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3032 AC Rotterdam • The Netherlands phone + 31 10 240 25 00
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HAL's ROTTERDAM moored in Eidfjord – Photo : Maarten Barnhoorn ©

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The **SUPREME ACE** inbound for Melbourne - Photo : Dale E.Crisp ©

Dry bulk market keeps on retreating on the back of subdued demand

Mid-summer has very rarely been a productive period for the dry bulk market, as the summer lull is usually negatively impacting the market's course. This year has proven to be no exception to this established trend, with the industry's benchmark, the Baltic Dry Index (BDI) slowly but steadily chipping away on gains attained during the late spring and June period. As a result, yesterday the BDI was down by another 12 points, to reach 1,012 points, which most shipbrokers and analysts expect the index to retreat back under the 1,000 point mark. Yesterday, the Capesize and Panamax submarkets were the most weak, with the Baltic Capesize Index losing 24 points to 1,829, while the Baltic Panamax Index lost an additional 15 points to reach 962 points. Smaller ship classes were practically unchanged.

In its latest weekly report, shipbroker Fearnleys commented on the Capesize segment by noting that "entering summer doldrums as holiday season kicks in around the globe. Add the ongoing Drummond conflict, and market is losing momentum as we speak. Although w-o-w changes are seemingly not dramatic, with only an apparent USD 600 down, present index is clearly overrated and mere fundamentals indicate a further softening in the days to come. The Tubarao/China conference trade is under pressure on the back of low volumes/numerous ballast, with actual spot levels being well below USD 20 pmt. Similarly for Waust/China, heading for USD low 8's pmt, whilst the real heat is felt on transatlantic trades where USD 5500 has been concluded on good units. Period activity has been fair for as long as paper levels have given support (i.e. before coming to a halt), including 180k dwt/NB reportedly done for 3 years at USD 13750, also 170k dwt/built 1999 fetching USD 14k basis 4-7 months", the shipbroker noted.

On the Panamax market, it added that "the Atlantic is trending downwards, but the last few days we have seen quite a bit of fresh coal cargoes in the market. This might suggest the market is getting some support around today's levels at around USD 9500 daily. The fronthaul market has also trended down over the last week, ECSA is still the driving force where ships get paid around USD 15500+550K BB. Pacific is quiet as well, long lists of open vessels make sure

the market don't seem to improve immediately. Pacific rounds pay around USD 6k. There is a couple of long term periods reported at relatively flat levels; around 8500/9250 for 1 to 2 years period depending vessels spec".

Finally, in the Handy front, Fearnleys said that "no positive sentiment for the Far East market. There are a number of ships coming open in SE Asia this week and owners rating mid/high USD 8k, but activity remains quiet. For NOPAC rounds Supras can get mid/high USD 8K bss aps + 370K bb. Pet coke and sulphur stems from MEG and WCI to SE Asia/China talking around USD 6.5-7k, otherwise ballasters from India asking USD 8.5+USD 250-275k APS S.Afr. Vessels in North China got low/mid USD 8k bss dop for 3-5 mos period and some are ballasting down to SE Asia due to few cargoes in that position", it concluded. In a separate report earlier in the week, shipbroker Intermodal had noted that "with the exception of the Capes, the whole of the Dry Bulk market witnessed a further correction in rates on the face of slower activity in the Atlantic and poor positioning overall. The summer blues have continue to overwhelm market players and things are looking set for further decreases over the next couple of days", it said.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The Turkish flagged **CLAIRE A** in bound at Cape Town to work containers – Photo : Ian Shiffman ©

Maersk Line sees potential for better 2013

A pick up in freight rates and world trade could help Maersk Line, the world's biggest container shipping operator, achieve better results in 2013 despite excess capacity in the industry, its North Asia chief told Reuters.

Maersk Line, a unit of Danish group A.P. Moeller-Maersk and a barometer of world trade as its fleet carries more than 15% of all sea-borne containers, returned to profit in the third quarter thanks to a rebound in shipping container rates, after four consecutive quarters of losses.

"We hope to be able to build on this momentum and deliver overall returns which provide an acceptable return on the capital we invest," Tim Smith said in a telephone interview.

"In this regard, we believe 2013 provides some potential to deliver a better result than 2012, although market conditions remain challenging." Maersk Line did not have any immediate plan to invest in new ships, preferring to grow with the market in terms of capacity. "We don't want to do anything to undermine the fragile supply and demand balance," Smith said, adding he did not believe the industry needed new capacity for a couple of years.

International shipping firms have since 2011 been hit by a global economic slowdown and an oversupply of vessels. BOCOM International forecasts 7.2% net growth in the global container fleet in 2013, outstripping a 4.5% rise in shipping demand. Carriers have to resort to lay-up and slow steaming to reduce the effective capacity of the global fleet to support freight rates above breakeven levels.

A gradual recovery in the U.S. economy was positive, although the weak European economy would likely remain a concern in 2013, said Geoffrey Cheng, an analyst at BOCOM. Maersk Line cut Asia-Europe capacity further in the fourth quarter, bringing the total capacity reduction in 2012 on its Asia-Europe network to 21% before it brought back some of those sailings in December. "We are moving up and down on a great roller-coaster the whole time," Smith said.

Asia-Europe trade was likely to be quiet in the second part of the first quarter due to seasonal reasons and the company may have to take some ships out or idle them, he added. About 5% of the global container fleet was idle at the end of last year, totalling 809,000 twenty-foot equivalent units and the number may rise to one million TEU in February, according to industry consultant Alphaliner. However, Smith predicts Asia-Europe container volume could rise 4-5% in 2013 compared with an estimated increase of 5-6% in Asia-U.S. trade.

That would be an improvement from estimated flat volume growth in Asia-Europe and a 2.9% rise in Asia-U.S. trade last year, according to data from shipbroker Clarkson. Transpacific demand would depend on what happens with U.S. budget talks. "It seems like they got past the immediate deadline but there is still quite a lot of work the government needs to do to get the economy sorted out, hopefully not to dampen demand too much," Smith said.

Low investment returns from the industry in the past few years have seen A.P. Moeller, parent of Maersk Line, refrain from investing significantly in its shipping business. The best way for Maersk Line to justify future investment was to consistently meet its return on capital target of 10% or above, Smith said. Maersk's return on capital was likely to be in the single digit range in 2012, way below target, he added. However, Maersk's current fleet and order book was sufficient to meet its needs for the next 2-3 years.



The **MAERSK VIGO** navigating the Northsea - Photo : Huib Lievense / Ernst Lohmann ©

Maersk's 20 mega container ships of 18,000 TEU called "Triple E" are coming on stream from July through 2015. These ships, the biggest of their kind in the world, will be deployed on Asia-Europe trade. "When we bring in these bigger ships, we will take other ships out in order to make sure that overall we don't put more capacity into the trade than we need," he added. Source: Reuters

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Weak Demand, Overcapacity Continue to Burden Container-Shipping Companies

Container-shipping companies battled weak freight demand in the second quarter, as they continued to be burdened by capacity added in the teeth of a global economic slowdown.

Results from **Orient Overseas (International) Ltd.**, **Hapag-Lloyd AG**, and **Neptune Orient Lines Ltd.** this week were mixed, showing the uneven pace of recovery. Shipping-rate increases beginning in July could provide a second-half boost, analysts said, though overcapacity is expected to persist for some time.

The container-shipping business, often seen as a barometer of the global economy, has had a difficult ride in recent years. Many large ships ordered during the industry's boom began service just as the economic slowdown slashed freight demand. That kept the lid on shipping rates.

First-half results at Orient Overseas, which carries finished and semifinished goods ranging from toys to garments to the West from Asia, were worse than expected. The world's 11th-biggest container shipper by capacity swung to a net loss of US\$15.3 million from a year-earlier profit of US\$116.5 million. In its report Thursday, it didn't disclose second-quarter results.

"This is primarily caused by very, very weak demand and capacity oversupply, causing downward pressure on freight rates," acting finance chief Alan Tung said, calling the results "disappointing." "But we do hope for an improvement in the second half."

Singapore-based **Neptune Orient Lines** said on Wednesday it sees few signs of a quick recovery in freight rates, though cost-cutting measures helped it trim its second-quarter loss to US\$35 million, from US\$118 million a year earlier.



The **OOCL BERLIN** arriving at Southampton The **OOCL BERLIN** is 141,003 grt and has an overall length of 366m. She is the second of OOCL's 13,208 TEU sisterships to be completed and was built at Geoje Island, South Korea. OOCL Berlin is employed on Loop 4 of the Asia-Europe service. The port rotation being Ningbo, Yangshan, Yantian, Singapore, Suez Canal, Le Havre, Southampton, Hamburg, Rotterdam, Suez Canal, Jeddah, Singapore, Yantian, Ningbo. **Photo : Chris Brooks - www.ShipFoto.co.uk ©**

Germany's Hapag-Lloyd managed a second-quarter profit of €20.7 million (\$27.5 million), recovering from a year-earlier €7.5 million loss, as it benefited from cost cuts and lower fuel prices. No. 6 in the world by capacity, the company said it aims to achieve an operating profit for the full year.

Other shipping operators are set to report second-quarter earnings later in August—A.P. Moeller-Maersk, MAERSK-B.KO +1.18% parent of the biggest container shipper, the Maersk Line, on Aug. 16, and Cosco Holdings Ltd., which runs the fifth-biggest, at the end of the month.

Orient Overseas' Mr. Tung said that though he expects shipping overcapacity to persist next year, the industry should get a boost in the coming months from consumer demand during the back-to-school and year-end holiday peak seasons.

"There's hope in this and, yes, the high season is coming," he said. "I don't know how successful the high season will be, but the initial sign is that we see cargo growth and that's good news."

Major shipping rates have shown some increase. Container rates in early August on the key Shanghai-Rotterdam route held at \$2,508 per 40-foot-equivalent unit—a slight retreat from early July's \$2,622, which was close to a six-month high, but well above late June's \$990, the trough of 2013.

Lower prices for bunker fuel are also a relief to shipping operators, analysts said, as fuel typically accounts for a quarter of operating expenses. **Source : Wall Street Journal**

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MV Svenja loads heavy living quarter in Rotterdam



Another extra heavy and oversized cargo for **MV SVENJA** in Rotterdam, she loaded a living quarter of **1,425 mtons** measuring 42



x 37 x 36 m – a total of 54,353 cbm. In a tight time schedule of only two weeks planning and preparing, all necessary arrangements could



be made. Tailor-made equipment had to be designed, manufactured and certified. The vessel's standard equipment had to be adapted to this unique job: Amongst others, the traverse had

to be rigged and fastened at a certain angle. To this purpose, various grommets with different lengths needed to be ordered and certified. After loading the living quarter from barge into the hold, **MV SVENJA** is now transporting the huge cargo with open hatch and an overhang of 20 m to Geoje / Korea. Thanks to the great cooperation of all parties, the cargo could be loaded within the expected time frame. **All photo's : Skeyes www.skeyesphoto.com ©**

A promotional graphic for XXtras, featuring a collage of images related to the shipping industry. The main image shows the MV Svenja loading the living quarter module. Other smaller images show a ship at sea and a close-up of the module. The text 'XXtras' is prominently displayed in a large, stylized font, with 'EXCEPTIONAL TRANSPORT MANAGEMENT' underneath. Below this, it says 'XPERTISE IN XCEPTIONAL TRANSPORT AND SHIPPING' and 'WWW.XXTRAS.NL'. A large, stylized 'X' logo is also visible in the top right corner.



The loaded **SVENJA** enroute Korea – Photo : Skeyes - www.skeyesphoto.com ©

Coastal shipping slumps to historic low

China's coastal shipping sector declined to a historic low in the first half, with the benchmark China Coastal Bulk Freight -Index (CCBFI) dropping below 1,000 points in June, and the sector is unlikely to see any -obvious improvement in the second half, according to a posting on the website of the Ministry of Transport (MOT) on Thursday.

The latest reading of CCBFI was 968 on August 2, compared with a reading of nearly 1,100 in the same period of last year, according to data from industry portal chinaports.com.

Average freight from Shanghai to Qinhuangdao port in North China's Hebei Province has dropped to 27 yuan (\$4.41) per ton in the first half, approximately the same level as that of the 1990s, while costs have risen around 10 times during the period, said the ministry.

Coal transportation accounts for a major part of China's coastal shipping, according to Chang Tao, an industry analyst at China Merchants Securities Co. But coal demand at present is not as robust as in the past years given a slowdown in power consumption.

In the first half, power consumption grew 5.1 percent year-on-year, 0.4 percentage points lower than the first half of 2012, data from National -Energy -Administration showed.

"On the other hand, coastal shipping capacity has been growing as some small shipbuilders are attracting new ship orders with low prices," Chang told the Global Times.

China's shipbuilders saw a 113.2 percent surge in new orders in the first half, data from the China Association of the National Shipbuilding Industry indicated. Sluggish demand, excessive capacity as well as an overall sluggish condition

in the international shipping sector are major reasons behind the industry's woes, and some small shipping companies may get phased out in the second half due to a capital crunch, said the posting of the ministry.

A slowdown in the international shipping is also hurting the sector. The Baltic Dry Index, a key index to measure international dry bulk shipping, has kept falling after a short rebound in July. Now the index stands around 1,024 points, compared with the reading of over 10,000 back in 2007.

"Some ships that used to focus on international routes may turn to coastal routes given the sluggish international market, which has further dampened the coastal shipping sector," said Chang.

In June, a traditional peak season for coal consumption, there were only 40 ships each day on average waiting for coal loading in the Qinhuangdao port, compared with 140 in a normal year, said the MOT. The State Council recently released a series of measures to curb new capacity and weed out outdated capacity in the sector, which could help reduce capacity in the sector.

"Shipping companies in the sector are expected to get subsidies to dismantle old ships, which can help ease the supply glut," Zhang Yongfeng, an expert at the Shanghai International Shipping Institute, told the Global Times Thursday.

Zhang noted that a moderate rise in dry bulk and container freight is expected in the third quarter, but the sector will see no obvious improvement in the next two years. **Source : Global Times**



The **WIND SPIRIT** drifting off Santorini as seen from the **SEABOURN ODYSSEY**.
Photo : Neil Denholm - Chief Electrician - Seabourn Odyssey ©

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05-08-2013 : **SVITZER PADRAO** ASD 3313 80 T BP Escort Tug performing active escort steering assist to the fully laden 160,000m³ LNGc **LOBITO** departing Soyo (Angola) into the Congo River

Photo : Capt. **Stephen L Blake** ©

Costa Concordia removal to cost \$1.1bn says Munich Re

The loss for the stricken ship **Costa Concordia** continues to grow with Munich Re revealing removal costs for the wreck are likely to exceed \$1.1bn. The salvage operation aims to remove the vessel intact rather than cutting it into pieces, adding to the cost and time involved in removing the wreck. Commenting as it released its interim results on Tuesday, Munich Re raised the estimate for its own share of the burden to €100m from its previous estimate of €80m.

Last year the ship struck a rock as it sailed close to the island of Giglio, forcing the evacuation of more than 4000 passengers and crew. The ship had a value of \$500m, which Munich Re board member Torsten Jeworrek told a news conference had already been paid for. **Source: Insurance Insight**



No1 & No2 **Houndpoint Oil Terminals** with **STENA ALEXITA** alongside on No1 The tug **Hopetoun** stands guard on Fire Watch. The Terminals are situated one mile east of the Forth Bridge and can handle tankers of up to 300,000 Dwt. **Photo : Iain Forsyth** ©



CREST ODYSSEY 1 Muslim crew praying on Hari Raya day at the helicopter deck.

"Harmony makes small things grow, lack of it makes great things decay".

Submitted on behalf of **Capt Crawford Renton**

Baltic Dry Index down to 1,012 points

On August 8, 2013, the Baltic Dry Index fell to 1,012 points, down 12 points (1.17%) against the level of August 7.

BDI is a number issued daily by the London-based Baltic Exchange. Not restricted to Baltic Sea countries, the index provides "an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a timecharter basis, the index covers Handysize, Supramax, Panamax, and Capesize dry bulk carriers carrying a range of commodities including coal, iron ore and grain. Because dry bulk primarily consists of materials that function as raw material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production.

On 20 May 2008, the index reached its record high level since its introduction in 1985, reaching 11,793 points. On 3 February 2012, the index had dropped 647 points, the lowest since 1986. **Source : PortNews**



Two crew members of stranded ship return home

Two Keralites who were among the 11 stranded crew of the owner-abandoned Aframax-tanker **Iron Monger-3** which has been anchored at Khor Fakkan in the Gulf of Oman for over two years managed to return home on Thursday, after living through hell aboard the ship without wages and proper living conditions. Smigin Subrahmanian, a resident of Thiruvananthapuram and third engineer of the vessel, and Xavier Joshy from Edakochi, landed at the Cochin international airport on an Oman Air plane in the afternoon. The Hindu had earlier reported the ordeal of the ship's crew at the hands of its apathetic owner, Taiwanese firm TMT, and employer, the Singapore-based Nos Shipmanagement. Fatigued and indisposed, Mr. Subrahmanian told The Hindu on arrival that indifference on the part of the Indian Consulate in Dubai towards the Indian crew (nine in all) of the vessel pained them the most.

"Nos Management, the company that employed us, never paid our salaries, though the work contract ended last month. In between, we were deprived of food, water, and fuel, which forced us to seek the intervention of the consulate. Our kin back home in Kerala ran from pillar to post to get the authorities crack the whip on our irresponsible employers, but nothing happened," said Mr. Subrahmanian. "Joshy and I fell ill a few days ago and on our request, the port authorities in Khor Fakkan took us to a hospital for medical check-up. The consulate authorities never really cared to even get us an attorney, who would have helped us to sue the company for non-payment of wages. The only help came from the local police and port authorities. Though our contract with the company had already ended, the ship's agent was in no mood to repatriate us. He arm-twisted us into signing an undertaking stating the company had no liabilities against us. We would have been sent back to the ship, which is in bad shape, if we hadn't furnished the undertaking. Once we obliged him, he secured us visas and tickets and deported us overnight," said Mr. Subrahmanian, whose only aim now is to secure release of the rest of the Indian crew from the vessel.



The **GLOBAL 1201** as seen from the TSHD **HAM 310** at Eastern OPL Singapore

Photo : Crew TSHD HAM 310 ©

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Mayday called from burning ship

Three men on a burning fishing boat south of Wellington were forced to issue a mayday call when they couldn't put out the fire. A police spokesman said the incident happened about 19 kilometres south of the capital.

An engine fire was reported on the 17-metre trawler **Daroni** about 4.45pm, forcing the crew to issue a mayday call as they prepared to abandon ship. The crew were initially unable to contain the fire, Wellington Harbourmaster Mike Pryce said.

The Westpac rescue helicopter responded to the scene, as did the maritime police boat the **Lady Elizabeth IV**.

About 5.10pm, the fire was contained by the crew, Pryce said. The **Daroni** planned to return to Picton under its own with steam, with the police launch providing an escort. **Source : Stuff.co**

Shipping company convicted in Va pollution case

A Panamanian corporation and two Greek citizens have been convicted in Virginia of charges related to the illegal discharge of contaminated waste water from a cargo vessel.

Diana Shipping Services S.A. was convicted of obstruction of justice on Thursday following a 12-day trial in U.S. District Court in Norfolk. Ioannis Prokakis and Antonios Boumpoutelos were convicted of falsifying records and a knowing failure to fully maintain an oil record book, among other things.

According to court records, the **M/V Thetis** discharged its bilge waste and sludge illegally in 2012 with a pipe that bypassed the oily water separator. The company faces a maximum fine of \$5.5 million. Sentencing is scheduled for November. **Source : Seattle PI**

Orient Overseas slumps to first-half loss

Slowing demand, oversupply of ships and low freight rates drove **Orient Overseas (International) Ltd** to an attributable loss of US\$15.26 million during the first half of the year.

OOIL believes ship supply will still outstrip demand next year. Ship supply will still outstrip demand next year despite a rebound in freight rates, the world's largest shipping firm said.

Chairman Tung Chee-chen said in a filing with the Hong Kong stock exchange yesterday that he expected margins to remain thin and volatile in the next two years, as the industry still faces growth of 21 per cent in capacity between now and 2015. The global container trade's average annual growth will rise just 5.5 per cent in the five years to 2017, the International Monetary Fund forecast in January.

But Alan Tung Lieh-sing, the group's acting chief financial officer, said OOIL will face overcapacity of only 7.2 per cent next year, against forecast demand growth of between 4 per cent and 7 per cent over the same period. He said oversupply will decrease further to 3.5 per cent in 2015.

"We will maintain our competitiveness by providing the right tonnage and services," he told reporters. "For our vessels, that is achieved by controlling both size and efficiency. If that can be achieved by obtaining new builds, we will not be held hostage by financing."

That said, the firm has no plans to expand its fleet despite low prices for ships. It postponed receipt of six vessels due for delivery this year so that the shipyard could improve engine efficiency.

The company's net debt has nearly doubled since December, boosted by payments on the 10 ships due to arrive by the end of this year. It has liquid assets exceeding US\$2.37 billion.

Container throughput fell 1.5 per cent to 2.55 million 20-foot equivalent units in the first six months. Traffic on transatlantic routes fell sharply amid weak demand from Europe. Average rates fell 2.2 per cent. OOIL offered no interim dividend. It closed 1.46 per cent higher at HK\$45.25 yesterday. **Source : South China Morning Post**

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Solozeiler 's nachts uit benarde positie geholpen

'Over datum' bemerkte de **Hoekse redders**. Solozeiler 73 jaar, vaartuig 40 jaar en navigatiekaart 25 jaar. Jaren onderweg, nu op de thuisreis van Kaapstad naar Helsinki, strandde de Finse zeiler op de zuidkant van de Maasvlakte waardoor zijn roer onbruikbaar werd.



Vrijdagochtend 00.20 uur gepaged voor 'vaartuig aan de grond'. Het bewuste vaartuig bevond zich aan de zuidzijde van de Maasvlakte in positie 51°57.5 Noord en 003°57.5 Oost. De weersomstandigheden waren ideaal, weinig golf en 2-3 Beaufort uit het Zuidwesten. In het duister en op aanwijzing van de verkeerspost het scheepje snel gevonden. Om 01.00 uur 2 opstappers overgezet op het

zeiljacht **SNOOPY** waarna er vlot een sleepverbinding werd gemaakt. Het zeiljacht met een kiel van 2.30 meter bonkte aardig op de bodem en kwam snel los.

Om 01.10 uur met de sleep naar de Berghaven, gezamenlijk met de **RPA 16**. De 73-jarige solozeiler liet alles gelaten over zich heen komen en was totaal niet bezorgd, waarschijnlijk wist hij wel dat het opkomend water werd. De avonturier is wel aangesproken op het feit dat de navigatie werd gedaan met een zeekaart van 25 jaar oud. De RPA heeft voor ruimte gezorgd in de Berghaven om het jacht aan te meren, om 02.45 uur stapten ook de **KNRM** redders aan wal na aanmeren. **Zie ook :** <http://youtu.be/lmKbRkPdwCQ>

NAVY NEWS



The **Arleigh Burke class** DDG (82) **USS LASSEN** visited Melbourne for some R&R following Exercise Talisman Saber, the biennial combined US and Australian training exercise, held this year off the Queensland coast and in the Coral Sea between 15 July and 5 August. The **LASSEN** was homeported in San Diego until shifted to Yokosuka Naval Base in Yokosuka, Japan in August 2005, where it remains based. **LASSEN** is named for Clyde Everett Lassen, who was awarded the Medal of Honor for his courageous rescue of two downed aviators while commander of a search and rescue helicopter in Vietnam. **Photo : Dale E.Crisp ©**

HMS Ambush in action for the first time



The Royal Navy's newest submarine has been cleared to fire her weapons. **HMS Ambush** has been undergoing extensive sea trials before being declared operational. Source : **British Force News**



The **USS GRAVELLY (DDG-107)** the 57th **Arleigh Burke-class** guided missile destroyer
Assisted by the tugs: **Adwa**-bow and **Amatzia II**-stern/midships. Upon arrival in Haifa
Photo : **Peter Szamosi** ©

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Birds eye view of the Shanghai's **Jiangnan-Changxing shipbuilding** base with several large MSC container vessels under construction

Jiangsu New Yangzijiang delivers COSCO ASHDOD (4,253 teu)

Jiangsu New Yangzijiang Shipbuilding of China has delivered the 4,253 teu **COSCO ASHDOD**. The panamax-beam vessel is number 18 in a series of 20 sister ships that Coscon ordered in late 2007 and early 2008 and whose deliveries have been deferred as a consequence of the economic crisis.

The ship is to phase into the CKYH alliance's Coscon-operated Far East to USEC service 'AW2/AWC' (#263), where she replaces the 1994-built 3.802 teu **RIVER ELEGANCE**. The **COSCO ASHDOD** follows the **COSCO IZMIR**, delivered only a week ago. Later this year, Coscon is scheduled to take delivery of the last two units of the type, the **COSCO AQABA** and **COSCO SURABAYA**. Source : Linervision

IHC Merwede boekt orders voor 6 pijpenleggers ter waarde van ruim € 1 miljard

De Offshore divisie van **IHC Merwede** heeft orders ontvangen ter waarde van ruim € 1 miljard voor het ontwerp, de engineering en de bouw van in totaal zes pijpenleggers. De contracten voor deze zes schepen zijn getekend met

Subsea 7 en **Seabras Sapura**, een joint venture tussen **SapuraKencana** en **Seadrill**.



IHC Merwede levert drie volledig geïntegreerde pijpenleggers aan **Seabras Sapura**, inclusief de complete pijpenleginstallaties. Deze pijpenleginstallaties bestaan uit een verstelbaar pijpenlegstelsel, twee benedendekse opslagcarroussels en equipment voor het laden, opspoelen en geleiden van leidingen. Ook het geïntegreerde automatiseringssysteem, de elektrische installatie en de complete

elektrische machinery package wordt ontworpen en

geleverd door **IHC Merwede**. Daarnaast zal een pijpenlegsimulator worden meegeleverd om **Seabras Sapura** te ondersteunen bij de training van haar offshore personeel. Samen met de lopende orders werkt IHC Merwede met deze opdracht nu aan zes schepen voor **Seabras Sapura**.

De order van **Subsea 7**, waarmee **IHC Merwede** een jarenlange relatie heeft, betreft drie pijpenleggers die hetzelfde ontwerp hebben als de onlangs te water gelaten **SEVEN WAVES**. De schepen hebben een totale lengte van 146 meter, een breedte van 30 meter en een klasse 2 dynamic positioning systeem. Evenals bij de lopende order levert **Subsea 7** zelf de pijpenleginstallaties aan. De schepen zullen flexibele pijpleidingen en verbindingen tot een diepte van 3000 meter gaan installeren. **Subsea 7** heeft met deze laatste order reeds acht schepen bij **IHC Merwede** besteld. De zes 550 ton pijpenleggers worden in Nederland gebouwd op de scheepswerven van IHC Merwede in Krimpen aan den IJssel en Kinderdijk. De oplevering van deze schepen zal plaatsvinden tussen de eerste helft van 2015 en de tweede helft van 2016. "IHC Merwede is zeer verheugd met deze grote order van ruim € 1 miljard voor zes pijpenleggers. Net als de vier andere schepen waar wij nu aan werken naar aanleiding van twee orders van vorig

jaar, zullen deze schepen in de Braziliaanse wateren ingezet worden voor Petrobras,” aldus Bram Roelse, de nieuwe COO van **IHC Merwede**. “Wij investeren in langdurige relaties met onze klanten om zo de best mogelijke oplossingen te bieden. Bovendien bewijst deze order het succes van IHC Merwedens strategie om volledig geïntegreerde schepen aan te bieden.”



Zeppenfeld's Dwt 37,274 Container Ship “**ALDEBARAN**” on her 1st. Special Survey at **Cernaual Shipyard** in Algeciras port. **Photo : Enrique Pérez - Cernaual Shipyard ©**

Zhejiang Ouhua delivers multipurpose ship SHENKING (31,000 dwt)

Swire Group's multipurpose liner shipping arm, the **China Navigation Company**, is to take delivery of the 31,000 dwt multipurpose vessel **SHENKING** this week. The box-friendly 199m vessel is number four in a series of eight identical ships that **China Navigation** is to receive from **Zhejiang Ouhua Shipbuilding** of Zhoushan, China. She follows the **SHAOSHING**, delivered in July.

The vessels have a nominal container intake of 2,082 teu and provide electricity for up to 147 reefers. They are however not predominantly built to trade as pure container carriers, but have been designed as true multipurpose ships which carry a mix of containers, breakbulk, project and general cargoes.

Fully geared with four 60-ton cranes, which can be paired to lift loads of up to 120 tons, the ships even provide a degree of heavy-lift capability which adds to their flexibility. Powered by a MAN B&W 6 S60ME-C engine, the ships are designed to trade at a speed to 15.5 knots.

The **SHENKING** is to phase into the service from Northeast Asia to Panua New Guinea, the Pacific Islands and New Zealand (#1303). Her maiden sailing is scheduled to depart from Shanghai on 17 August. **Source : Linervision**

Eastern Shipbuilding launches latest newbuild for Boldini

Eastern Shipbuilding Group in the US has launched **Bravante VI** for Boldini SA, part of the Bravante Group in Brazil. This is the second vessel in a series of five. The launch took place on August 5 2013 at Eastern's Nelson Street facility.

The vessels are classed by ABS and AC diesel-electric vessels with class 2 dynamic positioning. They have four Cummins 16-cylinder turbo-charged IMO Tier II diesel generator engines each rated at 1,825kW at 1,800 rpm. Cummins also furnished the four Marathon Model 744 690VAC main generators.

Main propulsion power is provided by two 690VAC electric motors driving two Schottel Combi-Drive fixed pitch propellers with nozzles rated at 2,500kW at 750 rpm each for a total of 6,700 hp. Schottel also provides two STT 4 fixed pitch reversing tunnel thrusters rated at 1,180kW at 1,170 rpm, each with direct coupled Hyundai 690VAC electric motors. GE Energy provides the complete system integrated diesel electric package, including the thruster drives, motors, control systems, DP system, switchboards, motor control centers, automation and navigation/communication electronics. These vessels are capable of a maximum speed of 14 knots with a cruising speed of 12 knots. **Source : Offshore Shipping Online**

S. Korean shipbuilders on path to recovery

The local shipbuilding industry, which has been mired in a deep recession over the past few years, may recover down the road with demand for new ships on the rise, data showed Wednesday.

Orders won by South Korean shipbuilders reached a combined US\$22.99 billion in the first seven months of this year, up 32.4 percent from a year earlier, according to the data compiled by market researcher Clarkson. Also, local shipbuilders clinched a combined 4.98 million compensated gross tons (CGTs) worth of orders in the January-July period, surging 50 percent from a year earlier.

In terms of the number of vessels, South Korean shipbuilders clinched orders to build 216 ships during the cited period, compared with 63 ships a year earlier, the data showed.

According to industry sources, Clarkson's index measuring new building prices stood at 128 points in July this year, inching up from 127 points in June. New shipbuilding prices have been on the decline for years, as demand for new ships dropped amid the global economic downturn and oversupply. Since November last year, the U.K.-based shipping research center's index has remained static, hovering around 125 points. "Increased orders for new ships, along with rising ship prices, may herald a pick-up in the sector's recovery," said an official at Daewoo Shipbuilding **Source : Yonhap / Global Post**

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Key role for Dockwise Vanguard in repair and maintenance project

Royal Boskalis Westminster says it was recently contracted to assist with the repair and maintenance of a semi-submersible drilling rig in the Mediterranean. Boskalis' role in the project has been successfully completed. **Boskalis** subsidiary **Dockwise** was contracted to provide an innovative form of dry docking as part of the repair project. Due to the size of the rig and the lack of a large enough dry dock in the region, the innovative solution to dry dock on the **Dockwise Vanguard** was offered.



the **DOCKWISE VANGUARD** loaded with the ssdr **NOBLE PAUL ROMANO** leaving Grand Harbour, Malta on Monday 5th August, 2013 from Palumbo Malta Shipyard Ltd

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

"**Dockwise Vanguard** is uniquely positioned for this type of large scale dry docking as well as the transportation of very large and heavy structures," said Boskalis. "The drilling rig was loaded onto the **Dockwise Vanguard** allowing inspection and repairs to be made in areas of the rig that are otherwise below the waterline."

Also assisting in the project was **Boskalis** subsidiary **SMIT**, providing underwater inspection and temporary repairs prior to loading the vessel onto the **Dockwise Vanguard**. **Boskalis** said it views this project as "strategically important," demonstrating the opportunities for combining maritime services and assets across the breadth of the company. "The use of **Dockwise Vanguard** for dry docking purposes shows the versatility of the vessel. Initially positioned for the heavy marine transport of large integrated structures, the recently announced transportation of a Floating Production, Storage and Offloading unit (FPSO) and this successful dry docking demonstrate the broader potential of the vessel," said the company. Source : Offshore Shipping Online

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ABB to supply propulsion transformers to leading Chinese shipbuilder

ABB, a global leader in power and automation technology has been selected by **Fujian Mawei Shipbuilding Ltd.** in China, to supply 24 dry-type propulsion transformers, for installation in 12 diesel-electric powered offshore platform supply vessels, said in the company's press release.

The 2,300-kilovolt ampere (kVA) 480-volt dry-type ABB propulsion transformers will be built at the company's Trasfor facilities. ABB acquired Trasfor Group, a leading manufacturer of dry-type transformers and inductors for low-voltage and medium-voltage applications.

Compact dry-type transformers offer high efficiency and reliability due to fewer moving parts, as well as lower noise levels and weight. They provide electrical propulsion systems with power, helping to reduce carbon emissions at sea, and also improve operational accuracy during critical maneuvers.

"ABB's oil-free dry-type transformers are a safe, reliable, cost-efficient and environmentally friendly technology, which makes them ideal for applications such as onboard ships, where space is limited", said Markus Heimbach, head of ABB's Transformers business, a part of the company's Power Products division. "These transformers also minimize noise levels and eliminate contamination and fire risks". There is a growing demand for dry-type transformers that use materials such as resin for insulation instead of oil, making them less flammable and reducing their environmental impact.

Fujian Mawei Shipbuilding Ltd. was founded in 1866, and in addition to being one of the oldest shipyards in China is also the largest shipbuilding and ship-repair base in south-east China. Located in the Fuzhou Economic and Technical Development Zone, the company specializes in oceangoing vessels, marine engineering and ship repairs, and is a leading builder of offshore support vessels.

ABB is a leader in power and automation technologies that enable utility and industry customers to improve performance while lowering environmental impact. The ABB Group of companies operates in around 100 countries and employs about 145,000 people. **Source : PortNews**



The **RHODOS** seen in **KALAMTA** – Photo : Raoul Shair-Ali ©

MOL takes control of Hong Kong to Haiphong Shuttle.

Mitsui OSK Lines (MOL) is to take control of the Hong Kong to Haiphong Shuttle (#240) presently operated by Bien Dong Shipping. Presently, MOL is a slotter on this one-ship service, which the Japanese carrier markets as 'VH3'.

MOL will send its newest ship to the service, the recently delivered 1,735 teu **MOL HORIZON**. The vessel will however only perform a single trip on the 'VH3' as part of a positioning voyage from the shipyard at Guangzhou to Thailand.

After that, **MOL** will charter the service's present ship, the 1,016 teu **BIEN DONG MARINER** from Bien Dong. As of 13 August, **MOL** will thus go from slotter to operator on the loop, while Bien dong steps down and becomes a slotter on its own vessel. **Source : Linervision**

Singapore MPA clarifies who are seafarers under UN's new labour rules

THE **Maritime and Port Authority of Singapore (MPA)** has issued a circular stating what category of personnel, working on ships and other marine related activities in the port, that will not be considered as seafarers in compliance with the Maritime Labour Convention 2006 (MLC), which comes into force on August 20.

The MLC, which was adopted by the UN's **International Labour Organisation (ILO)** applies to all ships registered with the Singapore Registry of Ships (SRS) ordinarily engaged in commercial activities. In a circular issued by the MPA, it states that the MLC tripartite working group has agreed that harbour pilots, port workers, persons temporarily employed on the ship in port, guest entertainers, surveyors, ship inspectors, superintendents, scientists, researchers, divers, repair technicians and specialist offshore technicians ships should not be regarded as seafarers for the purposes of application of the MLC. In addition, privately contracted security personnel should also not be regarded as seafarers.

"In case of doubt whether the MLC will apply to a category of persons on board a Singapore ship, a company should approach the Seafarers Management Department (MMO_mpa@mpa.gov.sg) in MPA for assistance and confirmation," the circular said. **Source : Schednet**



The **BALTIC KLIPPER** seen at Zeebrugge, BNFV terminal - **Photo : Lucas de Schutter ©**

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Europalink sold to Grimaldi Lines

Finnlines has also decided to sell **Europalink** to the **Grimaldi Group** for a price that is slightly higher than the book value. Former Swedish flagged **Europalink** has been chartered to **Grimaldi** since October 2012 for traffic in the Mediterranean as it is not needed in **Finnlines'** own traffic. Source : Ferries of Southern Europe

.... PHOTO OF THE DAY



The **THORAX** moored in IJmuiden – Photo : Peter Herweijer – www.fotoserviceijmond.nl ©

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