



Number 199 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 18-07-2013**

News reports received from readers and Internet News articles copied from various news sites.



The SEVEN CONDOR in drydock in Renave (Brazil) , Officially renamed on 14th. of June, but now seen her new name painted on the bow.

Also a big "7" on the hull and on the funnel.

Photo : Capt. Jan Plug – Master Seven Condor ©

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
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EVENTS, INCIDENTS & OPERATIONS

 <p>M3 MARINE GROUP www.m3marine.com.sg</p>		<table border="0"><tr><td>M3 MARINE OFFSHORE EXPERTISE</td><td>M3 MARINE OFFSHORE BROKERS</td></tr><tr><td><ul style="list-style-type: none">- Vessel Valuations- FMEA Authoring & Auditing- DP Consultancy / Annual DP Trials- IMCA CMID & Dive System Audits- OCIMF OVID Audits- Pre-purchase Survey Inspections</td><td><ul style="list-style-type: none">- Chartering (Time & Bareboat)- Sale & Purchase (including Newbuildings)</td></tr><tr><td>expert@m3marine.com.sg</td><td>mail@m3marine.com.sg</td></tr><tr><td colspan="2">1 Commonwealth Lane #09-16, ONE Commonwealth Singapore 149544 Tel: +65 63274606</td></tr></table>	M3 MARINE OFFSHORE EXPERTISE	M3 MARINE OFFSHORE BROKERS	<ul style="list-style-type: none">- Vessel Valuations- FMEA Authoring & Auditing- DP Consultancy / Annual DP Trials- IMCA CMID & Dive System Audits- OCIMF OVID Audits- Pre-purchase Survey Inspections	<ul style="list-style-type: none">- Chartering (Time & Bareboat)- Sale & Purchase (including Newbuildings)	expert@m3marine.com.sg	mail@m3marine.com.sg	1 Commonwealth Lane #09-16, ONE Commonwealth Singapore 149544 Tel: +65 63274606	
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The **ISKES Towage & Salvage** tugs **ARION**, **SIRIUS** and **TRITON** in the port of IJmuiden
Photo : Marcel Coster ©

Bericht van het ministerie van IenM inzake STCW Manilla wijzigingen

Op het gebied van opleiding en training van zeevarenden gaat de komende tijd het nodige veranderen. Dit heeft met name te maken met de herziening van het internationale STCW-Verdrag (Standards of Training, Certification and Watchkeeping) van de Internationale Maritieme Organisatie (IMO). Deze herziening staat bekend als de zogenaamde "2010 Manilla-wijzigingen".

Nederland heeft zich ingezet voor de aanpassing van het verdrag, enerzijds omdat het de veiligheid en arbeidsomstandigheden van zeevarenden verbetert, het opleidingsniveau van zeevarenden verhoogt en de veiligheid op zee ermee gebaat is. Anderzijds omdat het goed is dat deze normen wereldwijd worden toegepast. De wijziging van het verdrag leidt ook tot een wijziging van de Nederlandse zeevaartregelgeving. Deze wijzigingen worden momenteel door het ministerie van Infrastructuur en Milieu (IenM) nader uitgewerkt. Dit vindt plaats met betrokkenheid van de sociale partners in de zeevaart: Nautilus International, de Koninklijke Vereniging van Nederlandse Reders, de Vereniging van Waterbouwers, de Redersvereniging voor de Zeevisserij en de Nederlandse Vereniging van Kapiteins ter Koopvaardij. Naar verwachting zal de aangepaste Wet zeevarenden (voorheen

Zeevaartbemanningswet) en de onderliggende regelgeving per 1 januari 2014 in werking treden en niet per 1 juli 2013, zoals eerder is gecommuniceerd.

In de praktijk zijn er veel vragen aangaande de consequenties van de Manilla-wijzigingen. Samen met de Inspectie Leefomgeving en Transport (ILT), KIWA Register en in overleg met sociale partners in de maritieme sector is daarom in de bijlage een lijst opgenomen van veel voorkomende vragen die zijn voorzien van antwoorden. Deze "Questions and Answers (Q&A's)" zijn toegesneden op de gebruiker, in casu de zeevarende. Het doel is zoveel mogelijk duidelijkheid te bieden nog voordat de gewijzigde regelgeving in werking treedt.

Op de website van de ILT kunt u de komende tijd meer informatie verwachten waarbij ook de in de bijlage opgenomen Q&A's aan de orde komen. Deze lijst wordt regelmatig aangevuld en zo nodig herzien. Zie hiervoor:

<http://www.ilent.nl/onderwerpen/transport/koopvaardij/Reders onder Nederlandse vlag/ontwikkelingen/stcw/>

Voor wat betreft nadere informatie inzake de afgifte van vaarbevoegdheden en aanverwante informatie kunt u terecht op de website van KIWA Register.

<http://www.kiwaregister.nl>

Aanvullend op de centrale informatievoorziening via de website van ILT zullen de bij dit proces betrokken sociale partners via hun websites informatie aanbieden. Hieronder treft u de links aan.

<http://www.nautilusnl.org/Zeevaart/default.aspx>

[http://www.kvnr.nl/\(Ledenportal\)](http://www.kvnr.nl/(Ledenportal))

<http://www.waterbouwers.nl/>

<http://www.pvis.nl/>

<http://www.nvkk.nl>



12-07-2013 : The 40,215 Grt Bulk Carrier **Heng Shan Hai** seen outbound from Glasgow passing Greenock Esplanade
Photo : Iain Forsyth ©

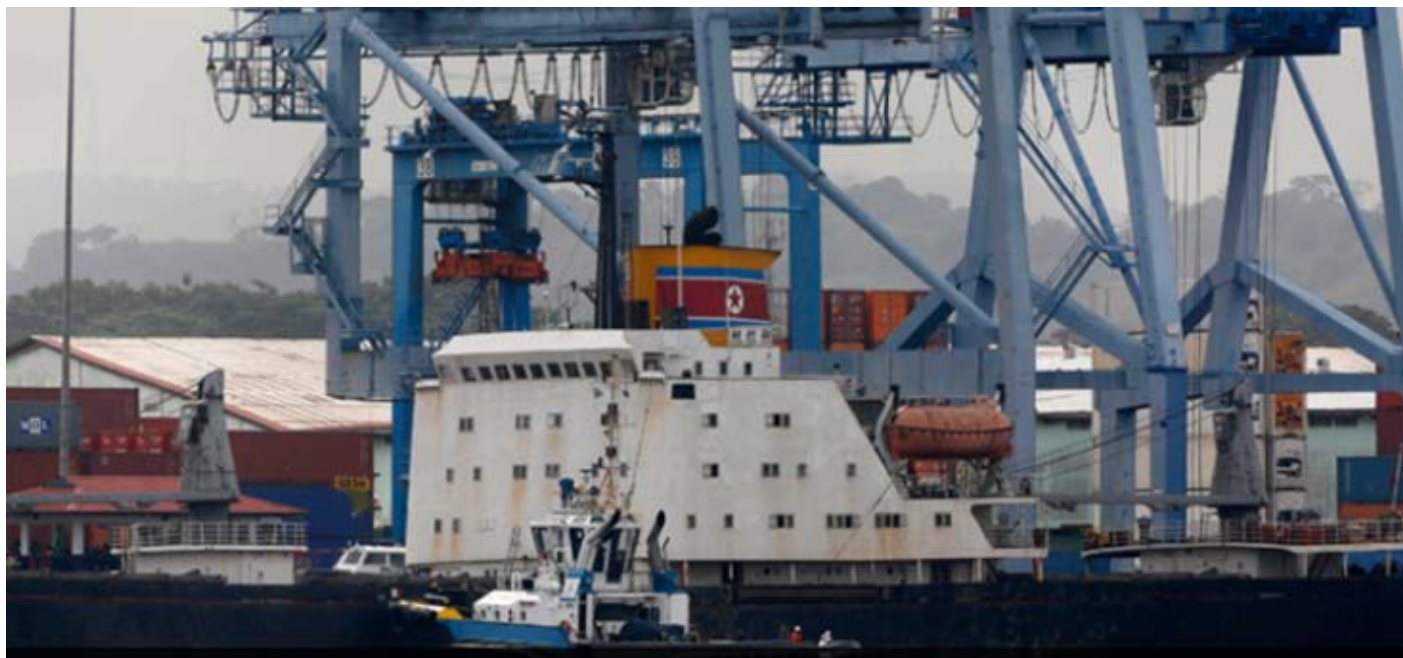
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Panama detains N. Korean ship with smuggled weapons on board



Panama has detained a North Korean-flagged ship from Cuba, discovering weapons hidden in brown sugar containers. Panama's president has confirmed the finding by posting a photo of the military equipment on Twitter.

The **Chong Chon Gang** vessel was stopped on the Atlantic side of the Panama Canal on suspicion of carrying drugs.

Panama's president, Ricardo Martinelli, told local television that 35 crew members were detained after resisting the efforts of the Panamanian authorities to redirect the ship to a nearby port of Manzanillo, while the captain attempted to commit suicide.

"This material not being declared and Panama being a neutral country, a country in peace, that doesn't like war, we feel very worried about this war material and we don't know what else will have... passed through the Panama Canal," Panama's president stressed. It's so far unclear what types of weapons were on board, but a picture on Martinelli's official Twitter page showed a long dark-green missile-shaped object.



It was identified by IHS Jane's global analytics firm as an RSN-75 'Fan Song' fire control radar for the SA-2 family of surface-to-air missiles.

"We're going to keep unloading the ship and figure out exactly what was inside. You can't go around shipping undeclared weapons of war through the Panama Canal," Martinelli added.

RSN-75 'Fan Song' is the Soviet-made engagement radar for the S-75/SA-2 family of surface to air missiles. It was

first used in combat in the Vietnam War (1955-1975) and was also deployed in Cuba during the Cuban Missile Crisis in 1962. The SA-2 system is currently in service in 30 countries, even though Russia replaced it with a more advanced SA-10/20 system back in the 1990s.

Panama's security minister, Jose Raul Mulino, told Reuters that so far two only containers of military equipment have been discovered, hidden under 250,000 bags of sugar, each weighing 100 kilograms.

Mulino stressed it was still unclear whether there were any missiles among the undeclared North Korean cargo.

Panama's top anti-drugs prosecutor, Javier Caraballo, told local television that the ship was en route to North Korea.

Shipping data obtained by IHS Maritime research group showed that the Chong Chon Gang passed through the Panama Canal on June 1, with a stated destination of Havana, Cuba.

After that it disappeared from the tracking system and reappeared in Manzanillo, Panama, on July 11, with IHS saying there were indications that the ship had changed cargo in the interim. In 2010, the **Chong Chon Gang** was stopped

by Ukrainian authorities, who found small-arms ammunition and narcotics aboard the vessel, Hugh Griffiths, an arms trafficking expert at the Stockholm International Peace Research Institute, told Reuters.

The governments in North Korea and Cuba haven't yet commented on the claims by the Panama authorities.

Meanwhile, State Department deputy spokesman, Patrick Ventrell, said that "the US strongly supports Panama's decision to inspect the DPRK (Democratic People's Republic of Korea) flagged vessel." North Korea is barred from all arms exports as part of international sanctions imposed on the Communist state due to its controversial nuclear weapons program. The sanctions against Pyongyang were toughened in February, following a new nuclear test and promises to continue developing nuclear arms, which it said was necessary due to US aggression.

According to UN data it's not the first time that Pyongyang has violated the ban as it also shipped arms-related material to Syria in 2010 and delivered rocket fuses for Iran in 2008. **Source : Russia Today**



The **Q GAYLE** getting parked by 3 KOTUG tugs at the **EECV terminal** in Rotterdam Europoort between the **BEATE OLDENDORFF** and the **OCEAN COURTESY** - Photo : **Stefan Lemmens** ©

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BBC EMERALD LOAD RIG PARTS IN SINGAPORE



After departure of her sister vessel **BBC AMETHYST** last week, now the **BBC EMERALD** arrived in Jurong Port to load parts of a jack-up rig, the parts constructed by **Keppel shipyard** in Singapore were loaded partly in the holds and on deck of the vessel, as first 3 spudcans each with a weight of 275 mt were loaded, the spudcans arrived onboard a **Yew Choon Marine** barge alongside the **BBC EMERALD**,



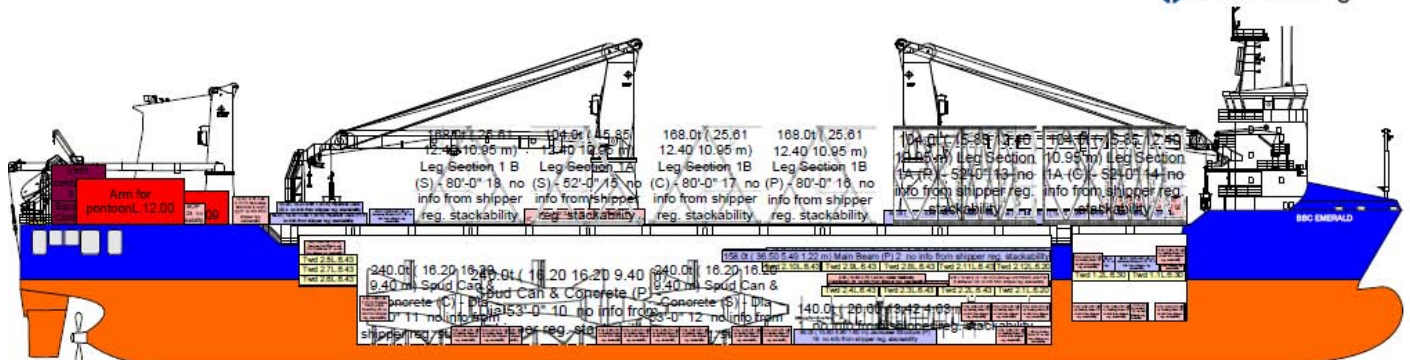
Capt Juri of the **BBC EMERALD** together with the shore gang connecting the rigging to the first Spudcan prior the lifting.





Upon completion of the loading in the lower hold the tween deck was closed before continuing loading, as can be seen at the drawing the leg sections for the new to build rig were loaded on deck. All

photos : Piet Sinke ©
BBC EMERALD

 BBC Chartering

Click at link below to see the first 3 days of loading in this 10 minutes "time-lapse movie" made by PS

<http://youtu.be/VOd7CWcskYM>

The **BBC EMERALD** departed for the Black Sea where all the rig parts will be offloaded and transhipped to the Caspian Sea (Kazakhstan) where the jack up rig will be assembled.



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The **BBC EMERALD** moored in Jurong Port prior loading the rig-legs ondeck

Newbuilding ordering activity keeps on strong on the back of improved market conditions

There was a further rise in newbuilding ordering activity this past week, as ship owners are finding extra confidence, on the back of better market conditions, as highlighted by the dry bulk market's increase of almost 40% during the past month. According to the latest weekly report from Piraeus-based shipbroker Golden Destiny, a total of 45 vessels with an aggregate capacity of 4,009,400 tons were reported, while 14 transactions were reported at an undisclosed contract price. The invested capital revealed is about \$3.9bn for 31 new orders. (15 bulkers, 8 tankers, 2 gas tankers, 4 containers, 3 reefers, 1 passenger/cruise and 12 special projects).

Year-on-year, last week's activity was up 282% versus a similar week of last year. "The largest volume of newbuilding activity is reported in the bulk carrier segment (15 new orders) with a total invested capital of more than \$443mil and tankers (8 new orders) with an invested capital of about \$243mil. Bulk carriers held 33% share of this week's volume of new orders against 18% share from tankers, 4% share from gas tankers, 9% from containers and 27% share from

special projects. At similar week in 2012, 17 fresh orders had been reported with the largest volume of newbuilding activity in the bulk carrier and special project segment -7 new orders in each segment. Compared with previous week's levels, a large increase of 100% in the volume of new orders is recorded in the tanker segment, against 17% and 43% week-on-week decline in the bulk carrier and container segment respectively.

In terms of invested capital, a hefty amount of money is invested in the special projects' segment, 39% share of the total invested capital due to the construction of pipe lay support and sub sea construction vessels. Gas tanker follow with 17% share from the construction of high valued ice classed large LNG carriers and containers 11% share with the construction of giant post panamax vessels of 18,300 TEU", Golden Destiny said.

Meanwhile, in a separate report, shipbroker Clarkson Hellas noted on the tanker segment, of further orders in the LR2 market to report this week, with clients of Frontline 2012 having

placed an order for four firm and two option 111,000 DWT Product Carriers at COSCO Zhoushan. Similarly to other orders reported this week, the order is understood to have been placed some months ago but only now emerging. Pricing is in the region USD 45 Mill with delivery from early 2015. COSCO's Dalian facility has also received an order this week for a single 22,000 DWT Product Tanker from a yet unknown Asian owner, with delivery in October 2014. Finally and another order slow to come to light is a one plus one 320,000 DWT VLCCs order at NACKS. This order was placed by Dalian Ocean Shipping the end of 2012, we understand delivery is due for 2015, "Clarkson Hellas claimed.

Similarly, in the container segment, "this week has seen a third order placed for 18,000 TEU container carriers, this with Hong Kong Asset Management placing an order for three firm vessels at DSME. Thought to be on the back of a charter to MSC, the newbuilding price is understood to be in the region USD 140.5 Mill with delivery from early 2015.

Also understood to be for charter to MSC, China's Bank of Communications Financial Leasing were reported to have placed an order for six firm 9,400 TEU container carriers. Four of these are to be built at Jiangnan Changxing Shipbuilding and the remaining two at Jiangnan Shipyard. Delivery is due from 2015 onwards with pricing in the region USD 82 Mill. Finally in the smaller sizes, Dole Fresh Fruit International have placed an order for three firm high reefer capacity 1,540 TEU container carriers with Hyundai Mipo. With the specification including gantry cranes pricing for these sits in the region USD 55 Mill with delivery from the fourth quarter of 2015", the shipbroker concluded.

According to Golden Destiny, South Korean shipping players monopolized bulk carriers' contracting activity by placing 10 new orders for large vessel categories, capesize / kamasarmax, and Greek owners 5 more. Chinese-Hong Kong players appeared strong in the placement of new orders in the largest vessel size categories, VLCC and container post panamax size of 18,330 TEU. More specifically in the dry bulk market, Golden Destiny reported 15 new orders, down 17% week-on-week and up 114% year-on-year, 7 new orders at similar week in June 2012. (8 new orders reported at South Korean and 7 at Chinese). The invested capital is estimated in the region of more than \$443.3 mil. The largest volume of newbuilding activity is reported in the capesize segment, with seven new orders in total. Four of them were for 150,000-dwt vessels and was submitted by Korea's Hyundai Merchant Marine at domestic shipbuilder Hanjin HI & Construction, at a cost of \$45mil each. Three of the vessels are part of the nine capesize tender from Korea Electric Power Corp for Australian coal business. The fourth ship is not a part of the KEPCO project. 2 new orders (205,000dwt) from Greece Oceanbulk at China's Dalian COSCO, while other sources are indicating the construction for two ultamax 64,000dwt bulkers. 1 new order (207,000dwt) from South Korean Polaris Shipping at Hyundai Samho for a price in the region \$50mil. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **MOL CALEDON** enroute Rotterdam – **Photo : Ria Maat ©**



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Hellenic Carriers Limited: New Buildings' expected delivery

Hellenic Carriers Limited, an international provider of marine transportation services, announces that its subsidiary Ithaca Maritime Ltd ('Ithaca'), which had entered into a shipbuilding contract in June 2010, is expected to take delivery of its 82,000 dwt Kamsarmax vessel currently at the final stage of construction in China, within August 2013 at a contract price of US\$26.28million. Symi Shipping Co Ltd ('Symi'), a subsidiary of Hellenic, which had also entered into a shipbuilding contract in June 2010, is expected to take delivery of its 82,000dwt Kamsarmax vessel, in September/October 2013 at a contract price of US\$26.28million. Following delivery of the two Kamsarmax vessels the fleet will have an aggregate carrying capacity of about 333,116 dwt and an average age of 9.8 years.

Source: Hellenic Carriers Limited



The **SOUTHWIND** arrived with the **BKM 333** in Rotterdam –

Photo : Ruud Zegwaard - <http://tugfoto.blogspot.com/> - <http://merchantshipsphoto.blogspot.com/> (c)

EU Announcement for Monitoring Reporting and Verification (MRV)

I wanted to take this opportunity to write to you following the landmark announcement by the European Commission, which has officially announced its first step towards cutting greenhouse gas emissions from the shipping industry. In summary, the proposal will create a EU-wide legal framework for collecting and publishing verified annual data on CO2 emissions from all large ships (over 5000 gross tons) that use EU ports, irrespective of where the ships are registered. The Commission proposes that the Regulation enters into force in July 2015. The MRV obligations will apply to shipping activities carried out from 1 January 2018. This programme is intended as a building block for a global system, and the proposed rules are designed to support a staged approach towards setting global energy efficiency

standards for existing ships, as proposed by the United States and supported by other members of the International Maritime Organisation. The EU rules would be adapted to the global standards if and when a global system is set up.

The strategy set out in the Communication consists of three consecutive steps:

- The system of MRV of emissions proposed today;
- The setting of reduction targets for the maritime transport sector;
- The application of further measures, including market-based measures (MBMs), in the medium to long term.

Priority is given to establishing an MRV system because it is necessary for the other two steps. Robust MRV of emissions will deliver robust data for setting emission reduction targets. It is also a prerequisite for any market-based measure or efficiency standard, whether applied at EU level or globally.

The EU proposed procedure – what does it mean for ship owners?

Ship owners will have to monitor and report yearly the verified amount of CO₂ emitted by their large ships on voyages to, from and between EU ports according to the methodology agreed in each ship's monitoring plan. Owners will also be required to provide certain other information, such as data to determine the ships' energy efficiency.

A document of compliance issued by an independent verifier will have to be carried on board ships. Flag state and Port State authorities will check ships' compliance through inspections.

CO₂ emissions and fuel efficiency will need to be monitored for:

- all intra-EU Union voyages (ie those between ports under the jurisdiction of an EU Member State)
- all incoming voyages from the last non-EU port to the first EU port of call;
- all outgoing voyages from an EU port to the next non-EU port of call.
- all emissions from vessels within ports

Ship owners will be able to choose from a list of four monitoring methods.

Carbon Positive views this development as a positive milestone towards creating transparency of shipping's emissions as a result of monitoring, reporting and verifying data. This can then be used effectively to set realistic targets for emission reduction and enable the shipping industry to work clearly towards a more energy efficient and sustainable future. **Source: Carbon Positive**



The newbuilding **HIGHLAND DEFENDER**, IMO 9639335, on its way from builders yard in Poland to Scotland passing Hochdonn on Kiel-Canal transit. **Photo : Michael Brakhage** ©

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Tworty container that can be used as TEU or FEU makes debut

AN INNOVATIVE new ISO container design that allows a unit to be used either as a standard forty foot (FEU) or twenty foot (TEU) container has completed its maiden voyage. The Tworty Box, consisting of two TEU containers that can be linked together to form a single FEU unit, was successfully shipped from Hamburg, Germany to Montreal, Canada on the containership OOCL Montreal. Two containers joined together as a single unit were stuffed with 20 tonnes of breakbulk cargo, mainly car parts and granulate, for Canadian consignees, Lloyd's Loading List reported. Developer Tworty Box said the container was designed to reduce the cost of repositioning empties, caused by imbalances between supply and demand for TEU and FEU containers. "It has doors at each end. The second door opens to the inside and can only be locked from the inside," the developer said. "This door can be fixed to the container ceiling and, with the use of its special bonding elements, another Tworty Box can be joined up, thereby creating a FEU unit of full value and standard doors at both ends." Tworty Box prototypes have received full International Convention for Safe Containers certification for single and for coupled operation. **Source : Schednet**

The 'Chinamax' aka* 'Valemax': an (iron) ore carrier drama

They emerged as a popular breed in the 1950s, but then lost prominence in the seventies and eighties when the ubiquitous bulk carrier took over world seaborne dry bulk commodity trade. Since then they have adopted a low profile. Now they are making a dramatic rush for renewed fame, on an impressive scale. The ore carrier, actually a much bigger version designated as a VLOC or very large ore carrier, is reshaping the global shipping market. The group of ultra-large ships currently being introduced, since 2011, are the leviathans of the shipping world. Their carrying capacity is over twice that of a large 180,000 deadweight tonnes 'capesize' bulk carrier, typically used in the iron ore and some other trades (although a number of bigger ships also exist). This new generation of mega capacity 400,000 dwt VLOCs have a length of 360 metres, a beam of 65 metres and a draft of 23 metres, an immense size. Only a small number of ports around the world, plus a few more under development, have big enough dimensions and facilities to accommodate these vessels. Such ports, in both the iron ore exporting and importing countries, mostly handle vast quantities of iron ore annually in continuous flows, enabling large ships to remain fully employed. Currently, loading ports in Brazil, and discharging ports in Europe, China, Japan, Philippines plus a new terminal in

Sohar, Oman, are able to accept the biggest ships. The new 'Valemax', originally known as 'Chinamax' 400,000 dwt ore carriers were designed with full awareness of employment limitations.

Their lineage goes back to the middle of the last century. At that time, tweendeck tramp steamers used in the dry cargo trades, the market workhorses, were proving unsuitable for burgeoning iron ore transport business. The concept of a specialised vessel, with a size and characteristics making it ideal for carrying this commodity, evolved. When ore carriers were introduced, many were very large in comparison with other existing dry cargo ships and were able to achieve economies of scale (a lower transport cost per tonne of cargo carried).

Starting with a small number of ships in the early 1950s (a very few had been introduced previously), from 1954 onwards the world fleet of ore carriers grew rapidly. In 1960 there were 119, with an average size of just under 24,000 dwt, based on figures compiled by shipbrokers Fearnleys. By 1975 the total had risen to 298 and the average size had increased to almost 54,000 dwt. Subsequent fleet growth was slower and their popularity faded.

An example of the new breed making an impact was the Orelia, delivered in 1954, first of a class of six sisterships. Owned by a subsidiary of the famous old British shipping company Furness Withy, these ore carriers were built specifically for long-term charter to the British Iron & Steel Corporation, carrying ore to UK ports. With a lifting capacity of just 9,000 dwt, the vessels were minnows compared with today's giants, but they greatly improved efficiency in the trade. Progressively larger ships designed for carrying ore to European and Japanese ports followed.

Fast forward to the current era, and the phenomenal long boom in the dry bulk freight market between late 2003 and mid 2008. During this period Brazilian mining company Vale, one of the world's largest iron ore suppliers, experienced difficulties competing with other suppliers - especially Australian - in the Asian regional market. China's extremely rapidly growing import demand was a particular focus. Freight rates for ore cargoes to China from Brazil were far higher than freight rates from Australia, reflecting the much greater voyage distance from Brazil (about 3.5 times the Australian distance). Higher freights raised the delivered cost of Brazilian ore to China way above the comparable cost of Australian ore.

How could Vale improve its competitive position? There was an obvious answer involving massive capital investment in shipping capacity, not always a palatable option for a mining company. Much bigger ships to achieve scale economies, many of them, and all under the control of the commodity supplier, could reduce exposure to volatile freight market rates, sharply reduce freight costs, and greatly improve competitiveness. Vale decided to take this course of action, and in mid-2008 ordered a series of twelve 400,000 dwt vessels from Chinese shipbuilders Jiangsu Rongsheng. Further newbuilding orders followed. Additionally, long term transportation contracts were concluded by Vale with several other shipowners who, in turn, placed orders for similar-sized tonnage.

Altogether a remarkably large number of VLOCs, 35 in total, were ordered by Vale and its shipowner partners from shipbuilding yards, mostly in China and also in South Korea. The first ship, Vale Brasil, was delivered by Daewoo Shipbuilding, South Korea in April 2011. More were completed later in that year, followed by an acceleration of the delivery programme over the next twelve months, continuing into 2013. In June this year Lloyd's List reported that 27 Valemax ships were operating, leaving 8 still under construction.

When all the giant ships are fully operational in Brazil's iron ore export trade, they could be carrying over 50 million tonnes of cargo annually, assuming four round trips per year. This volume represents 15 per cent of annual Brazilian iron ore exports to all destinations (which totalled a colossal 326m tonnes last year). The exact quantity carried will depend on where they are employed (mostly to Asian destinations) and on the precise characteristics of the voyages.

Has this strategy - one of the biggest industrial shipping strategies ever seen in the dry bulk sector - proved successful? Two factors have dramatically altered the economics since the original plan was introduced. Firstly, the global dry bulk freight market collapsed in late 2008 and has remained low, even depressed at times, greatly reducing all open market freight rates. As a consequence the additional cost of transporting Brazil's long distance exports to Asian destinations, compared with shorter distance costs from competitor Australia, diminished as well. Secondly, China refused to allow the new leviathans to discharge in Chinese ports (resulting in the generic name change in May 2011 from Chinamax to Valemax), a severe disadvantage. This ban actually adds more costs, incurred by transshipping iron ore into smaller vessels permitted to use ports in China.

So a large part of the strategy's original justification has been undermined. Low freight rates on the spot market have the effect of reducing the advantages of employing Valemaxes. Moreover, adding transshipment costs resulting from the China discharge port ban is an unattractive feature. Vale has installed a floating transfer station in Subic Bay, Philippines, to offload cargoes into conventional capesize ships for the final leg of the journey to China. Also, a permanent transshipment hub is under construction on land at Teluk Rubiah, Malaysia.

But exclusion from Chinese iron ore discharging ports may not continue much longer. Several have the physical capacity to accept 400,000 dwt vessels, and others are being developed. In late 2011 Dalian received one mega shipment. More recently in April this year a part-loaded Valemax was received at Lianyungang. Granting wider permission would potentially benefit steel mills by lowering their transport costs on ore imports from Brazil, an even

more valuable advantage when (eventually) freight market rates recover. Chinese government policy banning these ships, officially announced in January last year, apparently reflects, mainly, opposition to their use from the China Shipowners Association, which has declared the ships to be monopolistic and unfair competition. However, recently there have been some tentative signs that this stance may not be maintained permanently. One expedient may be Chinese shipping companies becoming owners of some vessels, a possibility which has been under discussion previously. Source: Richard Scott, GMI visiting lecturer and MD, Bulk Shipping Analysis

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The **RAMONA** outbound from Rotterdam – Photo : Paul Gerdes ©

Batista Vessel Backing OSX Bonds Departs to Rio From Singapore

Eike Batista's **OSX-3** offshore oil-processing vessel, collateral for his shipping unit's bonds, departed from Singapore and is heading to Rio de Janeiro.

The ship anchored in the Singapore Strait until yesterday is now west of the Asian nation where it was built, according to ship-tracking data compiled by Bloomberg from IHS Fairplay, a Redhill, England-based maritime research company. The vessel built by Tokyo-based Modec Inc. (6269) is helping OSX Brasil SA (OSXB3)'s \$500 million of 2015 notes weather a selloff of debt and shares from Batista's crumbling resources empire as it guarantees creditors' payback. The ship remains one of Batista's most valuable assets after failure to deliver on output targets and projects sparked a rout of his energy, materials and cargo companies that wiped out \$30 billion of his wealth. The bonds backed by the ship are down 19.5 cents this year to 84.02 cents on the dollar and have lost investors about 2 percent, including reinvested interest, since their March 2012 issuance. That compares with a loss of more than 70 cents for distressed notes from Batista's OGX Petroleo & Gas Participacoes SA in the same span, data compiled by Bloomberg show. The **OSX-3** floating production, storage and offloading platform, or FPSO, built by Modec was valued at \$800 million, according to a March 2012 prospectus for the bonds that offer the ship as collateral. Oil explorer OGX ordered the

platform for its Tubarao Martelo field, where Malaysia's Petroliaam Nasional Bhd agreed to buy a 40 percent stake in May for \$850 million. Modec said last month that the vessel would leave Singapore "around the end of June" to arrive in Rio by year-end. **Source: Bloomberg**

Norway is first to sign Cape Town fishing vessel safety agreement

The Kingdom of Norway has become the first State to sign the Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977, said in the IMO's press release.

As Norway is already a Contracting State to the 1993 Protocol, the signature of Norway expresses that country's consent to be bound by the Cape Town Agreement (under a simplified procedure set out in Article 3(4) of the Agreement).

The Cape Town Agreement of 2012 updates and amends a number of provisions of the Torremolinos Protocol. In ratifying the Cape Town agreement, Parties agree to amendments to the provisions of the 1993 Protocol, so that they can come into force as soon as possible thereafter.

The safety of fishermen and fishing vessels forms an integral part of IMO's mandate but technical and legal problems had prevented the Torremolinos Protocol, which was adopted in 1993 to revise the earlier 1977 treaty, from entering into force. The aim of the new Agreement is to address those issues. Fishing at sea remains a hazardous occupation and the sector experiences a large number of fatalities every year and bringing into force a binding international safety regime is expected to play a part in helping to improve safety standards and reduce the loss of life.

The Cape Town Agreement of 2012 is currently open for signature at IMO Headquarters, until 10 February 2014, and thereafter will remain open for accession. It will enter into force 12 months after the date on which not less than 22 States the aggregate number of whose fishing vessels of 24 m in length and over operating on the high seas is not less than 3,600 have expressed their consent to be bound by it. Norway has 242 fishing vessels of 24m in length and over operating on the high seas.

IMO – the International Maritime Organization – is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution by ships.



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Albedo crew "still alive"

The Bangladesh Ministry of Foreign Affairs says that seven Bangladeshi seafarers held hostage on the **MV Albedo** are still alive. The Ministry gave the news in a statement reported by local media.

MV Albedo sank during heavy weather on the night on Saturday, July 6. It had been held by armed Somali pirates since November 12, 2010. Although the ship suffered significant mechanical and structural issues, the 15 man crew on board the **MV Albedo** were kept on board by their armed captors. The ship sank in relatively shallow water and EU Naval Force Maritime Patrol Aircraft sighted two life boats on a Somali beach approximately 14 miles north of its position. No members of the **MV Albedo** crew or pirates were sighted in or near the lifeboats.

"When the vessel got in to difficulty, we believe that pirates from another nearby pirated vessel, FV Naham 3, (which is currently astern of the Albedo), made attempts to move the MV Albedo hostages to FV Naham 3," said a statement

issued by the Secretariat for Regional Maritime Security, Somali Contact Group on Counter Piracy and Maritime Security (Kampala Process). "Unfortunately, the status of the crew of **MV Albedo** remains uncertain at this time."

The Bangladesh Ministry of Foreign Affairs says that the crew is alive and "is keeping close contacts, and liaising with all concerned for the speedy release and safe return of Bangladeshi crews to the country."

In addition to the Bangladeshis, other crew members come from India, Sri Lanka, Iran and Pakistan

Bangladesh's bdnews24.com quotes a ministry media release as saying that concerned authorities in Malaysia were



approached as the ship owner is a Malaysian national, but that "following a series of meetings and interactions with the Malaysian side, Malaysian authorities informed that they were unable to use their good offices as the Malaysian owner had already abandoned the ship."

The Equasis data base shows the **Albedo's** registered owner is **Majestic Enrich Shipping SDN**, of Penang, which is also the ship manager and ISM manager and appears to be a single-ship company.

According to published sources the **Majestic Enrich Company** was incorporated on January 25, 2008 as a private limited company under the name of Majestic Enrich Sdn Bhd in Malaysia by Iranian shipping executives and on April 3 of that year changed its name to **Majestic Enrich Shipping Sdn Bhd**. An EU Navfor photograph of Albedo prior to its sinking shows both lifeboats still on board and containers on deck carrying the marking of

sanctioned Iranian shipping line **IRISL**. Source : MarineLog

Turkish oil tanker with 20 Indian sailors hijacked near west Africa

The Malta-flagged ship, **MV Cotton, with its crew of 20 Indian sailors, was attacked near Port Gentil in Gabon.**

Somali pirates struck again on Sunday by hijacking a Turkish-owned oil tanker off the western Africa coast.

The Malta-flagged ship, **MV Cotton**, with its crew of 20 Indian sailors, was attacked near Port Gentil in Gabon. A Turkish foreign ministry official confirmed the incident said a foreign news agency. Six of the sailors are natives of Kolkata. Captain Shishir Wahi (54) took over the vessel's command on July 12. "My father flew from Kolkata on July 5 to take the command of the vessel.

We got confirmation about the hijacking from the shipping agencies around 12.30pm on Tuesday that the ship was hijacked by pirates late on Sunday," Wahi's daughter Richa told TOI from Kolkata. "My father called us on Sunday. But late in the evening, I received an email from my father stating that there had been communication failure that would be rectified soon," she added. In a recent pirate attack, a Turkish oil tanker flying the Maltese flag **MV Cotton** with a crew of 20, all of who are Indians, has been hijacked off the coast of Port Gentil at Gabon on Sunday midnight. The ship was at outer anchorage of Gabon when the pirates hijacked, a Turkish foreign ministry official confirmed the hijacking which was reported by a foreign news agency.

Six out of the 20 Indians hails from Kolkata and was kept on outer anchorage to load crude oil at Port Gentil. Captain Shishir Wahi (54) took over the command of the vessel on July 12. "My father flew from Kolkata on July 5 to take the command of the vessel. We got confirmation from the shipping agencies around 12.30pm on Tuesday that the ship was hijacked by pirates late on Sunday," Wahi's daughter Richa told TOI from Kolkata.

She said the last time her father called them was on Sunday around 1.30pm (Indian time). After talking for a brief time the communication between the Wahi family lost. "Late in the evening I saw the mail from my father in which he mentioned that there is some communication failure and he will connect back soon. He said all the crews are from India and are youngsters," she said. Richa said there has been no news about the whereabouts or the condition of sailors. "The pirates have not made any demands for ransom from the shipping company," she added.

She said through the shipping agency six crews, including her father, are from Kolkata while she don't have details of others whereabouts. "My father and other crews joined the vessel through V Ships which has got its office in Mumbai.

We are eagerly waiting for the development about my dad and other crew members aboard hijacked ship. The shipping agency said so far the pirate did not communicate with them to talk about their demands," she added.

The news agency reported that **MV Cotton's** owners lost contact with the sailors late on Sunday.

"The owners of the **MV Cotton** lost contact with the tanker late on Sunday. We believe it was captured by pirates in the region where such acts are common," according to the Hurriyet Daily News report, said the official, who wished to remain anonymous. At the time of going to press, neither defence officials nor the director-general of shipping could share information about the attack. (DGS) received any details about the pirate attack.

The huge pressure of broken moorings

When car carrier **Trans Future 7** broke its mooring lines in Sunday's southerly storm, it snapped 14 ropes with a collective breaking strain of between 840 and 1302 tonnes. The 60,000-tonne Panama-registered car carrier **Trans Future 7** broke its lines about 3.30pm on Sunday and the operation to finally secure the ship to its Aotea Quay berth took about six hours.



CentrePort's marine services manager Captain Charles Smith said **Trans Future 7** had been attached to the wharf by 14 lines when the five bow lines began snapping in domino fashion in the high winds. "The ship had five headlines out, four spring lines and five aft lines."

BREAKING AWAY: The **Trans Future 7** is guided back to the wharf after breaking its mooring at Aotea Quay Wharf during Sunday's storm.

The four spring lines attaching the starboard side of ship to the wharf gave

way, leaving the five stern lines to finally part as the 180 metre-long ship moved to right angles with the wharf. Mr Smith said he had been piloting at the port since 1975.

During two storms in the last month, two ships broke mooring lines in howling southerly winds. "Many years ago a Columbus Line vessel broke its lines in high winds at the end of the container wharf." The high-sided design of the Interislander ferry Kaitaki and Trans Future was a significant reason both vessels broke their lines in the past month.

"Car carriers these days are built like big boxes. The **Trans Future 7** had over 6000 square metres directly exposed to the southerly winds. The bow had an area of about 1000 square metres exposed," Mr Smith said.

The 14 ropes in use on the Trans Future 7 had breaking strains ranging from 60 to 93 tonnes each.

"The bow lines went first. In the end we ended up with nothing holding her to the wharf. The tugs Tapuhi and Toia then came in to play. They were quickly on the scene and pushed the ship back on to the wharf," Mr Smith said.

Because all 14 lines on the car carrier had been broken, the two tugs had to be deployed for four hours to pin the ship to the wharf.

"This gave the crew on board the car carrier time to make temporary repairs to the ropes. It takes a long time putting a knot in those heavy ropes. It was 9:30 on Sunday night before I got back in to my office," Mr Smith said.

CentrePort tugs used 110-metre long-tow ropes on their routine duties. "These tug towing lines cost CentrePort \$40,000 each. Some of the ropes on the **Trans Future 7** were 200 metres long. They are not cheap.

"It is a little bit unusual for Wellington that lines have broken twice in the last month. But it happens round the world on a fairly frequent basis. "Ships go in to port and strike extreme conditions and lines part," Mr Smith said. The ropes were the responsibility of the ship. He said the port's new tug **Tapuhi** had played a big part in the operation by maintaining 50 tonnes of pressure against the ship's port side while the crew repaired the ropes on Sunday night. "**Tapuhi** chewed through about 4000 litres of diesel in pushing the ship up against the wharf," Mr Smith said. He was proud of the way his team had responded to the situation.

Had the tugs not been able to push the ship back to the wharf plan B was to suggest to the captain of the car carrier he head out into the harbour. Mr Smith said the crew of the car carrier had also played their part. "They had unloaded their cargo and were ready to sail. We decided to push the ship back to the wharf. "We made a very good save in

getting things back to normal," Mr Smith said. He also noted CentrePort's Aotea Quay bollards had stood up to the rope breaking pressure exerted by the car carrier. Source : Stuff.co

NAVY NEWS



16-07-2013 : The Russian Coast Guard ship **PS-825** passing the Sound (Öresund) northbound

Photo : Lars-Eric Frennsson ©

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Carrier trio set to open new Straits – ANZ service

APL, Hanjin and the CMA CGM Group's ANL, announced the opening of a new Straits to Australia and New Zealand service (#2867). The new loop is to start on 1 September with an inaugural southbound voyage from Singapore. Each of the three carriers will contribute two ships to the weekly fixed-day operation. The six ships will trade on a 42-day round trip along the following port rotation: Singapore, Port Kelang, Brisbane, Sydney, Auckland, Tauranga, Brisbane, Singapore. For APL, the new service will add to its presence as a co-operator on the direct China and Taiwan to Australia loop (#276), to its participation in the Straits-Australia loop AAX (#661) and to slots on the MSC- and Maersk-operated 'Boomerang' (#469). The New Zealand coverage will be new for APL. For Hanjin, the loop will add to its presence as a co-operator on the China-Korea-Australia loop 'CKA' (#633), to its co-operator status on the Singapore-Indonesia-Australia loop 'AUS' (#2710) and to its slot allocation on K-Line's Singapore-Fremantle shuttle (#993). The coverage of New Zealand, where Hanjin presently does not operate is an expansion of the Korean Shipping Line's scope. ANL, the Australia and New Zealand specialist of the CMA CGM group already offers numerous services in the 'down under' trade lane, including loops to the Straits, the Far East, the West Coast of North America and Europe.

Meanwhile, the New Zealand trade presently sees another capacity boost in addition to the new service by APL, Hanjin and ANL. Maersk Line is revising this month its '**Northern Star**' and '**Southern Star**' Straits - Australia and New

Zealand coverage. As part of the carrier's service restructuring, ships of 4,500 teu - big by New Zealand standards - are being phased into Maersk's modified 'Australia and New Zealand service' (#2817). Source : [linervision](#)



The **WEST AURIGA** moored in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Dredging is planned for Volga-Caspian canal

Dredging is planned to be carried out at the Volga-Caspian canal. According to the press center of the Deputy Chairman of Astrakhan region's government on vital systems and environmental safety, some sectors of Volga-Caspian shipping canal silt every year with annual spring floods. In 2013, the sector between 123 km and 129 km saw a decrease of waterway depth from nominal 4.5 m to 4 m and even 3.5 m. This hinders the passing of vessels and poses certain danger for the population. Experts note the annual character of the problem. They attribute the current critical situation to a heavy flood which ended in the Astrakhan region last week. The flood brought much silt and the canal depth decreased considerably. The situation is under control of the Commission for Emergency Situations and Fire Security, normal work is in the process.

12,000 vessels pass Volga-Caspian shipping canal every year. Its shallowing may cause an enormous economic damage and constitutes a threat for normal life in the region. Under the Commission's decision the canal will be cleared in the nearest future. Source : [PortNews](#)

MariFlex makes tanker barges inert at own pier

Dutch company starts new inland service for trans-shipment with sea vessels

Dutch company **MariFlex** has started a new service for inland tankers at its new location at the 'Zevenmanshaven' in Vlaardingen. From now on these barges can be made inert at **MariFlex'** own jetty, allowing them to unload sea vessels through Ship to Ship transfer afterwards.

The first client was Belgium tanker **SOMTRANS XXXIII** (loading capacity 8050 cubic meters). By filling the loading tanks with nitrogen gas the oxygen levels were reduced to a safe percentage of 5 percent. The barge docked at 19.30 P.M. and was ready to sail at 6.00 A.M. the next morning, immediately followed by the **SOMTRANS XVII**, to be made inert.

After this successful test various ships have contacted **MariFlex** for the same treatment. With this new product the world's leading company in Ship to Ship services and Liquid Handling wants to expand its services.



Due to the explosion hazard sea vessels carrying dangerous and inflammable cargo are inert. Although this is not required by law for inland barges, most sea vessels don't accept inland tankers which are not made inert. This is causing difficulties and delay in the Ship to Ship transfers in ports like Rotterdam or Amsterdam. MariFlex' new service can speed up trans-shipment. The first ships at the pier are being made inert with a mobile unit, but in the future MariFlex wants to install a stationary unit.

The ships that want to make use of it have to be degassed. Degassing barges and making them inert at the same time is possible with **MariFlex'** new **MVRU-1100 (Mobile Vapour Recovery Unit)**, which will become operational within a few months.

This mobile unit draws all the vapours out of the ship and pushes them through a condenser that uses non-polluting cold nitrogen to liquefy the gasses in order to capture them. VOC emissions are reduced to the required state regulation levels.

By offering a one stop service package **MariFlex** wants to become a central player in Ship to Ship transfers. „We can coordinate everything. Both making ships inert and degassing them and the actual trans-shipment from the sea vessel itself, thus saving our clients a lot of time,” commercial director Edwin van Noord says.

MariFlex recently moved from the Koningin Wilhelminahaven to a new location at the Maassluisdijk. There the company has its own 60 meter long jetty, where ships up to 135 meters long can dock. In the new warehouse there's enough room for storing parts and products like pumps, powerpacks, hoses and other materials. Furthermore there is a workshop where **MariFlex** produces its powerpacks, fire fighting units and portable hydraulic pumps.

More information: www.mariflex.net

£200k needed for new Swanage lifeboat station

THE RNLI has launched an appeal to raise £200,000 towards Swanage's new lifeboat station.

Set to open in 2015 – in time for the arrival of the charity's £1.5 million **Shannon class** lifeboat – the station will be developed at the current boathouse site in Peveril Point Road. On Friday, as a preview to the appeal launch, a new **RNLI Shannon class** vessel was put through her paces alongside the town's current all-weather Mersey class boat, Robert Charles Brown.

With its advanced water jet propulsion system, the new Shannon is 50 per cent faster and more manoeuvrable than the **Robert Charles Brown**, which after 21-years service is coming to the end of its operational life. A substantial legacy already provides a large contribution towards the station's costs, but another £200,000 needs to be raised over the next two years. On Saturday this appeal was officially launched. RNLI divisional operations manager Richard Weeks explained: “Unfortunately the dimensions of the current lifeboat station mean it will not be fit for purpose when the new **Shannon class** lifeboat arrives. “We are currently working with our architect and structural engineers to

design a state-of-the-art facility, which is also sensitive to the environment, its locality and the community.” Swanage RNLI lifeboat operations manager Neil Hardy said: “Funding for the Shannon has been met, with two legacies providing the majority of funding required. “We just need to help raise the funds needed for the new lifeboat station in which she will be housed. “And this project begins in earnest right now as we launch this appeal and head into the 2013 summer season at Swanage.” **Source : Bournemouthecho**



The **KORNETT** at the Westerschelde – **Photo : Walter de Groot ©**

Coast Guard clears Bimini Superfast Ferry for operations

The **BIMINI SUPERFAST FERRY** received its Initial Certificate of Compliance (ICOC) by the U.S. Coast Guard Monday and is now cleared to embark passengers in U.S. ports of call. The Coast Guard requires foreign flag passenger ships arriving in the United States to participate in the ICOC examination process. Specifically, ships that embark passengers for the first time or make an initial U.S. port call while carrying U.S. citizens as passengers.

The 32,000-ton vessel has passed its inspection of navigational, lifesaving, and firefighting equipment and crew proficiency with emergency procedures. On 26 and 27 June 2013, the Coast Guard first inspected the Bimini Superfast Ferry in Miami.

As with any other commercial vessel or cruise ship vessel examination under Safety of Life at Sea (SOLAS), the Coast Guard's exam of the ferry focused on document checks, general structural fire protection, automatic sprinkler/water mist systems, fire pumps and hydrants, fixed fire detection systems, fire and water tight doors, engineering systems, emergency lighting, life saving appliances, pollution prevention, navigational safety and security. This was to ensure the vessel was maintaining these systems in proper operating conditions and that the Flag Administration had performed an annual survey. In addition, a fire and abandon ship drill was witnessed.

As a result of the Coast Guard inspection team's initial findings, the ferry was issued a work list of items that needed to be corrected which included such items as providing proper operation of the emergency source of power, proving proper operation of the life boat release mechanisms, and demonstration of the crews overall proficiency to respond to an emergency situation. Since then the Coast Guard has worked closely with the ferry's ownership to resolve the issues and, as of today, all items have been satisfactorily resolved. The Coast Guard is always involved in inspecting cruise ships and commercial vessels that call in U.S. ports to ensure compliance with safety standards, said Cmdr. Janet Espino-Young, chief of inspections at Coast Guard Sector Miami. It is important to note these discrepancies were discovered during our initial inspections prior to the ferry embarking any passengers and we worked thoroughly with the owners of the ferry to bring them up to the standard to safely embark passengers in the United States.

Safety of passengers and personnel onboard, and the protection of property, is a top priority of the U.S. Coast Guard, said Capt. Austin Gould, Coast Guard Sector Miami Commander and Captain of the Port. We are pleased that the 1,346-passenger ship is now in compliance having met all required safety standards to sail. **Source : Ferries outside Europe**

OLDIE – FROM THE SHOEBOX



The 13500 bhp (165 ton bp) ocean going tug **SMIT ROTTERDAM** seen connecting up to the 1977 built 516.895 DWT 406 mtr long tanker **ESSO ATLANTIC** in a Norwegian Fjord in "yesteryears" ready to tow the tanker to Lisbon (or Brest ?) for drydocking - **Photo : lemke Kooijman ©**

.... PHOTO OF THE DAY



Above seen the tow-out of Shell's new built **TLP platform Olympus**. The tow-out took place on July 13th with very tight clearances on the sides and bottom with 6 **Signet** tugs and 2 **Crowley Ocean Class** new built tugs. A total of 20.000 hp was pushing the hull via the la Quinta channel with 9 mtr clearance each side out to the seabuoy on a beautiful day. Hundreds of spectators were along the towroute to watch it leaving the channel.

Photo : Willem van Woercom

BOOKBESPREKING

By : Frank NEYTS

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