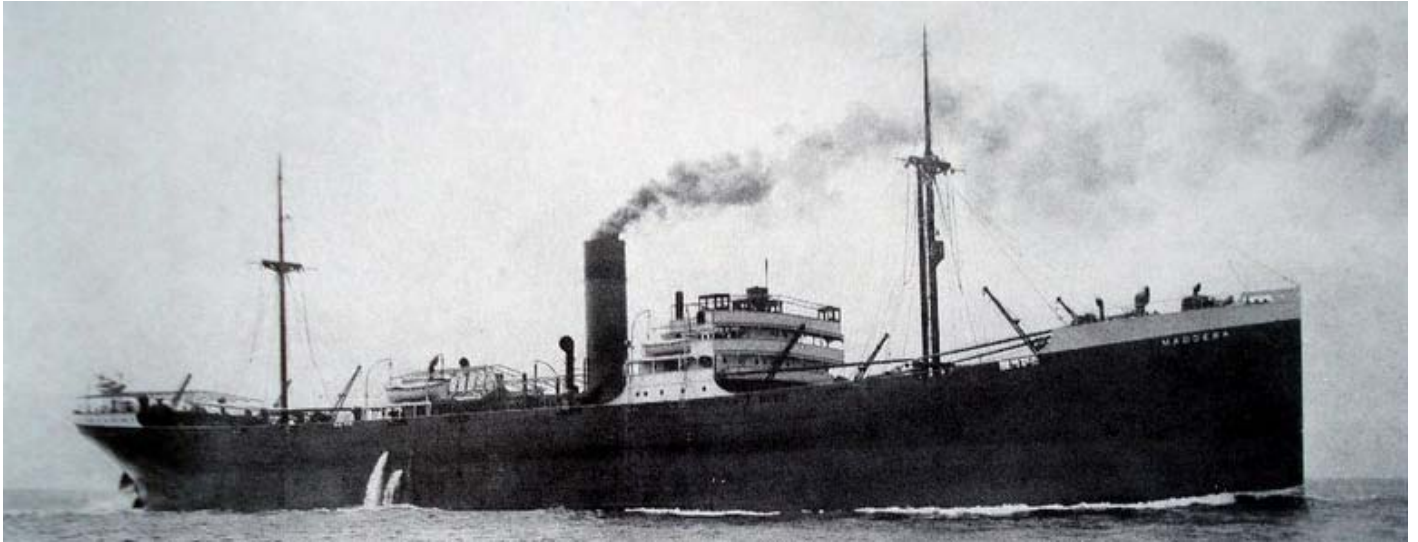
Vestdavit Area Sales Manager Sven Arild Wågsæther says, "This is our first contract with this important shipyard group and we are very happy that they recognise the importance of having durable and reliable equipment on these specialised vessels. The workboat davit for each vessel will be our PLR-15000 davit with a SWL of 15 tonnes. These are the largest single-point lifting davits we have designed. We see seismic work boats becoming larger and larger, and operators need a simple but robust and reliable davit which will launch and recover heavy workboats safely in tough conditions, day in and day out. This davit will consistently and safely handle a loaded workboat in sea states up to 4 / 5, and is both easy to maintain and simple to operate."

Thor's 64 m chase vessels will be delivered beginning 2014 and enter service to assist PGS operations worldwide. Key tasks are operational support, offshore bunkering, crew change assistance, replenishment of provisions and spare

parts, and maintenance of seismic equipment while at sea. Support capabilities include Ice Class 1A, passenger capacity for transporting a full seismic crew, extra work boat, towing, and fuel and fluid transfers.

In addition to the PLR-15000 davit each vessel will also be equipped with a **Vestdavit PLR-7000** davit for man overboard boat handling. For downloadable graphics of the PLR-15000 davit go to: <http://tinyurl.com/d4k5r4g>

OLDIE – FROM THE SHOEBOX



The 1922 built STOOMVAART MAATSCHAPPIJ NEDERLAND ss. **MADOERA**

Photo : Coll Kees van Huisstede

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.... PHOTO OF THE DAY



SAL's **SVENJA** loading reactors in Wilhelmshaven – Photo : SAL ©