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The large Jan de Nul TSHD CHARLES DARWIN operating at the Banjaard
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The **STOLT EFFORT** outbound from Rotterdam – Photo : Monique Davis-Mulder ©

**"Oceanic" wurde verkauft:
Bergungsschlepper hat neuen Besitzer in der
Türkei**

Der ehemals größte Hochseebergungsschlepper der Welt, die **"Oceanic"**, ist verkauft worden. Das fast 90 Meter lange Schiff wird derzeit im Fischereihafen umgflaggt und verläßt die Stadt voraussichtlich Ende dieser Woche in Richtung Bosporus. Ein Sprecher des vorherigen Eigners - der Bugsier-Reederei – bestätigte bremerhaven.de gegenüber den Verkauf. Die **"Oceanic"** wird zukünftig unter liberianischer Flagge fahren. Der neue Eigner ist das türkische Unternehmen "Karadeniz Holding". Karadeniz baut und betreibt schwimmende Kraftwerke, für deren Fortbewegung die **"Oceanic"** vermutlich eingesetzt werden soll. Das Schiff hatte viele Jahre lang einen festen Liegeplatz im Bremerhavener Kaiserhafen und war ein beliebtes Fotomotiv. Die **"Oceanic"** wurde 1969 auf der Bremerhavener Schichau-Werft gebaut. Sie war seinerzeit als Hochseebergungsschlepper, zusammen mit ihrem Schwesterschiff **"Arctic"**, der stärkste Schlepper der Welt. Das Kraftpaket verfügte zunächst über eine



Maschinenleistung von 17.500 PS und einen Pfahlzug von 150 Tonnen (moderne Hafenschlepper haben einen Pfahlzug von 20 bis 60 Tonnen). In den 1980er Jahren wurde die **Oceanic** noch mal aufgerüstet (20.000 PS und 180 Tonnen Pfahlzug). Das Schiff war in den 1970er Jahren am Kap der Guten Hoffnung vor Südafrika eingesetzt. 1979 verhinderte der Schlepper eine Ölkatastrophe in der Karibik, als sie den griechischen Tanker **"Aegean Captain"**, der mit 200.000 Tonnen Rohöl beladen war, vor dem Untergang. Bei der Havarie des Holzfrachters **"Pallas"**, die 1998 ganz Deutschland in Atem hielt, war die **"Oceanic"** leider nicht so erfolgreich. Ihre Schlepptaue rissen. Der Frachter strandete vor der nordfriesischen Insel Amrum, wo das Wrack noch heute liegt. Am 1. Januar 2011 übernahm die **"Nordic"** (23.000 PS, 201 Tonnen Pfahlzug) die Aufgaben der **"Oceanic"**. Seit dem liegt der ehemals stärkste Schlepper der Welt an der Kaje im Kaiserhafen I und ist ein beliebtes Fotomotiv für Touristen und Schiffsnostalgiker. Nach Abschluss der Untersuchungen im Fischereihafen verbleibt die **"Oceanic"** dort bis zur möglichen Schiffsübergabe nächste Woche. Wer noch mal einen Blick auf das imposante Schiff werfen möchte, sollte sich also beeilen. Sie liegt am sogenannten Kühlhaus Kai auf der Ostseite des Fischereihafens, direkt gegenüber dem Leuchtturm Brinkamahof.

Source : Marco Butzkus – www.bremerhafen



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89 Ships To Arrive Lagos Ports From July 1 To July 29

Eighty nine ships are expected to arrive the Lagos ports from July 1, to July 29, the Nigerian Ports Authority (NPA) has said.

NPA said this in its daily publication, "Shipping Position," made available to newsmen on Monday in Lagos.

It said that 14 of the ships would sail in with vehicles. The document also indicated that 16 of the ships would arrive with petroleum products, while 29 other ships would sail in with containers. NPA said that other ships would sail in with general cargoes, bulk wheat, fresh fish, maize, bulk fertiliser, bulk gypsum, crude palm oil, palm olein, boats, bulk

urea, bulk sugar, base oil and bulk salt. According to the document, six ships are waiting to berth and discharge petrol, while three other ships would discharge bulk malt and bulk fertiliser. The News Agency of Nigeria (NAN) reports that 22 ships are currently discharging containers, bulk wheat, steel products, bulk fertiliser, fresh fish and petroleum products. (NAN) **Source: LeaderShip**



The barge **Crest 2825** ballasted, loaded with jumpers alongside Construction vessel **Sapura 3000**, for the **Gumusut Kakap FPS** wet parking campaign. **Photo : Joseph George - CPC Singapore ©**

CHINESE FIRMS DROP IRAN AS LATEST U.S. SANCTIONS BITE

Foreign firms wary of falling foul of sanctions Iran reliant on shipping markets for trade

Two top Chinese shipping lines severed ties with Iran as tough new U.S. sanctions over the country's disputed nuclear programme came into effect on Monday, leaving the country increasingly dependent on front companies and overland routes. Many of Iran's imports, including food and consumer goods, arrive by ship, either directly or via feeder services from places like the United Arab Emirates, and the latest set of sanctions are likely to worsen an already deep economic crisis.

"The vast majority of major container carriers have now ceased calling at Iran," said Daniel Richards, shipping analyst with Business Monitor International. "As even feeder services begin to shy away from calling there, the country will struggle to continue importing."

Tehran is set to become more reliant on trade by land, which will push up prices already driven by currency volatility. An Iranian food producer said business was getting more difficult. "The prices of food are so high, I don't know how people can afford it," the Tehran-based producer said. "They're about three times higher than before." The U.S. National Defense Authorization Act (NDAA), which came into effect on July 1, blacklists Iran's shipping, shipbuilding, energy and port management sectors. The latest measures build on previous sanctions which targeted Iran's banking sector and key oil exports to try to force Tehran to negotiate on a nuclear programme it says is peaceful but which Western states fear has military aims. While the NDAA has an explicit exemption for food, medicine and other humanitarian goods, foreign shipping firms have pulled out to avoid falling foul of its provisions. China is among Tehran's main allies, but its shipping firms are also bailing out. China Shipping Container Lines Co (CSCL) 2866.HK, among the world's top 10 lines, has become the latest group to exit Iran, a CSCL official confirmed.

In a June 27 letter seen by Reuters to U.S. pressure group United Against Nuclear Iran (UANI), whose board includes former CIA and British intelligence chiefs, Shanghai-headquartered CSCL said it took "trade sanctions compliance with the utmost seriousness", ceasing all Iran business from July 1. China's COSCO Container Lines, the world's number 5

player, was another firm to end ties. "All of COSCO's business to and from Iran has been suspended," said a Shanghai-based company official, citing a company statement saying lines to Iran stopped in early June and those leaving Iran would end in early July. An industry source summed up the impact of the latest U.S. move. "China's shipping firms operate in a globalised trade, so they are more risk averse to Iran now," he said.

TOUGHER TRADE

Taiwanese lines Evergreen and Yang Ming Marine said they had pulled out, while Singapore's Pacific International Lines has also cut ties along with two top South Korean shipping firms.

"The departure of international shipping companies including those from China and Taiwan indicates that the virtual economic blockade of Iran is increasing," said Mark Wallace of UANI, which has targeted companies trading in Iran to end links. "It is a sign that Iran has fewer and fewer friends in the international community that are willing to do business with its regime," said Wallace, a former U.S. ambassador to the UN. AP Moller-Maersk's Maersk Line, the world's biggest container company, pulled out of Iran last year, joining others including the world's number two and three MSC and CMA CGM and smaller groups like Germany's Hapag-Lloyd. Ali Reza Cheshm Jahan, deputy of logistics for Tidewater Middle East Co, which operates six ports in Iran and was blacklisted in 2011, said the remaining four lines had cut ties with the top southern cargo port of Shahid Rajaei.

"The carrying of goods and cargo at this port will be carried out by the Islamic Republic of Iran Shipping Lines (IRISL) and (a subsidiary)," he told Iran's student news agency last week. IRISL, Iran's biggest cargo carrier, has tried to dodge sanctions by changing its flags and setting up front companies, the U.S. Treasury and the European Union have said.

In March, Archer Daniels Midland Co ADM.N, one of the world's top grain traders, said it unwittingly used a vessel beneficially owned by IRISL last year to transport grain in what it said was a "concerted effort" by Tehran to hide the ship's ownership. Shipping sources say IRISL will find it harder to call at many ports globally, adding that Iran may become more dependent on land based trade via its borders with Iraq and Pakistan, slowing the transport of goods further. "It seems logical that shippers will try and find the most convenient way to get their cargoes as close to Iran as possible in a first step," another ship industry source said. "It is improvising from there on." **Source : Reuters**



The **NEDLLOYD TASMAN** (homeported London nowadays) passing the Suez canal - **Photo : Capt Hans Bosch ©**

Seagull delivers Maritime Labour Convention wake up call

Norwegian training specialist **Seagull** is urging seafarers and shore-based staff alike to make themselves fully aware of their rights and obligations in the event of non-compliance with the Maritime Labour Convention. Failure to comply

with the new legislation could lead to vessels being detained, the company warns. Finland, Greece, Malta, France, Nigeria, South Africa and Barbados have each ratified the Convention recently, ensuring that it will come into force, as planned, on August 20 2013, replacing 37 existing International Labour Organisation maritime conventions and related recommendations adopted since 1920.

MLC 2006 establishes minimum requirements for almost all aspects of working conditions for seafarers and sets out the seafarer's rights to decent conditions of work. These include conditions of employment, hours of work and rest, accommodation, recreational facilities, food and catering, health protection, medical care, welfare and social security protection. Seagull has responded by developing a DNV SeaSkill Certified MLC 2006 Distance Learning Course package to help shore-based personnel, masters and crew to comply with the Convention. The package is divided into three target groups – shore-based personnel, senior officers and masters and junior officers and ratings.

"Seagull's Distance Training courses on MLC has been implemented and used by several shipping companies allowing them to produce evidence that crew, officers and office personnel have been properly trained and informed of the new MLC regulations," says Roger Ringstad, Managing Director of Seagull AS. The first of the modules, CBT 191 MLC 2006 – Introduction, was launched in 2010 with analysis of the Convention's background, structure and content, the role of the ILO and inspection criteria and certification. This was followed by CBT 192 MLC 2006 – Onboard Responsibilities, which provides details of how to achieve, manage and maintain compliance with MLC 2006 onboard ship. The module is aimed at all senior officers onboard ship and particularly those at STCW management level.

It also addresses validity of certification and the consequences of non-compliance by the vessel. The latest module CBT 193 MLC 2006 – Shipowner's Responsibilities is aimed at owners, ship managers and operators and offers details of the requirements to achieve, manage and maintain compliance with the Convention. It addresses the areas of responsibility for shipping company office staff dealing with seafarers' employment conditions and crew facilities onboard ship. It also covers flag state inspection and certification issues and the consequences of non-ratification. A pre-requisite for this module, as with CBT 192, is completion of Seagull 191 or other familiarisation with MLC 2006. Each of the three modules lasts approximately one hour.

In addition to the above-mentioned modules, a fourth module has been developed, CBT 197 MLC 2006 – Basic Introduction, which is aimed at the support level onboard vessels to inform ratings about the Convention.

Under MLC 2006, working hours cannot exceed 14 hours in a 24-hour period or 72 hours in a week. Every seafarer has the right to a safe and secure workplace that complies with safety standards, fair terms of employment, decent working and living conditions onboard ship, health protection, medical care, welfare measures and other forms of social protection.

MLC 2006 is subject to port state control, including the potential for more detailed inspections if ships are thought not to comply, and the possibility of detention in serious cases of non-compliance or where hazardous conditions exist. There is also a mechanism which records seafarers' complaints.

The master, says Mr Ringstad, is responsible for carrying out the shipowner's stated plans and makes sure that the vessel complies with its Maritime Labour Certificate. Seagull's training courses will assist the master to ensure all crew are aware of the requirements of MLC 2006.



Combi Lifts **PALEMBANG** enroute Rotterdam - Photo : Monique Davis-Mulder ©





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01-07-2013 : Evergreen's **EVER ULTRA** inbound to Vancouver harbor Photo : Robert Etchell ©

Forward contracts point to recovery for dry bulk shipping

What are forward contracts?

Companies use forward contracts to lock in the availability of resources in the future at a set price. The dry bulk shipping industry, which transports key dry bulk materials such as iron ore, coal, and grain, is no exception to this practice. When shipping companies negotiate the rates of shipping raw materials, they take into consideration future expected supply and demand. If the rate of renting a ship and service in a forward contract is higher than the current rate, it's often a positive indication that shipping rates will rise. Higher shipping rates will mean higher revenues, earnings, and free cash flows—and vice versa.

Higher forward contract prices

The current quarter's time charter rate for capesize vessels (ships that mainly haul iron ore and coal) rose from \$9,575 per day last week to \$10,950 per day this week, while forward one- and two-year contracts rose from \$12,375 to \$12,700 and \$14,375 to \$14,450 per day, respectively. At first glance of the chart, rates have all drifted lower over the past few years because more than a necessary amount of newbuilds (new ships) were delivered, driven by companies' over-optimism with future trade growth. But since last year, shipping rates have begun to base, as several companies began to report negative earnings, and capacity growth improved because of lower new ship deliveries and the continued scrapping of older vessels. Shipping rates recently improved due to China's iron ore restocking activity. Iron ore inventory has fallen ~27 million tons (28%) since mid-2012, and prices for imported iron ore have fallen ~\$40 per metric tonne (~29%) since the government moved to cool property prices earlier this year. As a result of the restocking activity, iron ore prices and import volumes also rose recently. This is a positive sign for dry bulk companies, as it suggests importers expect China's real estate activity to continue to improve over the long term.

Forward contracts priced higher than current

But more interestingly, unlike pre-2010, contracts that are further out into the future are now priced above current rates. This is happening because supply growth is expected to fall even further in 2014 and 2015, as companies plan to allow the current excess capacity condition to alleviate and profitability to improve, which is a long-term positive for dry bulk shipping companies such as DryShips Inc. (DRYS), Diana Shipping Inc. (DSX), Safe Bulkers Inc. (SB), Navios Maritime Partners Inc. (NMM), and Eagle Bulk Shipping Inc. (EGLE). Investors should keep a close eye on the spreads between the three contracts. When the rate for current contracts edges up against contracts that are further out into the future, it's an early sign that supply and demand balance is tightening faster than initially estimated. Investors should review other drivers to see what's currently driving the dry bulk shipping industry. Some must-reads are Must-know: Shipping companies hit by China's financial woes, Low inflation supports availability of monetary stimulus, positive for shipping stocks, Shipping capacity growth breaks below 7%, first time since 2009, and Maturing contracts present significant downside for certain shipping firms. **Source: Market Realist**



The **NBP COMMANDER** enroute Rotterdam – **Photo : Ria Maat ©**

TSL quits Iran

TS Lines (TSL) has cut its services to Iran by removing Bandar Abbas from two of its routes, Alphaliner reports. TSL's exit leaves Iran-based HDS Lines as the the only remaining deep sea operator serving the country, with its Far East-Middle East service, along with a few Dubai-based feeder lines. The line's China-Middle East (CME) and India-Middle East Express services, which previously served Iran are now expected to be rolled into one. In six weeks time, the updated CME service will run the following route: Shanghai, Ningbo, Hong Kong, Shekou, Port Kelang, Nhava Sheva, Jebel Ali, Karachi, Port Kelang, Hong Kong, Shanghai. **Source: Seatrade Global**



The car carrier **LORD VISHNU**, during Canada Day (July 1st, 2013), on the Fraser River, Vancouver, B.C.

Photo : Mike Zelt ©



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2 "MULTRASHIP" TUGS OUTBOUND FROM ROTTERDAM THE SAME DAY



Photo : Henk van der Heijden ©



Last Monday two **Multraship** tugs , the **MULTRATUG 20** and the **MULTRATUG 18** departed from Rotterdam , the **20** departed with the **SMITBARGE 7** and the **18** departed with the sheerlegs **TAKLIFT 6** , both transports where heading for the IJ-Geul for wreck removal operations, according information received

Photo left : Nico Ouwehand ©

Photo below : Jan Oosterboer ©



Photo left : Willem Holtkamp -
<http://fotomaker.jalbum.net/FOTOMAKER/> ©

Maersk Line receives record boxship **MAERSK MC-KINNEY MOLLER (18,270 teu)**

Maersk Line, the world's largest shipping line, received last Tuesday the new **MAERSK MC-KINNEY MOLLER**, the world's largest containership and the first in a series of twenty 18,270 teu jumbos. Built by South Korea's DSME shipyard, the giant vessel class has been designated as Triple-E by Maersk Line, to stress the design's focus on energy efficiency, economies of scale and environmental friendliness. The new ship is not only the largest container ship in the world, beating the former record holder by 2,250 teu, but also one of the most unique container ships around.



Maersk Line's triple-E class vessels feature a fully redundant twin-engine, twin-propeller and twin-rudder propulsion system. Two MAN B&W 8S80ME-C 9.2 engines with an MCR of 29,680 kW will drive the ships at a moderate service speed of 22 knots. Two exhaust gas economizers have also been installed.

Five generator sets will provide 19,200 kW of electric power. In addition, two 3,000 kW shaft generators can convert main

engine propulsion power into electricity, when the ship is steaming at sea. Using 10 - 11 kW per reefer container as a rule-of-thumb, the **MAERSK MC-KINNEY MOLLER** would be able to supply up to 1,800 temperature-controlled containers with electricity. Even though the new jumbo vessels are not particularly reefer-oriented, their sheer size could thus make them the world's second-highest-capacity reefer container ships after Hamburg Süd's **CAP SAN NICOLAS** series with 2,100 plugs.



The 399.00 m long and 59.00 m (23 rows) wide EEE-ships are only two metres longer and one row wider than Maersk Line's Odense-built 15,500 teu **EMMA-Maersk** class. Apart from the increased beam, their intake advantage comes from a bulkier hull form, which is more U-shaped than V-shaped, and from the twin-island design which not only reduces the amount of space taken up by the propeller shaft, but also allows more layers of containers to be stacked without impairing visibility from the bridge. The lower sailing speeds needed in today's eco-steaming environment

allowed Maersk Line to opt for the bulkier hull shape. At only 59,000 kW, compared to the EMMA-type's 80,000 kW (close to 100,000 kW when electric boosters are operational), the triple-E also needs much less space for engine rooms and bunker tanks.

The lead ship of **Maersk Line's** new vessel class is named after Maersk Mc-Kinney Moller, the son of Arnold Peter Moller who founded the A.P. Moller-Maersk Group in 1904. Mister Maersk Mc-Kinney Moller held the position of chairman of the Group until 2003, when he stepped down after 63 years with the company. He passed in 2012 at the age of 98.

The ship was christened two weeks ago at the DSME yard by Mrs Ane Maersk Mc-Kinney Uggla, the youngest daughter of Emma and Maersk Mc-Kinney Moller. After an off-schedule trip to Vostochny, Russia, for bunkering, the **MAERSK MC-KINNEY MOLLER** will phase into the AE10 (#4) Asia-Europe-Baltic loop of Maersk Line in mid-July. She is to replace the 9,661 teu **BUTTERFLY**, which itself is a temporary replacement ship for the damaged **EMMA MAERSK**.

The AE10 normally employs a fleet of eight 15,500 teu **EMMA-classes** and four 13.000 teu neo-panamax ships. Following an engine room flooding of **EMMA MAERSK** in February, the ship is presently out of service.

Originally, Maersk Line had planned to have the **MAERSK MC-KINNEY MOLLER** replace the 13,092 teu **MAERSK EUBANK**. The carrier however changed its plans and deferred the newbuilding's phase-in by two weeks.

On the whole Maersk Line is believed to plan to phase the first four of its triple-E classes into the AE10, where they will successively replace 13,000 teu units. In 2014, the Danish carrier might then restructure its network to create a dedicated EEE-Asia to Europe service with ten identical ships. Details of the shipping line's future Asia-Europe network are still sketchy though: Two weeks ago, Maersk Line, MSC and CMA CGM announced the launch of the new P3 alliance. This new partnership of the world's top-three carrier is bound to lead to service mergers and loop consolidation and the exact structure of the carriers' joint network has yet to be determined. **Source : Linervision**



Maritieme sector dringt aan op snel wetsvoorstel voor private beveiliging van schepen

Toonaangevende spelers uit de maritieme sector, verenigd in **Nederland Maritiem Land (NML)**, benadrukken dat de maritieme sector zo sterk is als de zwakste schakel. Daarom doet de sector een dringend beroep op het kabinet en de Tweede Kamer om zo snel mogelijk private beveiliging aan boord van schepen onder Nederlandse vlag toe te staan.

In april 2013 heeft het kabinet aangegeven dat de inzet van Vessel Protection Detachements (VPD's) door de Koninklijke Marine niet altijd voldoende bescherming biedt. Het kabinet is van plan een wetsvoorstel aan de kamer voor te leggen om de inzet van private beveiliging mogelijk te maken.

Als één van de weinige landen verbiedt de Nederlandse overheid de inzet van private beveiligers. Dit is voor een toenemend aantal reders aanleiding om niet meer onder Nederlandse vlag te (willen) varen. Doordat andere landen de inzet van (flexibele, snel inzetbare en betaalbare) private beveiligers wel toestaan, staat de internationale concurrentiepositie van Nederland op de tocht. De Nederlandse koopvaardij heeft een bepalende rol op het succes van de gehele maritieme sector. NML benadrukt dat de inzet van private beveiligers noodzakelijk is. Het kabinet dient dan ook spoedwetgeving tot prioriteit te maken, zodat Nederland een aantrekkelijke vlaggenstaat is en blijft!

NML heeft een breed deelnemersveld van branche-voorzitters, captains of industry vanuit de sector en belangrijke vertegenwoordigers van aanpalende sectoren. Branches en bedrijven die gezamenlijk activiteiten ondernemen binnen NML zijn: [Havenbedrijf Rotterdam](#), [Koninklijke Marine](#), [Maritiem Kennis Centrum](#), [Scheepsbouw Nederland](#), [IRO](#), [KVN](#), [Vereniging van Waterbouwers](#), [Hiswa](#), [Imtech Marine & Offshore](#), [Thales](#), [Nederlands Loodswezen](#), [ABN AMRO Maritiem](#), [MARIN](#), [Wärtsilä](#), [IHC Merwede](#), [Damen Shipyards](#) en [Vroom bv](#).



Hartman's newbuilding [ATLANTIC DAWN](#) moored in Urk (The Netherlands)

Photo : Kor Heidinga - www.scheepvaart.mactalro.nl ©

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Japan lawmaker on boat near China dispute islands

A lawmaker from Japan's ruling party was aboard one of four fishing boats that sailed on Monday towards islands at the centre of a bitter dispute with China, the organiser said, as Chinese vessels loomed nearby.



This file photo left, taken by the Japan Coast Guard on June 27, 2013, shows a Chinese marine surveillance ship cruising near the disputed islets known as Senkaku islands in Japan and Diaoyu islands in China, in the East China Sea. A territorial row that dates back four decades reignited last September when Tokyo nationalised three islands in the chain.

Japan's national broadcaster said one of the Chinese maritime surveillance ships had been within a kilometre (1,000 yards) of the fishing boats, in an incident that could inflame a debilitating international row. There was no attempt by anyone on board to land on any of the islands, which Japan controls as the Senkakus, but which China claims as the Diaoyus. "The purpose of dispatching the fishing boats is to fish in the waters," an official from the nationalist Channel Sakura satellite broadcaster told AFP, adding the company's president was aboard one of the boats. "Most of the people on this mission are fishermen," he said, but noted that Kenji Yamada, a parliamentarian and member of Prime Minister Shinzo Abe's Liberal Democratic Party had also taken part in the mission. The Japanese boats had left the area by the afternoon, he said. The incident passed off without confrontation but marked a change from recent months, which have seen regular forays by official Chinese ships into the 12-nautical-mile zone regarded as territorial waters.

It has become customary for Japan's coastguard and the Chinese ships to exchange demands that the other side leave the waters, as part of a tussle between Tokyo and Beijing over ownership of the resource-rich islands. A Japanese foreign ministry official telephoned the Chinese embassy in Tokyo to protest at the presence of the Chinese vessels, the ministry said. The four ships made a circuit of the largest island in the chain before heading away, Japan's coastguard said. A territorial row that dates back four decades reignited last September when Tokyo nationalised three islands in the chain, in what it said was a mere administrative change of ownership. But the incident provoked fury in Beijing, which maintains the Senkakus were illegally snatched by Japan as it built an empire in the half-century before World War II. Tokyo says it annexed an unclaimed archipelago that showed no signs of ownership. Commentators say the islands are a potential flashpoint for a military confrontation between Asia's two largest powers. They say the occasional presence of nationalists from both sides introduces a wild card that increases the risk of a misstep by one of the armed official vessels, which could quickly escalate. Separately, the Japanese coastguard said a Bahamas-registered marine research vessel, [Discoverer2](#), was in the exclusive economic zone (EEZ) of the islands. The zone is a 200-nautical-mile area around a territory over which the sovereign nation has exclusive rights to exploit resources. The ship, which is believed to belong to a Chinese oil company, has been spotted in the zone of the islands twice already this year and has been seen lowering wires into the water, a coastguard official said. "In response to our warnings, the vessel's crew say it is operating with the approval of the Chinese government as the area is part of China's EEZ," he said. **Source : Bangkok Post**



Wagenborg's [CITO](#) outbound from Rotterdam – **Photo : Harry van den Berg ©**

CASUALTY REPORTING

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Tug boat sinks with 200 gal. of fuel aboard

The US Coast Guard has established a safety zone in the St. Mary's River near Sault Ste. Marie after a tug boat sank Monday morning. The Coast Guard says the tug boat, named, **HAMMOND BAY** was carrying 200 gallons of diesel fuel and 15 gallons of oil. The Coast Guard is working with the Army Corps of Engineers to minimize any environmental damage and impact to waterways from the sunken ship. They are also working on finding a way to remove the tug boat from the river. The crew of the **Bill Maier**, owned by the Army Corps of Engineers, was towing the tug boat and three barges when they lost sight of the tug. They secured the three barges, and reported finding an oil sheen and a life ring from the **HAMMOND BAY**, leading them to believe the tug boat had sunk. The Sault Ste. Marie Coast Guard Station responded to the incident with a boat crew and pollution responder. An aircrew from the Coast Guard Air Station in Traverse City is conducting aerial assessments. The was found in 27 feet of water in the middle of the river. No one was aboard the **HAMMOND BAY** when it sunk. **Source : ABC10**

Floods Capsize Barge, 5 Missing

Five people are missing after a barge capsized in southwest China on Monday morning. Local authorities stated that the barge overturned after powerful floodwaters broke a cable that secured the vessel. Eighteen people aboard the barge fell into the water. They are all employees of a Chinese shipping company who own the barge, except for one child that belongs to one of the mariners. The child is among those missing. Thirteen have been rescued, and the barge has been salvaged and repaired. A search-and-rescue operation is still ongoing for the five missing. **Source : MAREX**

Perro Negro 6 Sinks Offshore Angola

Saipem S.p.A. reported Tuesday that the **Perro Negro 6** (350' ILC) sank offshore Angola after the seabed collapsed under one of the rig's three legs. The rig sank Monday night while being positioned for drilling operations near the mouth of the Congo River at the border of Angola and the Democratic Republic of Congo in approximately 130 feet (40 meters) of water, Saipem said in a press release.

One hundred and three workers were on board the rig when the Perro Negro suddenly tilted, causing the rig to take on water and capsize. One crew member is missing, and six other workers suffered minor injuries, Saipem reported.

Saipem's emergency response team is working closely with the Angolan authorities and the client's operational team, Saipem said. The Perro Negro is under contract with Chevron Corporation through early 2015 at a day rate in the upper \$110,000s, according to Rigzone's RigLogix database. **Source : Rigzone**

Ship Collision Off Singapore Results in Oil Spill

Good progress has been made in containing and cleaning up the oil spill resulting from the collision between the South Korean-registered bulk carrier, **Oriental Pioneer**, and the Bahamas-registered bulk carrier, **Atlantic Hero**. There has

been no further spillage of fuel oil from **Oriental Pioneer**. As a precautionary measure, an oil boom and an oil spill response craft have been deployed around the vessel. Bio-degradable oil dispersants were used to break up the oil slick in the waters. As of 5 p.m. locally, no significant patches of oil were sighted in the waters. In total, 11 craft and some 100 personnel from MPA and oil spill response companies have been deployed as part of the containment and clean up efforts. A helicopter was also deployed to conduct aerial surveillance of the affected waters. Vessel traffic in the Strait of Singapore and port waters remain unaffected. Port operations are also not affected. Members of the public can contact MPA's 24-hour Marine Safety Control Centre at 6325-2488/9 to report any sighting of oil slick in waters or coastlines. The collision between **Oriental Pioneer** and **Atlantic Hero** occurred about 6.6 km southwest of Tanah Merah Ferry Terminal at 5:30 a.m. on July 2 (Singapore time). Prior to the collision, MPA's Port Operations Control Centre had provided information and issued warnings to the vessels when they were about 1.5 nautical miles (about 2.8 km) apart. The ships were also in communication with each other.

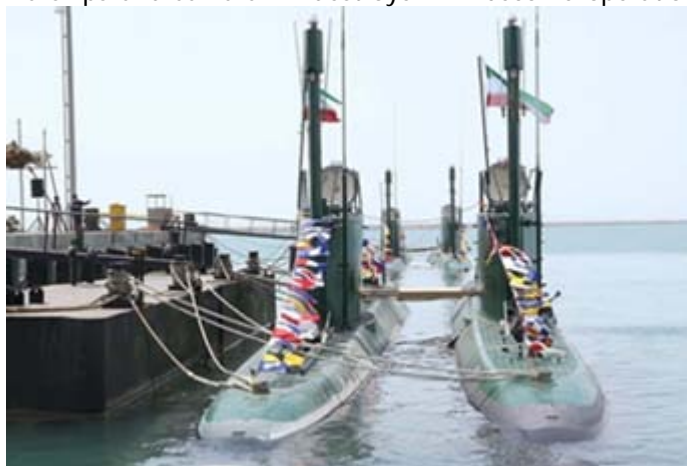
MPA is investigating the cause of the collision.

At about 5:30 a.m. on July 2 (Singapore time), the Maritime and Port Authority of Singapore (MPA) received a report that a South Korean-registered bulk carrier, **Oriental Pioneer**, and a Bahamas-registered bulk carrier, **Atlantic Hero**, had collided at about 6.6 km southwest of Tanah Merah Ferry Terminal. One of the **Oriental Pioneer's** bunker tank was damaged and approximately 100 metric tonnes of fuel oil was spilled. Upon notification, MPA immediately dispatched its patrol craft to deal with the oil spill. Oil spill response companies were also activated to augment the patrol craft. A total of 10 patrol and anti-pollution craft have been deployed to clean up the spilled oil. Work is currently continuing and MPA is co-ordinating the clean up with other government agencies and the ship owners. The two vessels involved in the collision are currently safely anchored in the Eastern Bunkering Anchorages. MPA has issued navigational broadcasts to ships to navigate with caution when in the vicinity of the incident site. There is no report of injury and port operations remain unaffected. Source : MAREX

NAVY NEWS

Iran to Unveil New Home-Made Submarine Soon

Iranian Navy Commander Rear Admiral Habibollah Sayyari announced that the country's new home-made submarine will be unveiled in the current Iranian year (started March 21). "Fateh submarine, Kaman-class missile-launcher warships and Jamaran 2 destroyer will become operational in the current year," Rear Admiral Sayyari told reporters



Monday before his departure to Moscow to visit Russia's defense exhibition.

In recent years, Iran has made great achievements in its defense sector and attained self-sufficiency in producing essential military equipment and systems. Iran in late 2012 boosted its naval power in the Persian Gulf waters after a new missile launching vessel and two light submarines joined its Navy fleet. The body of Sina-7 missile-launching frigate was launched in a ceremony in Iran's Southern port city of Bandar Abbas on the occasion of the National Day of Navy in November. During the ceremony attended by the Iranian Navy commander, two Qadir-class light submarines also joined the Iranian naval fleet. Earlier this year, Iranian Defense Minister Brigadier General Ahmad

Vahidi said the country's second home-made Mowdge-class destroyer, '**Jamaran 2**', has been built to help the navy in a wide range of missions. "**Jamaran 2** destroyer has been built with the purpose of safeguarding the Islamic Republic of Iran's sea borders and supporting missions in combat against human, goods and narcotics trafficking in the Northern parts of the country," Brigadier General Vahidi said. Iran's first home-made destroyer, Jamaran, was launched in late February 2010. The Mowdge Class vessel has a displacement of around 14,000 tons and is equipped with modern radars and electronic warfare capabilities and is armed with a variety of anti-ship, surface-to-surface and surface-to-air missiles. Iranian defense ministry officials had said earlier that the third generation of the home-made vessel, **Jamaran 3** destroyer, will come into operation by the end of the current Iranian year. Source : FARS news

China, Russia in largest-ever joint naval drills

China will join Russia later this week for its largest-ever naval drills with a foreign partner, underscoring deepening ties between the former Cold War rivals along with Beijing's desire for closer links with regional militaries. China has long been a key customer for Russian military hardware, but only in the last decade have their militaries begun taking part in joint exercises. China's Defense Ministry said Tuesday that its navy will send four destroyers, two guided missile frigates, and a support ship for the "[Joint Sea-2013](#)" exercises, which start Friday in the Sea of Japan and run through July 12. The ships departed Monday from the port of Qingdao, where China's Northern Fleet is based, headed for the rallying point in Peter the Great Bay near Vladivostok. "This marks our navy's single biggest deployment of military force in a China-foreign joint exercise," the ministry said. Gen. Fang Fenghui, the People's Liberation Army chief of the general staff, announced the exercises during a visit to Moscow, where he met with his Russian counterpart, Valery Gerasimov. The two also announced that another round of anti-terrorism joint drills would be held in Russia's Ural Mountain region of Chelyabinsk from July 27 to Aug. 15. In comments reported by the official Liberation Army Daily, Fang emphasized that outsiders should not consider the exercises threatening. "The joint drill conducted by the two militaries of China and Russia do not target any third parties. Their aim is to deepen cooperation between the two militaries in the training field, boost capacity in coordinating military activities, and serve the purpose of safeguarding regional security and stability," Fang said. China began deploying ships to the anti-piracy flotilla off the coast of Somalia in 2008 and in recent years its navy has joined in a series of joint drills in the Pacific and Indian oceans. Chinese land units also have taken part in border security and anti-terrorism exercises organized by the six-nation Shanghai Cooperation Organization. Cooperation with the U.S. Navy, the predominant maritime force in the region, has been more limited, although China will take part next year in the U.S.-organized multinational Rim of the Pacific exercises, the world's largest maritime exercise.

RNO ship Dhofar retires after 30 years of service



Royal Navy of Oman (RNO) ship '[DHOFAR](#)' on Monday retired after more than 30 years of service. The ceremony to mark the retirement was held at Said Bin Sultan's Naval Base, under the patronage of Rear Admiral Abdullah Bin Khamis Al Raisi, Commander of the RNO.

Raisi recalled the achievements of the ship and its contribution to the progress of RNO since joining service in November 1982. He

highlighted its support to the units of the Sultan's Armed Forces (SAF), besides its other national roles. He said the vessels '[Al Khareef](#)' and '[Al Ufuq](#)' will join the RNO fleet in the light of the Royal care and attention given by His Majesty Sultan Qaboos Bin Said, Supreme Commander of the Armed Forces, to the armed forces. He highlighted the other ships that joined service, including '[A'Sharqiyah](#)', '[Al Batinah](#)', and [Musandam](#) rocket vessels, frigates and artillery ships. Senior RNO officers and naval commanders and ships, retired officers, officers, warrant officers and crew of RNO ships attended the ceremony. **Source : Oman Tribune**



The **Al-Rasikh** & **Al-Rahmani** moored in Portsmouth Naval Base, both Offshore Patrol vessels built by **BAE Systems** originally for the Trinidad & Tobago Coastguard, delivery was refused on the grounds that they were 'too sophisticated' and the pair have now been sold and await delivery to the **Royal Navy of Oman**.

Photo's : **Peter Hollands** ©

SHIPYARD NEWS

A large offshore wind turbine is being installed on a barge at sea. The turbine is being lifted by a crane on the barge. The scene is set against a sunset sky with orange and pink hues.

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The **MAERSK KALMAR** moored in the Wilton Harbour in Schiedam after completing the repairs during the drydock period at **Damen Shiprepair** in Schiedam – Photo : **Hans Elbers** - www.fotovlieger.nl ©

Daewoo Mangalia delivers CSAV TOCONAO (8,600 teu)

Daewoo-Mangalia Heavy Industries (DMHI) at Mangalia on the Black Sea, the Romanian subsidiary of South Korea's **DSME Shipyard**, has delivered the 8,600 teu container vessel **CSAV TOCONAO** to the London-based non-operating owner **Zodiac Maritime**.

The vessel is the first of four sister ships that Zodiac ordered in April 2011 for long-term charters to CSAV. It is also the first-ever compact wide beam ship of the increasingly popular 300m x 48m 'class' delivered by a yard of the Daewoo group. The ship was reportedly slated for delivery in March, but it appears that the entire series of vessels has been deferred by several months because of the lasting overcapacity situation in the global liner trade. With a length overall of 299.99m and a beam of 48.20m (19 rows), the ship has a deadweight of 116,000 tons Powered by an MAN B&W main engine rated at 47,500 KW, the ship has a commercial speed of 21.9 knots.

The new vessel is named after the small Chilean town of Toconao, which is located in the Atacama desert some 200 kilometres east of Antofagasta. **CSAV TOCONAO** is presently at anchor in the Marmara Sea and the ship's service deployment has yet to be advised. The second unit of the series, **CSAV TRAIGUEM**, is scheduled to come on stream in August, but might be deferred further. Source : by **linervision**

General Dynamics awarded \$209 million for future Virginia-class submarines

The U.S. Navy has awarded **General Dynamics Electric Boat** a \$208.6 million contract modification to buy long lead-time material for three **Virginia-class** submarines. Electric Boat is a wholly owned subsidiary of General Dynamics, said in the company's press release. Recognized as a model defense-acquisition program for its technical excellence and schedule performance, the Virginia-class submarine program provides the Navy with the capabilities required to dominate both the open ocean and the littorals. In partnership with the Navy, Electric Boat is driving innovative cost-saving efforts, without impacting capabilities, through overall efficiency improvements, decreased ship-construction labors costs and shortened ship-construction cycle times. As a result of this successful program performance and demand for the versatile capabilities of the Virginia-class submarine, the Navy authorized Electric Boat to start construction of two submarines per year beginning in 2011. This contract provides funding for the second fiscal year (FY) 14 Virginia-class submarine, SSN-793, and two FY 15 submarines, SSN-794 and SSN-795. Items funded include steam and electrical-plant components, main propulsion unit and ship-service turbine generator sets, and

miscellaneous hull, mechanical and electrical-systems components to support construction of the submarines. With this modification, the overall contract is worth \$595 million. It was initially awarded in April 2012.

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The **ESTHER SCHULTE** enroute Antwerp – Photo : Adri van de Wege ©

MSC and Maersk Line upgrade direct ECNA – South Africa service

MSC and Maersk Line have increased the capacity of their joint service between the East Coast of North America and South Africa (#425). More specifically, it was MSC, which replaced the ships it contributed to the loop with larger tonnage. The loop was already 'limping' along with a rather unique mix of small and mid-sized ships, whereby Maersk tended to deploy ships notably smaller than the MSC units. Since MSC's upgrade, the fleet imbalance has increased and the service now deploys a fleet of nine ships in the size range of 1,800 teu to 4,800 teu. The service's average weekly capacity thus increased from 2,500 teu to in excess of 3,000 teu as per late June.

The weekly fixed-day loop employs nine vessels on the following 63-day rotation: Newark (New York), Baltimore, Norfolk, Charleston, Freeport (Bahamas), Port Elizabeth, Durban, Cape Town, Newark (New York) .

Presently, MSC and Maersk Line's joint offering is the only direct full container service between the ECNA and South Africa. In order to keep the service's capacity on an even keel despite the vastly different sizes of vessels deployed, larger MSC ships and smaller Maersk units - with some exceptions - generally alternate every other week.

Source : linervision





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Port of Cork Invest €3 Million in New Harbour Mobile Crane for Ringaskiddy DeepWater Berth

The **Port of Cork** has announced an investment of €3 million in new plant equipment following an agreement with crane manufacturer, Liebherr. The investment includes a new LHM 550 Harbour Mobile Crane which will be in operation at Ringaskiddy Deep-water Berth.



Increasingly, importers to the Port of Cork are using Panamax size vessels of over 200 metres in length, so providing the most capable equipment to discharge these vessels is vital to ensuring a fast and efficient turnaround. With the recent fodder crisis in Ireland, the Port of Cork has seen an increase of hay shipments and dry bulk to the port, justifying the need for new plant equipment. The new LHM 550 crane will enhance the Port of Cork's capabilities in handling this type of vessel and is critical to efficient bulk and container discharge operations in Ringaskiddy.

Over the last two years, the Port of Cork has invested up to €7 million in the Ringaskiddy Deep-water Berth demonstrating their commitment to providing the best possible service to port customers. Following the purchase of additional handling equipment in Ringaskiddy in 2012, the **Port of Cork** and global shipping company Maersk, were able to commence their direct container service to Ireland. Container services such as this have enabled the Port of Cork to greatly increase volumes of imports and exports. The Port has seen a dramatic increase of almost 50% in bulk cargo and anticipates a further increase in demand in this dry bulk sector highlighting the need for continued investment in new equipment.

Speaking about the investment, Mr Denis Healy Manager of Engineering Services/Deputy Chief Executive, Port of Cork said: "The LHM 550 crane is designed for versatile and efficient cargo handling and will provide greater efficiency for all our customers. This adds to the recent investment the Port made last year in our new Container Terminal handling operations in Ringaskiddy. The Port has seen a dramatic increase in throughput in Ringaskiddy mainly due to an increase in bulk cargo and with the current fodder crisis in Ireland; there have been a number of large shipments of hay arriving into the Port."

The Port of Cork is ideally located to offer state of the art facilities in the offshore oil exploration market in the Celtic Sea and Porcupine basin. In 2012 the Port of Cork successfully assisted with the BarryRoe Oil Exploration Project. This creates opportunities and challenges for the Port in terms of berths available; however the Port is confident that the current development plans for Ringaskiddy will answer the needs of the port and those of the region in the short, medium and long term.

Other areas which the Port of Cork anticipates an increase is the agri-business, particularly when the reforms to the CAP come into effect in 2015. The Port of Cork expects to handle much larger shipments in the future so it is imperative that the Port has the right equipment and berths available to be able to handle different types of cargo.

The Port of Cork is a key link to the economic success of Ireland and in particular the entire Munster region. 98% of goods imported or exported from Ireland are moved by ship, highlighting the importance of ports to our economy. Earlier in the year, the Port of Cork outlined plans for potential Port development in Ringaskiddy. These proposed developments are the first phase of the implementation of the Port of Cork's Strategic Development Plan Review (2010), the core principles of which were endorsed in the recently launched National Ports Policy.

This Policy has also identified the continued commercial development of the Port of Cork Company as a key strategic objective in terms of allowing the **Port of Cork** to meet the needs of the Country in the short, medium and long-term. It is hoped that the Port of Cork will be in a position to lodge a planning application for the future development of Ringaskiddy at the end of 2013.



The 1974 built ITA flag hopper dredger **SAN LUCA PRIMO** dredging at Marsaxlokk Harbour, Malta on Wednesday 5th June, 2013. **Photo : Capt. Lawrence Dalli - www.maltashipphotos.com** ©





01-07-2013 : The **BLACK WATCH** arriving from Kiel for Northumbrian Quay, North Shields - Photo : Kevin Blair ©

CKYH finalise 'Pacific Northwest' reduction of capacity

By mid-July, Cosco, K-Line, Yang Ming and Hanjin will have finalised the reduction of capacity of their Far East - WCNA 'PCN'/'CPN' service (#268), which is set to fall to 5,500 teu per week from 7,820 teu/week, the high that prevailed throughout the fourth quarter of 2012 and January this year. Coscon is removing its 7,490 teu capacity vessels of the Cosco Long Beach type and replaces them by three 5,446 teu capacity units (Coscon) and three Yang Ming 5,551 teu vessels. Unless a yet to be determined CKYH-internal vessel exchange is carried out, the means that Yang Ming will gain operator status on the service. This capacity reduction of 2,300 teu per week is worth noting, in a lane that sees overall capacity soar from 197,000 teu per week in March to 214,000 teu per week at the beginning of July. This massive overall capacity increase is due to the opening of CSCL's, UASC's joint 'AAS2'/'AWS1' (#2756) and the revival of Evergreen's 'CPS2' (#2727). Together, these two services add in excess of 9,000 teu to the trade lane. A number of other services are also being boosted with Hyundai adding 3,400 teu per week to the New World Alliance's 'PCX' (#222), and CMA CGM and MSC also adding 1,900 teu per week to their 'Pearl River' (#254) which remains the 'heavy weight' of the trade lane. The CKYH alliance itself has also contributed to the overall increase and boosted the Coscon-operated 'CEN' (#266) with 8,500 teu ships. **Source : Linervision**

Egypt's Political Situation (Update)

Further to our situation report update, kindly note that the country's condition as of the present time remains the same with little or no significant changes in the daily routine of the civil demonstrations and protests witnessed throughout the nation.

All activities in the canal are currently functioning regularly and no outside threats have influenced or negatively impacted the vessel movements via the canal.

On July 1st, a declaration was made by the Egyptian military calling for a 48 hour ultimatum warning to intervene if the current government does not "meet the demands of the people", while reassuring that the Egyptian military does not intend to overpower governance of the country.

Nevertheless, and until then, the country will still be witnessing protests and rallies while all Suez Canal, terminals and ports activities as well as all other services such as crew changes , parcels deliveries, etc. will continue to operate normally and unaffected. Will keep you updated with any new developments...

Source : Dominion Shipping Agencies (Egypt)

OLDIE – FROM THE SHOEBOX



The **Bank Line** (Andrew Weir Shipping Co) **ROACHBANK** and three sister ships of 18500 dwt were built in 1979 and able to carry 366 TEU in addition to break-bulk cargo. They were employed on a service from South African ports to US Gulf and East Coast ports. The 4-cyl. Doxford diesel engine provided a service speed of 16 knots.

Photo: Robert Pabst ©

.... PHOTO OF THE DAY



The Swedish sailing vessel **GOTHEBORG** off the Dutch Isle of Texel outbound from Den Helder after participating at **SAIL DEN HELDER 2013** - Photo : **FLYING FOCUS** lucht fotografie - www.flyingfocus.nl ©

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