



**Number 022 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Tuesday 22-01-2012**


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**Heerema's BALDER moored in Rotterdam-Caland canal – photo : Ellen Schute ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **UNION MANTA** enroute with a **Heerema barge** from the Tamar field to Vlissingen passing Gibraltar – Photo : Wilco Langeweg ©

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# NEXUM

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The yacht **BLUE SKY** moored in Rotterdam – photo : Dick Buitenhuis ©

## U.S. Navy commander apologizes for ship stuck in reef off W. Philippines

The commander of the United States Navy's 7th Fleet apologized for the damages inflicted by the mine countermeasures ship **USS Guardian (MCM 5)** on Tubbataha Reef in the Sulu Sea in western Philippines.



"As a protector of the sea and a sailor myself, I greatly regret any damage this incident has caused to the Tubbataha Reef," said Vice Adm. Scott Swift in a statement dated Jan. 20 posted on the website of the U.S. Navy's 7th Fleet. "We know the significance of the Tubbataha Reefs Natural Park and its importance as a World Heritage Site. Its protection is vital, and we take seriously our obligations to protect and preserve the maritime environment," Swift added.

He also announced that Rear Adm. Thomas Carney, Commander of Logistics Group Western Pacific, will take over as the on-scene commander to oversee recovery operations for the **USS Guardian**.

Carney will embark the destroyer **USS Mustin (DDG 89)** to prevent any further environmental damage to the reef and surrounding marine environment. Due to a concern for personnel safety caused by hazardous weather conditions and poor sea states, Swift said essential Navy crew members have not yet returned to survey **Guardian**.

"Once the survey is complete, recovery efforts will commence," he said. The U.S. government assured that it will continue to work with the Philippine government to assess the extent of the damage to the reef and the surrounding

marine environment caused by the grounding. The U.S. Navy is conducting an investigation on the incident and is looking at faulty digital chart as the cause of the ship's grounding. The minesweeper ran aground after a port call at the Subic Bay in northern Philippines. It was transiting Sulu Sea and was en route to Indonesia when the incident occurred on Jan. 17. The **USS Guardian** remains stuck at the Tubbataha Reef. **source CCTV**



The **OCEANIC CHAMPION** moored in Valetta – Malta – **photo : Roel Knigge ©**

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## **Biggest ever marine scrubber installation planned**

The biggest marine scrubber installation in the world to date is planned for a Norwegian Cruise Line ship, according to the supplier, Green Tech Marine, Ship & Bunker reports. The scrubbers, scheduled for installation in the **Pride of America** cruise ship in March at the Pearl Harbor Naval shipyard, will clean the exhaust of four 8 megawatt (MW) engines, a total of 32 MW, replacing the ship's silencers.

The system will be able to operate either in open loop mode, or closed loop mode where there is no discharge from the system into the sea, and Green Tech Marine said the size of the scrubbers means no passengers or crew space will be compromised by their installation.



"The contract is another important step toward convincing ship owners that exhaust gas cleaning systems is a feasible and less expensive alternative to running on low sulfur fuel," said Peter Strandberg, president and CEO of Green Tech Marine.

The **Pride of America**, which has a passenger capacity of 2,138 and gross register tonnage of 80,439, is used for Hawaiian cruises, according to the Norwegian Cruise Line website.

Hawaii is covered by the North American Emissions Control Area (ECA), which went into effect in August, requiring ships to reduce sulfur emissions, although the state's senators have called for a change to the new rules that would allow for more emissions in less populated areas.

The uptake and use of scrubber technology has been a subject of debate within the shipping industry, with some analysts expecting it to become standard while others predict that ships will instead switch to liquefied natural gas (LNG) bunkers, which produce less emissions.



AHT "**ERACLEA**" towing the semisubmersible barge "**GIANT 2**" leaving Cape Town, after a bunkerstop, bound for Cadiz, Spain **photo : - Leo M. Leusink - ALP Maritime Services ©**

## International shipping confidence index shows signs of pulse in January

A monthly confidence index of international shippers and freight forwarders operating on European-based trade lanes increased in January for the third consecutive month. This increase indicates a faint trace of optimism among companies whose commerce touches the beleaguered continent. The survey, conducted by U.S. investment firm Stifel, Nicolaus & Co. and British research and consulting firm Transport Intelligence Ltd., measures the monthly expectations of companies shipping by air and ocean between the U.S. and Europe and between Europe and Asia. According to the survey, the overall index in January stood at 48.8, a 0.8 index point increase over December.

Despite the sequential increase, the overall number is still below 50, suggesting market conditions are weaker than the seasonal norm, according to a statement issued today by Stifel, Nicolaus. Air and ocean freight markets reported confidence readings that were subpar for this time of year, according to the survey.

The survey gauges confidence in current shipping activity as well as expectations for shipping six months from now. In a somewhat encouraging sign for future shipping activity, January marked the first month since last April that the current and expected environment showed improvement. The ocean freight index climbed 3.5 percent to 51.8, registering its biggest improvement in current expectations since last March, the survey found. Confidence in Asia-to-Europe activity registered the largest increase, up 3.1 index points from December, according to the survey.

Businesses shipping in the Europe-to-U.S. and Europe-to-Asia trade lanes expressed the most confidence about business conditions six months out, the survey found. This could be due to expected continued weakness in the euro, which would make European exports more competitive in world markets.

The international airfreight segment, which has been weak for more than a year, continued to be sluggish in January, according to the survey. However, the index measuring expectation six months out rose sequentially in January for the first time in eight months, the survey said. Only the Europe-to-U.S. lane was not expecting to see better conditions by mid-year, according to survey results. About 56 percent of respondents said they experienced no seasonal bump in the

2012 peak pre-holiday shipping season, while 44 percent said they saw a seasonal increase, according to the survey.  
Source: DC Velocity



**GLOVIS CENTURY** in late sun inbound for Melbourne passing Portsea.

Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©



**MV Alert**, with her completed rejuvenation and sporting new colours Photo : ms Trish Lim ©

## Moonen Brokerage finds new owner for Darsea

Robert Drontmann from **Moonen Brokerage** in the Netherlands has sold the 30-metre motoryacht **Darsea**. Retained in immaculate condition by her former owner, the new owners have asked **Moonen Shipyards** to make a range of changes to personalise their new possession before she sets off for the new season in style.



Darsea was originally launched in 2008 as the first in a highly successful custom-series of **Moonen 97** displacement cruisers. Featuring handsome lines from René van der Velden and a characteristically open interior from Art-Line, Darsea's original owners spared no expense to ensure that this superb superyacht remained in as-new condition. A full-time dedicated captain was also responsible for keeping Darsea in tiptop state.

"With this in mind, the owners were looking for a buyer who would appreciate both the intrinsic and monetary value of such a special vessel," says Moonen Brokerage's Robert Drontmann. "It was our rich knowledge of the market in general and Moonen yachts in particular that enabled us find a suitable owner. Moonen Brokerage had already sold the fourth Moonen 97 Alaska in 2012 and we are pleased to welcome in the New Year with this latest sales success."

The personalisation changes being made by **Moonen Shipyards** include adding a bar to the outside deck, installing new audiovisual equipment and altering some of the upholstery. "We have had a long-standing relationship with the representatives of Darsea's new owner," adds Drontmann. "This has enabled us to take care of every aspect of the transaction on behalf of the client, who is now intending to enjoy some serious long-distance cruising in the coming months." The second **Moonen 97 Sofia II** is currently for sale at **Moonen Brokerage** as the owner is preparing to take delivery of a brand-new 42-metre custom motoryacht from **Moonen**. Early viewing is advised and Sofia II will also be on display at the upcoming Miami boat show.



The **ROLLDOCK SUN** anchored off Singapore – Photo : Capt Jim Stone ©



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# Nuclear icebreaker Rossiya enters the Baltic Sea

Nuclear icebreaker **Rossiya** has entered the Baltic Sea. According to the tracking satellite system, the icebreaker is going not far from the Danish island Rønne with the speed of some 13 knots. The icebreaker was chartered for 90 days by Rosmorport for icebreaking assistance in the Gulf of Finland. **Source : POrtNews**

## NAVY NEWS

# HRMS DE RUYTER ENROUTE HORN OF AFRICA



The Dutch frigate **F 804HrMs De RUYTER** departed last Sunday from Den Helder Naval Base bound for the horn of Africa to join operation Atalanta



Photo's : Ron Damman – [www.newdeep.nl](http://www.newdeep.nl) ©



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## Iran's 24th fleet leaves southern port for international waters

The 24th fleet of Iran's Navy has left a port in the south of the country for international waters to provide maritime security in the region. The 24th fleet, comprising of **Sabalan** destroyer and 207 mtr long **Kharg** support vessel, left Iran's Bandar Abbas port on Sunday.

The deployment is aimed at providing security for the region and ensuring the security of shipping lines.

Iran Navy Commander Rear Admiral Habibollah Sayyari said on January 16 that the 24th fleet would "patrol the north of the Indian Ocean, the Gulf of Aden, Bab-el-Mandeb, the Red Sea, the Suez Canal and the Mediterranean Sea for three months."



In recent years, Iran's Navy has been increasing its presence in international waters to protect naval routes and provide security for Iranian merchant vessels and tankers.

In addition, in line with the international efforts to combat piracy, the Iranian Navy has been conducting anti-piracy patrols in the Gulf of Aden since November 2008 to safeguard the vessels involved in maritime trade, especially the ships and oil tankers owned or leased by Iran.

Meanwhile, Oman's naval vessel **Nasr al-Bahr** docked at Iran's Bandar Abbas port along with a helicopter on Sunday.

The development is in line with measures to strengthen the friendly ties between the armed forces of the two neighboring countries. Sayyari said in February 2012 that the naval forces of a number of neighboring countries had expressed desire to send fleets to Iran and that Tehran was ready to welcome them.

In December 2012, Russian destroyer **Marshal Shaposhnikov** docked at Bandar Abbas port. **Source : Press TV**

# Hull wants Royal Navy's HMS Illustrious aircraft carrier for major new visitor attraction on River Humber

Hull leaders are exploring the idea of acquiring a former Royal Navy aircraft carrier to create a major new visitor attraction.



Hms Illustrious Photo : Gaetano Spiteri ©

**HMS Illustrious**, which is due to come out of service in 2014 after 32 years Royal Navy service, is being considered as part of the proposal. Source : [this is hull](#) and East Riding

## SHIPYARD NEWS



**Mammoet Salvage's** 12,000 Dwt Barge "**MSB 3652**" on her dry docking repairs at **Cernaual Shipyard**.

Photo : Enrique Pérez - Cernaual Shipyard ©





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Grimaldi Group's Dwt 26,653 Vehicles Carrier "GRANDE SENEGAL" on her 1st. intermediate survey at Cernaual Shipyard. Photo : Enrique Pérez - Cernaual Shipyard ©

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## CSCL forecasts a profit for 2012

**China Shipping Container Lines (CSCL)** has announced positive profit alert of approximately RMB520m (\$83.6m) for the year ended 31 December 2012, **Seatrade Asia online** reports. The expected profit will reverse CSCL's net loss of RMB2.74bn in 2011.



The CSCL tanker **QI LIN ZUO** outbound from Antwerp – Photo : Sjaak Klaassen - Klaassen F&V Production ©

Hong Kong-listed CSCL said the projected profit was mainly attributable to improvement in the shipping market last year, increased demand for container transportation and gradual recovery of freight rates.

"To cope with the need for optimisation of the company's container fleet structure, the company gradually updated its self-owned containers and achieved maximum



The **VOS POWER** arriving in Ijmuiden – photo : Joop Marechal ©

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the **TOISA PROTEUS** seen in the Bay of Campeche Mexico. Entering the 500m of the **HOMOL-A platform**.

Photo : **Theo Wilem Kanders o/b Tideway Rollingstone.** ©

## Cruise vessels to dock under cloud

Onshore power supply facilities that would minimize pollution from ocean liners will not be built until several years after the opening of the Kai Tak cruise terminal in May. Undersecretary for the Environment Christine Loh Kung-wai expects the Legislative Council to approve funding for the facilities - designed to minimize the impact on air quality while vessels berth at the terminal - later this year, but said they will take several years to complete.

"Onshore power supply facilities are not built because there is not yet an international standard on such facilities as it is an advance technology," Loh said during a forum with lawmakers, district council members and green groups.

She has no idea when the facilities will be completed, saying only that at least several years are needed.

"The government will build the facilities according to international standards to alleviate pollution brought by the cruises burning diesel oil."

Currently, the government encourages oceangoing vessels to switch to low-sulfur diesel at berth by waiving half of their docking fee under a three-year subsidy scheme of HK\$260 million, launched last September.

Loh also expects legislation to require oceangoing vessels, including cruise ships, to switch to low-sulfur diesel at berth to be enforced next year.

Eighteen shipping companies have been complying under a voluntary scheme since 2011. "These ship companies also support legislation so there will be little competition for the sector," she added.

Loh said the bureau will seek consensus with Guangdong to require oceangoing vessels to use low-sulfur diesel in Pearl River Delta ports, but added the government is determined to enforce the law even if the province decides not to legislate.

If passed by Legco, the legislation would be the first in Asia. Melanie Chau Yuet-cheung, senior environmental affairs officer of Friends of Earth, criticized the Environment Bureau for reacting too late on the terminal.

"There will not be adequate facilities and policies before the Kai Tak cruise pier opens this year," she said. "I am afraid residents' health will be affected." **Source : The Standard**

## Container Handling By Malaysian Ports Grew 2.82 Per Cent Last Year

The container handling performance by Malaysian ports showed a growth 2.82 per cent or an increase of 569,252 TEUs (twenty-foot equivalent units) for 2012. In 2011, the TEUs handled by the Malaysian ports stood at 20,209,154. But in 2012, Malaysian ports handled 20,778,406 TEUs.

Transport Minister Datuk Seri Kong Cho Ha in a statement today said in 2012, the container handling continuously showed positive growth, despite the lack of demand from China and the bleak economic environment in Europe. This success he added, is due to the strong sustainable economic growth in Malaysia and the strong intra Asian trade. "In addition, the Economic Transformation Programme (ETP) launched by the government in strategic areas of the nation, has acted as a catalyst to induce the positive performance of container handling in Malaysian ports," he said. Kong said the proactive measures undertaken by ports in Malaysia to ensure a first class delivery system through upgrading of port infrastructure and the relationship management with the industrial and trade sectors, has attracted many shipping companies to select Malaysian ports as their port of choice. He said Port Kelang continued its status as the number one container handler in Malaysia. In 2012, Port Kelang handled 10 million TEUs in comparison to 9.6 million in 2011, an increase of 4.2 per cent. The Port of Tanjung Pelepas (PTP) came in second with the handling of 7.72 million TEUs, in comparison to 7.5 million in 2011, an increase of 2.9 per cent. Containerisation International has ranked Port Klang and the PTP as 13th and 17th respectively for 2009 - 2011 based on global performance. **Source:** Bernama



the mv **KUK SAN** at the inner anchorage at Mombasa, A North Korean general cargo ship built in the former DDR in 1982, IMO# 8225436. The derricks could now be a nightmare, not often seen these days, 125 tonne heavy lift removed. **Photo : DAVID FIDDLER - Consultmarine SA cc ©**



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20-01-2013 The 2003 built NLD flag THSD **VOLVOX OLYMPIA** entering Grand Harbour, Malta on arriving from Rabon Grande, Mexico, **Photo : Szabolcs Pocza - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**

## Panama Canal, Handling 5% of World Trade, Sees Delayed Expansion

The \$5.25 billion expansion of the Panama Canal, the waterway handling 5 percent of world trade, will open for commercial ship transits later than originally planned, its administrator said.

Widening and deepening of the 80-kilometer (50 miles) waterway will be finished to allow commercial transits by June 2015, six months later than first intended, Jorge Luis Quijano, the Panama Canal Authority's administrator, said in a telephone interview today. The authority's website says the project will be completed by December 2014.

"The project is not as on time as I would have liked it to have been," he said. Construction of the third set of wider locks to fit larger vessels is "not as fast as we would have liked" and is holding back completion, he said.

The canal connects the Atlantic and Pacific oceans and is used by as many as 14,000 vessels a year transporting about 5 percent of global trade, according to the authority's website. It will cut voyage times and costs for bigger ships once the dredging and lock expansion are complete, Quijano said. That will open up new trade routes for energy fuels, agribulks and manufactured goods, he said.

Work by contractors on the lock structures is scheduled to finish late in 2014, with trials starting in April or May the following year, and commercial transits in June, he said. Work on the overall project was 50 percent complete as of last month, with dredging completed for channels in the Atlantic and Pacific entrances and the Culebra Cut, the narrowest point of the transit, Quijano said.

The third set of locks can accommodate ships with beams of 49 meters (160 feet), 16.7 meters wider than the other locks, and with an overall length up to 366 meters. The existing design handles ships up to 294.1 meters long, according to the canal website. **Source: Bloomberg**

## EZRA HOLDINGS (EMAS) short-listed for shipowner of the year award

**Ezra Holdings (EMAS)** has been short-listed for the **Shipowner of the Year Award** by the **Annual Offshore Support Journal Advisory Panel**.

This prestigious award goes to the company that has shown excellence in the operation of its ship(s) and has, in the past year, demonstrated growth, safety, quality, efficiency and environmental sustainability.

For a direct link to vote for **EZRA (EMAS)**, please click on: <https://www.surveymonkey.com/s/13SVOTE> Please vote online by the 25th of January!

These awards are part of the Annual Offshore Support Journal Conference taking place 19-20 February in London. The shortlisted company with the most overall votes will be presented at the awards presentation dinner on the evening of the 19th.



The **TERRAMARE1** ready for action – photo : Dirk van Uiter ©

## **ITF unions show support for ILWU in grain dispute**

ITF-affiliated unions around the world are showing support for their colleagues in the ILWU (International Longshore and Warehouse Union) in what could be a major labour showdown in the Pacific Northwest of the USA.

Multinational grain companies who are currently making record profits have reportedly hired replacement non-unionworkers to take over work currently being done by ILWU members in case of a lockout in the Ports of Seattle, Tacoma, and Vancouver, Washington, and Portland, Oregon. Solidarity with their docker colleagues was nicely shown this week, when ITF US West Coast coordinator Jeff Engels boarded the vessel Ramada Queen at United Grain in Vancouver, and found that the captain and crew were well aware of the ILWU's labour dispute, and that they expressed solidarity with the ILWU on behalf of their own union, the Japanese Seamen's Union (JSU). Jeff Engels explained: "The captain and seafarers had learned of the ILWU's struggle weeks ago, while they were still docked in Asian ports. As union members themselves, who are among 4.5 million workers united as affiliates of the ITF, they knew the players involved as well as the high stakes for workers."



JSU contracts include an ITF solidarity clause that its members will honour other unions' picket lines (see below). The JSU had informed the ship's owner of this clause. "The crew reiterated that they stand one hundred percent in solidarity with their brothers and sisters in the ILWU," Jeff Engels said. The ILWU reports that global grain giants are attacking an 80-year-old collective bargaining agreement they have had with the union since 1934. Negotiations began in late August 2012 and ended without a contract in mid-December, with the employer barely budging from its non-starter, concessionary proposals, which are said to be seemingly designed to create an impasse. The members are now working under an imposed contract.

"Seafarers from around the world are grateful for the ILWU's solidarity over the decades," said Engels. "They're eager to have the opportunity to support the ILWU in their campaign to secure a good contract with the global grain merchants. They understand that workers need to stick together, or we'll all be exploited by corporations that put profit above the wellbeing of workers."

Corporate owners of the six elevators involved in current negotiations include Japanese powerhouses Mitsui and Marubeni, Netherlands-based Louis Dreyfus Commodities, and United States-based Cargill and CHS.

The companies have hired JR Gettier and Associates, a known strikebreaking firm, and union longshoremen (dockers) have seen replacement workers milling about the facilities.

"The global grain giants control the world's food supply, and they're trying to use that power to break unions, even as they are making record profits," said Engels. "The global network of solidarity among workers provides a counterweight to the power of these corporations."

ITF president and chair of the ITF dockers' section, Paddy Crumlin, said: "When you sign up to the ITF you sign up to watching out for your mates. That's what solidarity is, and that's what's built into everything we do. I am heartened and not surprised to see this crew spreading that message. "We don't like employers who pretend to be interested in negotiation but reach for union busting strategies instead. That behaviour has been noticed, and here comes the warning: our friends in the ILWU can be sure of worldwide support against that type of behaviour ."

**Acting ITF general secretary [Steve Cotton](#) added: "ITF unions are on standby to help their colleagues in the US. Whether it's on ships or in ports, workers are watching what happens next and planning accordingly."**



The **C-STAR** operating in the Campos Basin [photo : Brendan Lally](#) ©

## Port wrangle prevents Rainbow Warrior visit

The Greenpeace ship [Rainbow Warrior III](#) has cancelled its visit to Southland amid difficulties over negotiations to use the Lyttelton dry-dock for maintenance. Greenpeace cancelled the ship's visit to Stewart Island and Bluff, scheduled for next week, because of maintenance it needs before visiting the Sub-Antarctic Islands.

The group has said the preferred port for the work would be Lyttelton, but it has not been confirmed the ship can use the dry dock there. The Southland Times understands negotiations over using the dry dock have been complicated by Greenpeace's blockade of the port in March 2008. Activists on board the [Rainbow Warrior II](#) - the predecessor to the current boat - prevented the ship [Hellenic Sea](#), carrying 60,000 tonnes of coal, from leaving port on March 25, 2008.

The Port of Lyttelton confirmed it was in talks with Greenpeace over using the port, but would not comment further. Greenpeace campaign director Carmen Gravatt said it had not been told the [Rainbow Warrior](#) could not visit.

"We're hoping to be in Lyttelton in the next few days, and are talking to the port about the details right now. The last time we heard from them, they certainly didn't say we can't come in." - © [Fairfax NZ News](#)



Seaway Heavy Liftings [STANISLAV YUDIN](#) passing Rozenburg enroute Rotterdam – [photo: Jan Touw](#)©

## Brittany Ferries first for Bureau Veritas energy-saving notation

LEADING international classification society [Bureau Veritas](#) has issued the first of its new voluntary SEEMP notations to the 1,500-passenger and 500-car cruise ferry [Cap Finistère](#), operated by France's [Brittany Ferries](#). Higher efficiency, lower costs and less environmental impact are all benefits for Brittany Ferries and for everyone in the transport chain.

"Proactive ship owners like Brittany Ferries are voluntarily investing in eco-friendly technologies and operational practices," says Martial Claudepierre, Marine Environmental Leader, Bureau Veritas. "Recognising those efforts and investments in the market place is vital to encouraging more widespread adoption of energy saving and CO2 emission reduction practices."

"The ability of passengers and freight operators to choose the best environmentally performing ship for any voyage, and the ability of owners to operate their ships at the maximum possible environmental efficiency, will redefine the shipping industry's environmental landscape. From research and development through to procurement and retrofitting, industry experts are focusing their minds on finding the most effective technologies for saving energy, reducing emissions and mitigating fuel bills."



Claudepierre adds, "To help transport operators choose the right ship, and to help owners operate effectively, there has to be a clear standard. That is why we at Bureau Veritas have developed a voluntary SEEMP Additional Notation. It builds on the IMO Ship Energy Efficiency Management Plan. The SEEMP Additional Notation provides ship users, charterers and regulators with a tool to optimise and also make visible the environmental performance improvement of ships in terms of emissions of GHG and NOx and SOx, and will help owners to assess the potential impact of environmental investments. In this way, it will be possible to make a clearer estimate of the payback period for green investments such as trim and hull optimisation, new propeller systems, optimised maintenance periods for hull and propeller cleanings, and general fuel consumption reduction measures."

Bureau Veritas introduced the SEEMP Notation scheme in July 2012. It covers a wide variety of ship types and is a powerful tool for creating meaningful energy management measures on new or existing ships, as well as helping owners target green investment effectively. "This notation demonstrates to authorities, Port State Control and other stakeholders that the development and implementation of the Ship Efficiency Management Plan complies with the requirements of the IMO Guidelines," notes Claudepierre.

Bureau Veritas deploys sophisticated software tools to back the notation. "Realistic goals for energy consumption reduction can be determined or planned using BV's SEECAT energy transfer simulation model of the energy usage on board the ship," explains Claudepierre. Frederic Pouget, a member of the board of **Brittany Ferries**, says, "Brittany Ferries has always been proactive on environmental issues. As a leading ferry company we believe that the SEEMP notation will contribute towards saving energy and reducing emissions. For us, the SEEMP notation is a further positive step in our energy management policy and a good way to certify all the efforts we have been making in this regard for a number of years."

## OLDIE – FROM THE SHOEBOX



Photographed 40 years ago on 21 Jan. 1973, the 4787 gross ton Russian containership **PIONER NAKHODKY** called at Cape Town on her way to Vladivostok during the Suez Canal closure. Built at the Vyborg Shipyard she was one of a class of 16 similar vessels with a capacity for 218 TEU's. **Photo: Robert Pabst ©**

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## .... PHOTO OF THE DAY....



Sunset over Heerema's **THIALF** in the bay of Almeria, Spain **Photo : Ronald van Gemst. ©**