



**Number 231 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Monday 19-08-2013**

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<b>stevedoring &amp; warehousing</b>		
<b>SHORECRANES UP TO 208 M / TONS</b>		
<b>rhb</b> ROTTERDAM	<b>PROJECT CARGO</b> HEAVY LIFTS UP TO 1500 TONS INDUSTRIAL BREAKBULK ASSISTING OFFSHORE VESSELS	



**The NORDIC loaded with windmill blades – Photo : FLYING FOCUS luchtfotografie - [www.flyingfocus.nl](http://www.flyingfocus.nl) ©**

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## EVENTS, INCIDENTS & OPERATIONS

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## Shippers Fined \$440K For Violating Fuel Regulation.

**Ocean-going vessels must use cleaner diesel within Regulated California Waters**

The California Air Resources Board has fined three international shipping companies a combined \$440,250 for failure



to switch from dirty "bunker" fuel to cleaner, low-sulfur marine distillate fuel upon entering Regulated California Waters, as required by state law. "Ships en route to California ports emit thousands of tons of diesel exhaust each year," said ARB Enforcement Chief Jim Ryden. "Our regulation requiring ocean-going vessels to switch to cleaner fuel within 24 nautical miles of our shoreline protects all California residents, especially those in port communities, from this air pollution."

An ARB investigation showed that on 17 visits to California ports between November 6, 2009 and July 18, 2011, the vessel Hoegh Inchon operated its main engines within Regulated California Waters on bunker fuel, a dirtier fuel oil that contributes to onshore pollution levels of diesel particulate matter, sulphur oxides and nitrogen oxides. The parent company, Hoegh Autoliners Shipping AS Co. of Oslo, Norway, was fined \$299,500.

In February 2013, prior to docking at the Ports of Stockton and Long Beach, the Ikan Bawal was cited for failing to switch its engines over to the required cleaner fuel while operating within Regulated California Waters. Its owner, N.C.N Corporation Panama, was fined \$87,750.

In August 2012, after it docked at the Port of Los Angeles, the vessel **K-Pluto** was also cited for failing to switch to the required cleaner fuel while operating within Regulated California Waters. Its parent company, Twin Phoenix Shipping S.A. of Singapore, was fined \$53,000.

All three companies complied with ARB's investigation and agreed to abide by all pertinent ARB regulations, follow fuel switchover requirements, and keep accurate records. The fines go to the California Air Pollution Control Fund to support air quality research. The ARB conducts over 500 ship inspections each year, checking for proper fuel usage, record-keeping and other compliance requirements, and takes marine gas oil or marine diesel oil samples for submission to the ARB laboratory to ensure they meet California standards for sulfur.

Compliance rates with ARB's Ocean-going Vessel Regulation, adopted in 2008, is very high, hovering around 95 percent. The measure eliminates 15 tons of diesel particulate matter- a known carcinogen - daily from ocean-going vessels' exhaust. The regulation is considered a vital tool in helping to reduce cancer rates and premature deaths for those who live near the state's busy ports and trade corridors.

Diesel exhaust contains a variety of harmful gases and over 40 other known cancer-causing compounds. In 1998, California identified diesel particulate matter as a toxic air contaminant based on its potential to cause cancer, premature death and other health problems. ARB's mission is to promote and protect public health, welfare, and ecological resources through effective reduction of air pollutants while recognizing and considering effects on the economy. The ARB oversees all air pollution control efforts in California to attain and maintain health based air quality standards. **Source: ARB.**



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## Maersk shipping's results signal hope for a moribund industry



The **Maersk Mc-Kinney Møller** approaching Rotterdam Europoort **Photo : Stephan Grol**

The numbers: Not great. But better than expected. A.P. Møller-Maersk's quarterly revenue fell 9% to 81 billion Danish kroner (\$14.16 billion) in the second quarter. Profits declined 13% to 4.89 billion kroner. Lower oil production at its Maersk Oil division weighed on results.

**Photo left : Daniel van Zwienen (7 years old)**



The good news came out of its Maersk Line container shipping division where profits nearly doubled. The company raised its full-year earnings forecast but warned that the outlook "is subject to considerable uncertainty, not least due to

developments in the global economy." The takeaway: While the profit at Maersk shipping division is heartening, it was driven by cost-cutting rather than rising revenues. The company spotlighted improvement in the efficiency of its vessel network and



**Photo : Stefaan Joris ©**

declining fuel expenses. Volumes were up 2.1%, however. Other shippers have been able to find a way to turn around their fortunes lately too. Germany's Hapag-Lloyd returned to the black in the second quarter on a similar combination of declining fuel costs and increasing efficiency. That could be a sign that the industry is slowly charting a new course after nearly five years of rough seas driven by declining trade and a glut of capacity. What's interesting: From its origins with the purchase of a single, second-hand tramp steamer in 1904, Maersk has become the world's largest shipping fleet and makes up 15% of the world's shipping global container shipping capacity.





Photo : Sebastiaan ©

I have received many photos of the arrival of the **Maersk Mc-Kinney Møller** in Rotterdam made by many different photographers, sorry I cannot use them all in view of the size of the newsletter (max 1.3 mb) even they are all of a good quality, so I had to make a selection, herewith I would like to thank everybody for the submission (s) and I am very sorry when your photo was not in the clippings.



Photo: Hans van der Linden - [www.aerolin.nl](http://www.aerolin.nl) - @AerolinPhotoBV ©

## Riedel Joins Global Diving & Salvage, Inc.

Global Adds Projects and Development Manager to Environmental Division

**Global Diving & Salvage, Inc.** announces the hiring of **Jim Riedel**, joining the Pacific Northwest Environmental Division. Based out of the Seattle corporate office, Mr. Riedel will assist in the management of existing preventative booming operations as well as the pursuit of additional opportunities in the Puget Sound and surrounding areas. "Jim Riedel has long been a fixture in the West Coast spill response community, he will be a great asset to Global and we welcome him to the TEAM. He will assist in our collective pursuit of new opportunities and help manage the increasing environmental projects and services we are providing locally," states Aaron Harrington, Global's Environmental Division

Manager. Jim Riedel brings with him over 17 years in the Environmental Services industry at National Response Corporation (NRC). From 1995 to 2003 he was the General Manager of the West Coast Region where he was responsible for the regulatory interface and the establishment and maintenance of a subcontractor network that extended throughout the West Coast. In 2003, with the addition of Foss Environmental to NRC, Mr. Riedel became the PNW Region General Manager charged with business development and client maintenance and responsible for more of the day-to-day operations of preventative booming operations.



The **RESOLVE GLADIATOR** anchored at Singapore Jurong Anchorage

Photo : Capt. Neil Johnston – Master Salviscount ©

## Maersk establishes new core business

Maersk is now expanding the Company's number of core businesses from four to five. The new core business, Services & Other Shipping, consists of **Maersk Tankers**, **Maersk Supply Service**, **Svitzer** and **Damco**. A new president has not yet been appointed.



Left : The **MAERSK PROMOTOR** arriving in Singapore last weekend – Photo : Piet Sinke ©

"We have had a period where everything has been put into the big four legs. Now we can see, or at least we have a strong expectation, that Drilling and APM Terminals will

reach one billion kroner. So now we see potential in getting more out of the small business units. We have set a goal and will now invest time and money for these to grow", says Nils S. Andersen to Ritzau Finance.

Right the **SVITZER TRIMLEY** arriving in IJmuiden

Photo : Joop Marechal ©

The new Services & Other Shipping core business will pursue stable growth and be self-financing, with the ability to reallocate resources between the four fragments. Until a president has been appointed, Claus Hemmingsen and Kim Fejfer will be responsible for the activities. The new core business will start up at the beginning of 2014. Source: nordnet.se







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## ICAP Charity Day 2013

International maritime charity **Sailors' Society** is very excited to have been chosen as a beneficiary of the prestigious **ICAP Charity Day 2013** which takes place on 3rd December. ICAP is a leading markets operator and its ICAP Charity Day has run for over twenty years, raising more than £100 million for charity. On the day, 100% of ICAP's revenues and commissions are donated to a select few charities to change positively the lives of hundreds and thousands of people. As part of the Charity Day, ICAP manages an online auction website where prizes are auctioned off to the highest bidder. Jan Webber, Director of Fundraising at Sailors' Society says: "We are delighted to be a part of this, and we know that we can help fulfil ICAP's mission by positively changing the lives of hundreds of thousands of seafarers throughout the world. Few people recognise the impact that seafarers have on our daily lives, and even fewer know of the hardships they face in transporting food and goods to where they are needed."

Merchant seafarers are responsible for transporting over 95% of the world's goods and services, and often face loneliness and depression whilst away from their families for months at sea, typically 270 consecutive days at a time. 73 Sailors' Society staff visit in the region of 20,000 ships in ports across the globe, giving practical, emotional and spiritual support to those on board. One example of how **Sailors' Society** makes a difference is epitomised in this harrowing story. Abandoned for six months, the crew of TMT-owned tanker '**A Whale**' stranded off Suez, experienced a roller-coaster of emotions, not knowing when the situation would be resolved. In their early emails to the **Sailors' Society**, the crew explained they were desperate for someone to listen, to care and to act on their behalf. The Society liaised with various parties involved and the crew were thankfully repatriated just a few days ago. **Sailors' Society** provides a lifeline for the world's seafarers since it was founded in the Port of London in 1818 and relies on generous donations. To find out more about how to support the charity visit [www.sailors-society.org](http://www.sailors-society.org) or [www.icapcharityday.com](http://www.icapcharityday.com) to read more about ICAP's Charity Day. To offer your support please contact [jboland@sailors-society.org](mailto:jboland@sailors-society.org).



the new built **Crowley Ocean class** tugs **Ocean Sky**, **Ocean Sun**, **Ocean Wave** and **Ocean Wind** and the **Harvey Warhorse II**. A total 50.000 hp was available for Tow-out of the **Olympus TLP** photo: **Willem van Woercom** ©

# DEATH TOLL FROM PHILIPPINES FERRY SINKING RISES

A ferry in the Philippines has sunk after colliding with a cargo ship, leaving at least 24 people dead and many others feared missing, while nearly 600 were rescued. The ferry named **THOMAS AQUINAS**, was carrying 841 people and sank within half an hour of the night-time accident near the port of Cebu, the country's second biggest city, coastguard spokesman Commander Armando Balilo said.

A rescue mission involving coastguard, navy and private vessels was launched immediately after the collision, which authorities said occurred between two and three kilometres from shore in calm waters. "They are using search lights to scan the waters, but still there is a possibility you can miss those floating at sea. Rescuers are trying to get to all of them," Joy Villages, an official at the coastguard's public affairs office headquarters in Manila, said.

Within about three hours of the accident, rescuers had saved 573 people but 17 people were confirmed killed, according to Ms Villages. She said the rescue effort was aided by the calm weather and water, however it was unclear how many people were still missing.



There were 692 people on board, according to the manifest, but ferries in the Philippines are often overcrowded.

"We are still checking the manifest as to how many exactly were aboard," Ms Villages said. Ferry collided with cargo ship

Rachel Capuno, a security officer for the ferry's owners, told Cebu radio station DYSS that the ship was sailing into port when it collided head-on with the cargo ship. "The impact was very strong," she said, adding that the ferry sank within 30 minutes of the collision. Cebu coastguard commander Weniell Azcuna told reporters the cargo ship, **Sulpicio Express 7**, had 36 crew members on board, but it did not sink.

Ferries are one of the main modes of transport across the archipelago of more than 7,100 islands, particularly for the millions of people too poor to fly. But sea accidents are

common, with poor safety standards, lax enforcement and overloading typically to blame. The world's deadliest peacetime maritime disaster occurred near the capital, Manila, in 1987 when a ferry laden with Christmas holidaymakers collided with a small oil tanker, killing more than 4,300 people. In 2008, a huge ferry capsized during a typhoon off the central island of Sibuyan, leaving almost 800 dead. However Ms Villages and other officials said it was too early to determine the cause of Friday's collision, which occurred at 9:00pm (1300 GMT). She said the **Thomas Aquinas** was a "roll-on, roll-off" ferry that allows vehicles to be driven aboard and is commonly used in the Philippines. Details on the cargo ship were not immediately available. In June, seven people died when another roll-on, roll-off ferry mysteriously sank in calm waters in the central Philippines. Source : AFP



The **CSCL SATURN** approaching Rotterdam Europoort – Photo : Cees van der Kooij ©

# AFM BOARDING TEAM IN FAST-ROPE EXERCISE



Earlier this week, the Maltese Special Duties Enhanced Boarding Team (MSDEBT) on board the EU Naval Force (EUNAVFOR) ship **Johan de Witt** conducted a fast-rope exercise. The team fast-roped from one of the two Cougar helicopters embarked on the Dutch warship. The **Johan de Witt** is currently the flagship of the EUNAVFOR counter-piracy mission off the Horn of Africa. During a fast-roping the team descends down a rope, hung under a helicopter, using only hands and feet to control the speed of their decent. This tactic makes it possible to quickly insert troops on a ship from a helicopter. It is one of the possible operations to deter, prevent and repress acts of piracy and armed robbery at sea off the Somali coast.

This is one of the many capabilities on board of **HNLMS Johan de Witt**, the Dutch Flagship of EU NAVFOR. HNLMS **Johan de Witt** is a Landing Platform Dock, 176.5 metres in length and 16,948 tonnes displacement.



She can accommodate up to 600 personnel and has many different assets, including an enhanced medical facility, with a fully equipped operating theatre and a specialised medical team. The ship is also equipped with a Landing Craft Task Element and a Scan Eagle UAV, an unmanned aircraft. In addition, the warship has a team from Belgium on board who operate a specialised boarding craft known as a Fast Raiding Interception and Special Forces Craft (FRISC).

EUNAVFOR protects World Food Programme (WFP) vessels delivering aid to displaced persons in Somalia; protects African Union Mission in Somalia

(AMISOM) shipping; and prevents, deters and represses acts of piracy and armed robbery at sea off the Horn of Africa. In addition, the EU NAVFOR also contributes to the monitoring of fishing activities off the coast of Somalia. **Source :** Malta Independent

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## **NATO and EU force commanders meet off the Somali coast**

The need for continued, high visibility anti-piracy operations off the Horn of Africa came under the spotlight this week when the EU Naval Force (Eunavfor) commander met with his opposite from NATO. Commodore Peter Lenselink called on Commodore Henning Amundsen aboard the NATO flagship **HNoMS Fridtjof Nansen**. The meeting was made possible because the NATO flagship and its EU counterpart, **HNLMS Johan de Witt** were operating in neighbouring areas.

Both operations are working to counter the threat of piracy off the Horn and in the western Indian Ocean.

The meeting gave the Force Commanders the opportunity to discuss and strengthen continued co-operation between their forces, enhance information sharing between the two operations and ensure optimal deployment of counter-piracy assets.

Both Force Commanders agreed close co-ordination between the two counter-piracy missions remained critical to efforts to eradicate piracy off the coast of Somalia.

Combined task force 465 is the EU contribution working counter piracy operations as **Operation Atalanta** while the NATO combined task force 508 does the same under **Operation Ocean Shield**. NATO has contributed to the international counter piracy effort off the Horn of Africa since December 2008. The mission has expanded from escorting UN and World Food Programme shipping under **Operation Allied Provider** and protecting merchant traffic in the Gulf of Aden under **Operation Allied Protector**. In addition to these activities and as part of the latest mission, **Operation Ocean Shield**, NATO is working with other international bodies to help develop capacity of countries in the region to tackle piracy on their own. Source : DefenceWeb

## Week der giganten in Rotterdamse haven



Photo: Hans van der Linden - [www.aerolin.nl](http://www.aerolin.nl) - @AerolinPhotoBV ©

Dankzij zijn unieke diepgang waren / zijn deze week de allergrootste schepen ter wereld in de Rotterdamse haven. Vrijdag 16 augustus was alle aandacht gericht op de eerste aankomst van de **Maersk Mc-Kinney Moller**. Met een capaciteit van 18.000 TEU (twintigvoetcontainers) en een lengte van 399 meter en breedte van 59 meter is dit schip verreweg het grootste containerschip ter wereld.

In de haven zijn op dat moment nog enkele andere enorme schepen aanwezig. In het Calandkanaal op paal 80 ligt dan de **TI EUROPE**. Met een lengte van 380 meter en een breedte van 69 meter is deze witte tanker de grootste nog varende olietanker (DWT 420.000 ton) ter wereld. Bovendien is vrijdagochtend 16 augustus de **VALE RIO DE JANEIRO** aangekomen in de Mississippihaven bij EMO. Dit grootste ijzerertschip ter wereld meet 362 meter en is 65 meter breed. Twee jaar geleden volgde het schip de **BERGE STAHL** op als grootste ijzerertscarrier. Ook de **BERGE STAHL** lag vrijdag in de haven, bij EECV. Het schip meet 'slechts' 343 meter, bij een breedte van 63,5 meter.

### Schaalvergroting

De **BERGE STAHL** vaart al sinds 1986 tussen Brazilië en Rotterdam. Jarenlang was het schip - op enkele enorme olietankers na - verreweg het grootste schip dat de Rotterdamse haven aandeed. De komst van de nieuwe generatie ijzerertsschepen en containerschepen is de bevestiging van de enorme schaalvergroting die de laatste jaren heeft plaatsgevonden in de scheepvaart. Dat heeft ook zijn weerslag op de havencijfers. In 2006 arriveerde het eerste containerschip met een capaciteit van meer dan 10.000 TEU, in 2011 kwamen er nog 362 van dit soort



containerschepen aan. Vorig jaar waren dit er al 487. Ondanks de gestage groei in de overslag naar ruim 440 miljoen ton, nam het aantal schepen dat in Rotterdam arriveerde de afgelopen jaren af van 35.000 naar 32.000.

### Diepgang

In de Rotterdamse haven arriveren de grootste schepen ter wereld. Dat komt door de diepgang in de haven tot bijna 23 meter (de hoogte van een flatgebouw van acht etages) en dankzij de Eurogeul, een kanaal in de Noordzee met een lengte van 57 kilometer en een gegarandeerde diepgang van 25 meter. Die diepgang is vooral nodig voor ijzerertsschepen en olietankers. De **Vale Rio de Janeiro** steekt volgeladen 23 meter onder water en de **TI EUROPE** zelfs 24,5 meter. De **MAERSK NC-KINNEY MOLLER** arriveerde met een diepgang van 14,5 meter. Het unieke van de haven van Rotterdam is dat schepen met een dergelijke diepgang hier bij normale omstandigheden 24 uur per dag kunnen arriveren in de Europahaven.



The **VALE RIO DE JANEIRO** arriving in Rotterdam-Europoort last Friday –  
Photo : Jan van der Klooster - <http://scheepvaarthoek.blogspot.nl/>

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The Northumberland Ferries Ltd ferry “**CONFEDERATION**” enroute from Caribou, Nova Scotia to Wood Islands, Prince Edward Island on a very calm evening. Photo : John Attersley ©

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## Are The Shippers Now A Buy?

Putting it bluntly, the worldwide recession decimated the global shipping industry. Over capacity of vessels coupled with low economic growth drove day rates for the sector down to historic lows. That put a huge crimp on margins and many shipping stocks also sank. Since the end of the recession, the shippers haven't fared much better as the sector remains one of the worst performers over the last few years. However, that underperformance is attracting some well-known value-hounds. With big investors now getting behind the shippers as well as improving economic conditions, the time could be finally at hand for investors to realize some of the value left in the sector.

### **"The Only Sector Left"**

Since hitting a peak in 2008, stocks of global shipping companies have tumbled 60%. That huge fall is finally beginning to attract bottom fishers as the sector appears to have finally hit the sea-floor. This has included a variety of private equity king-pins.

Both Apollo Global Management (NYSE:APO) and Blackstone (NYSE:BX) bought several vessels over the last few years, while renowned billionaire value investor Wilbur Ross, was among an investor group who spent \$900 million a year ago on 30 tankers hauling refined oil products. More recently, Ross became the largest shareholder in liquefied petroleum carrier Navigator Holdings. All in all, private equities total investment in the shipping space reached \$3.3 billion last year- a 13-fold increase.

There's plenty of reason for the private equity and institutional investor's enthusiasm for the shippers.

First, seaborne trade is finally expanding. That's helped push up the Baltic Dry Index- which measures earnings across four vessel classes- up more than 42% this year. Day rates for both Capesize and Panamax sized vessels have surged and are near critical breakeven marks. More importantly, analysts now estimate that booming trade will have the two vessel classes finally becoming profitable in the New Year.

Then there's second-hand sales to consider. Values of five-year ships plunged as much as 95% from their peak in 2008. However, according to the Baltic Exchange, the value of five-year-old Capesizes grew 5.7% to \$31.4 million this year, while Panamaxes climbed 16%. Those rising second hand values are a sign that over-capacity in the sector is finally beginning to die down. All in all, that's a bullish situation for the beaten-down shippers.

### **Betting On Seaborne Trade**

Given the potential for the shippers to outperform, investors may want to give the sector ago. The best way could be the broad Guggenheim Shipping ETF (NYSE:SEA). The fund tracks 26 different shipping stocks across the various tanker, dry-bulk and cargo sub-sectors. Top holdings include Knightsbridge Tankers Limited (NASDAQ:VLCCF) and Seaspan (NYSE:SSW). SEA is certainly cheap as the ETF can be had for just a P/E of 12.8. Expenses run 0.65%.

The biggest interest from private equity groups in the sector has to be the shippers of liquefied natural gas (LNG). Day rates for LNG tankers continue to rise and Golar LNG along with its MLP subsidiary Golar LNG Partners LP (NASDAQ:GMLP) make an attractive pair in the sector. Both firms have attractive fleets and pay good dividends while investors wait for the LNG exports to really explode. Currently at 4.8% and 6%, respectively.

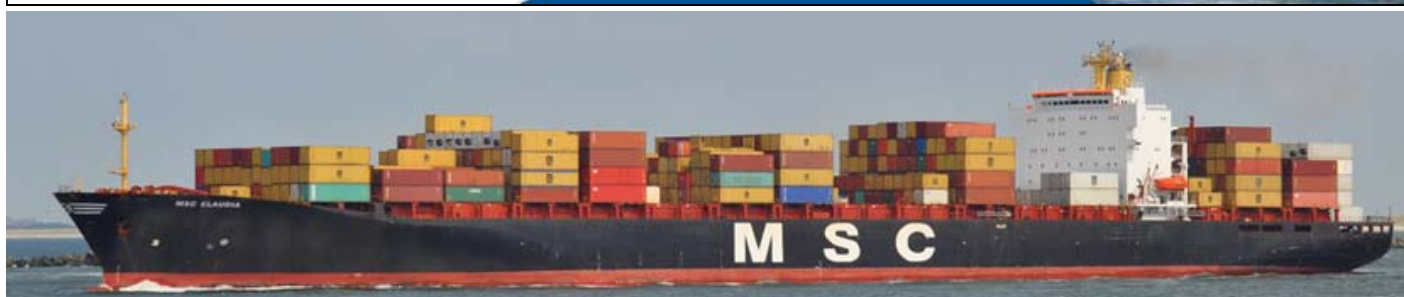
Finally, International Shipholding could be a good play. The shipper owns a wide fleet of 50 vessels- including container ships, auto carriers, tug boats and coal carriers. However, the real kicker for ISH is that several of its ships are Jones Act compliant. The 92-year-old law restricts shipping in U.S. waterways to American owned and flagged ships. That gives the firm a big edge as the U.S. economy continues to take off and export more goods.

### **The Bottom Line**

Investors looking for values among the beaten down market may want to give the shippers a go. Several bullish catalysts are lining up in the sectors favor and currently firms such as Diana Shipping (NYSE:DSX) are trading well below their highs. That could lead to great long term outperformance as these factors play out. **Source:**

**Investopedia**





The **MSC CLAUDIA** outbound from Rotterdam

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

## Germany ratifies the Maritime Labour Convention, 2006 (MLC, 2006)

Germany becomes the 43rd ILO Member State and the 17th European country to ratify the Maritime Labour Convention (MLC 2006), a landmark convention which constitutes the fourth pillar of the international maritime legal regime complementing key Conventions of the International Maritime Organization (IMO) with decent working and living conditions for seafarers and conditions of fair competition for ship owners.

Already party to 16 ILO maritime conventions, Germany played a significant role in the successful adoption of this landmark Convention. German tripartite constituents contributed actively throughout the preparatory process in designing and developing the provisions of the Convention and Mr Dirk Lindemann, representative of German shipowners, acted as Vice-Chairperson of the Conference Committee and of the various preparatory meetings.

Germany has around 350 registered vessels totalling more than 15,3 million gross tonnage under its flag and is the third country of ownership in the world. The port of Hamburg, third largest seaport in Europe, 14th world's largest container port and second largest European container port, is a major transportation and logistics hub for Northern Europe which provides access through its waterways to the European hinterland and plays a major role in the region's economy, with more than 40 000 people employed directly in and around the port.

International competition ought not result in deteriorating the working and living conditions of seafarers."

In transmitting the instrument of ratification, Dr Ursula von der Leyen, Federal Minister of Labour and Social Affairs, stated: "By ratifying and implementing the Maritime Labour Convention 2006 Germany makes its contribution to protect seafarers. International competition ought not result in deteriorating the working and living conditions of seafarers."

This ratification proves that there is a strong momentum in Europe for the ratification and implementation of this landmark instrument..."

In welcoming the ratification of the MLC, 2006 by Germany, Mr Guy Ryder, ILO Director-General, stated: "I am particularly pleased to welcome Germany among the maritime nations that have ratified the Maritime Labour Convention, 2006. This ratification proves that there is a strong momentum in Europe for the ratification and implementation of this landmark instrument and confirms the readiness of key players in the global maritime industry to promote a level playing field in the maritime sector while ensuring decent working and living conditions for seafarers. I am confident that the Office can count on Germany's continued support and leadership for the promotion and effective implementation of the MLC, 2006 in the years ahead."

The MLC, 2006 enters into force on 20 August 2013 for the first 30 ratifying countries (the 30 countries whose ratification has been registered before 20 August 2012). For countries whose ratification has been registered after 20

August 2012, the MLC, 2006 will enter into force 12 months after their ratification. Ratification by at least 30 ILO Member States representing at least 33 per cent of the world's total gross global tonnage of shipping was required for the Convention to come into force. **Source: ILO**

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## **India in talks with Iran over detained ship**

India on Friday said it is in discussions through diplomatic channels with Iran over the detention of an Indian oil tanker in the Persian Gulf even as Tehran termed the detention as a "technical and non-political issue".

The Indian External Affairs Ministry here said it was "in discussions through diplomatic channels with Iran on the matter" of the detention of MT Dosh Shanti, a crude-carrying vessel of the Shipping Corporation of India. The vessel, carrying crude from Iraq, is reportedly being held by the Iranian Revolutionary Guard Corps (IRGC) in Iranian waters.

Iran has demanded an anti-pollution undertaking from the ship's captain and Shipping Corporation of India for releasing the vessel.

The Iranian embassy said in a statement that "some distorted reports" have been appearing about the detention of MT Dosh Shanti and that the vessel was detained "only because of the warning issued by the Marine Emergency Mutual Aid Center (MEMAC) which is affiliated to the Regional Organization for Protection of Maritime Environment (ROPME) in the Persian Gulf and the Oman Sea".

"This is purely a technical and non-political issue and the officials of the shipping authorities of the two countries are engaged in constructive and positive interaction to resolve it according to the international law as soon as possible. The diplomatic channels of two countries are also involved in supporting this interaction," the statement said.

**Source : Zeenews / IANS**

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## **NAVY NEWS**

## **India navy says four bodies found in submarine, no chance of survivors**

Divers have found the bodies of four sailors who were on board an Indian naval submarine that was badly damaged by a fire after an explosion, but it was unlikely any of the 14 other crew members would be found alive, the navy said on Friday. The explosion in a weapons store in the forward section of the Russian-built **INS Sindhurakshak** on





Tuesday night caused a fire so hot it melted steel as the vessel lay berthed in Mumbai, resulting in the navy's worst loss in more than four decades.

"The bodies are severely disfigured and not identifiable due to severe burns. The bodies have been sent to [INHS Ashwini](#), the naval hospital for DNA identification," spokesman Narendra Vispute told reporters. In an earlier statement, the navy said the heat of the exploding weapons made it unlikely anybody inside could have survived.

The sinking of the diesel-powered submarine is the biggest blow for the navy, both in terms of lives and the loss

of a vessel, since a frigate was sunk in the 1971 war with Pakistan.

It has turned the spotlight on the navy's ageing submarine fleet even as it spends billions of rupees on aircraft carriers to counter the rising influence of the Chinese navy in the Indian Ocean. The [Sindhurakshak](#) is a Kilo class vessel, which were built in former Soviet and later Russian shipyards for the Indian navy from 1985 to 2000. The navy has 10 of the submarines and four German HDW boats. A defense source said the navy did not have a deep submergence rescue vehicle that other navies use to save trapped sailors, although in this case the incident occurred while it was docked and not in the deep seas.

The navy said divers could not enter the [Sindhurakshak](#) for more than 12 hours because of boiling water inside parts of the vessel. Access was "almost impossible due to jammed doors and hatches, distorted ladders, oily and muddy waters". Only one diver could work at a time initially to clear a path inside the submarine. Divers are trying to reach further inside to find the remaining bodies, the navy said. A naval board of inquiry has been ordered into how weapons went off while the vessel was berthed in the high-security Mumbai base. Weapons on board such a submarine include torpedoes and missiles that are launched over long ranges above water. **Source : Yahoo News**



The 1977 built [FORT ROSALIE](#) hitting the dock wall whilst shifting into the Wet Basin van [Cammell Laird Shipyard](#), Birkenhead (Liverpool), after completion of 3 months drydock resulting in some damage to the SB side of the vessel – **Photo : Jaap Been ©**

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## KAREL DOORMAN ARRIVED IN VLISSINGEN



The tug **EIDE WRESTLER** arrived with the Dutch newbuilding **JSS KAREL DOORMAN** from Romania in Vlissingen for outfitting at the **Damen Naval yard**

Photo left :  
Peter Andriessen  
[www.tughunter.nl](http://www.tughunter.nl) ©



Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com) (c)

## Cammell Laird Shipyard Hosts Naming Ceremony for First Complete Ships Built in 20 Years

LIVERPOOL (UK) city region based shipyard and engineering firm **Cammell Laird** has hosted a formal naming ceremony for the first complete ships constructed by the company in 20 years for Scottish ferry operator Western



Ferries. the ceremony marked the completion of a multi-million pound contract which has seen Birkenhead based Cammell Laird build two new car ferries for Western Ferries **MV Sound of Seil** (Cammell Laird keel number 1387) and **MV Sound of Soay** (keel number 1388). The vessels continue Western Ferries tradition of naming its vessels after



Scottish sounds. More than 200 guests attended the event which saw the ferries blessed before being christened with bottles of champagne broken over their bows by Glenis Coles and Maria Chittick, who are the wives of long-standing Western Ferries' staff, Capt Robin Coles and Neil Chittick. The new vessels can carry 54 cars and are enlarged versions of the company's roll-on roll-off

ferry **MV Sound of Shuna**, which can carry 45 cars. Both vessels are nearing the completion of their finishing works and sea-trials, and will soon begin operations on Western Ferries route between Dunoon and Gourock. Cammell Laird managing director Linton Roberts said the company is very proud to build the new vessels. "Cammell Laird was exceptionally pleased to welcome the Western Ferries team for the historic naming ceremony. We fully appreciate the importance of this investment in state-of-the-art vessels for the company and its ambitions. Our employees worked hard to ensure the vessels provide the best possible passenger experience and support the growth of Western Ferries. "Delivering the highest quality vessels to Western Ferries announces to international shipowners and operators, together with the maritime engineering sector in general, that Cammell Laird is still one of Europe's leading and most competitive shipyards." Western Ferries' managing director Gordon Ross said:

"The naming of these vessels marks the culmination of many months of hard work and commitment by everyone at the **Cammell Laird yard**. Witnessing both vessels being named are very proud moments for everyone involved in this project and the naming ceremonies mark one of the final stages before the vessels are delivered to the Clyde. "Cammell Laird's enthusiasm and passion for this project were clear to see from the outset and extended from construction hall floor to the Boardroom and in everyone else in between. The combination of their enthusiasm, professionalism, pride and the quality of their workmanship can be seen in the wonderful new ferries on show this afternoon. Western Ferries is very honoured to be associated with such a distinguished British shipyard.

"These new vessels now mean that all four of the Company's vessels and the new berthing structures were all made in Britain, at a combined cost now exceeding £17m. These new ferries are larger, faster and have improved on board passenger facilities as well as being substantially more fuel efficient and produce lower exhaust gas emissions as compared to the vessels they are replacing. "These new vessels provide clear evidence of the Company's commitment to its customers and the communities it serves. They continue the Company's on-going process of improving its service through increased frequencies and additional vehicle capacity. These new vessels also represent a significant investment for our employees and their future, as it is the combined efforts of all of the Company's employees which deliver the service that so many different people, for so many different reasons, rely on." Source : MAREX

## Sredne-Nevskiy Shipyard to expand capacity over 2.5 times by 2017

**Sredne-Nevskiy Shipyard (SNSY)** is going to complete the second phase of production modernization by 2017. As shipyard's technical manager Aleksey Pishchugin told journalists, there is a plan to build a blank production shop of 7,000 m2 which is to increase the entire area of blank production shops to 14,000 m2, and to upgrade the launching gear, IAA PortNews reporter says.

This will let the shipyard build vessels with length of up to 110 m, breadth of 16 m and launching weight of 2,500 tonnes. As of today, the shipyard can build vessels with length of up to 85 m, breadth of 14 m and launching weight of 850 tonnes. As of today, the company is building 6 push-towboats, two minesweepers and a passenger catamaran of composite materials. After 2017, the shipyard will be able to build every year two base type minesweepers of project

12700, two harbor type minesweepers of project 10750᠑, one corvette OVR, two superstructures for corvette of project 20385, three passenger catamarans, six tug boats and one passenger vessel with a superstructure of composite materials.

**Sredne-Nevskiy Shipyard** (Saint-Petersburg) was founded in 1912. It has already built over 500 ships and vessels to 43 different projects for RF Navy and foreign customers. Currently, the shipyard builds missile boats, minesweepers, passenger and work vessels of different purposes and is getting ready for a large-scale construction of the new generation mine countermeasures ships for RF Navy and foreign customers. **Source: PortNews**



The **ORYX** fitting out at the **Remontowa Shipbuilding Ltd** in Gdansk, Poland. - **Photo : baobab ©**

## Timblo Drydocks secures five-vessel Bangladesh order

Goa-based Timblo Drydocks, part of the Panduranga Timblo Group, has secured a contract to construct a complete set of dredging facilities for the Mongla Port Authority, Bangladesh. The project includes the construction of five vessels, comprising one 46cm cutter suction dredger and four support vessels, including accommodation craft.

The contract, worth a total of US\$8.5M, was signed at the Mongla Port Authority headquarters in Mongla, Bangladesh, earlier this month by executive director of Timblo Drydocks, Sarvesh Pramod Timblo, and chairman of Mongla Port Authority, Commodore MH Bhuiyan.

The project is being financed under a soft loan finance scheme sanctioned by the Indian Government to Bangladesh through the EXIM Bank of India and is designed to foster close trade links between India and Bangladesh. The supply of dredging equipment to Mongla Port Authority will be made in support of the port's development programme which includes maintenance dredging, improvement of aids to navigation, the development of two additional cargo berths and procurement of container handling equipment. Timblo Drydocks will work closely with Western Marine Shipyard of Chittagong, Bangladesh, on the project, which will see the vessels and equipment delivered within a timeframe of 18 months. **Source: Imarest**





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## Khabarovsk Shipyard successfully launched RN Ussuri, tug built for Rosneft

The **Khabarovsk Shipyard** (a part of Far Eastern Shipbuilding and Ship Repair Center, FESC) has successfully launched the tug **RN Ussuri**. The ceremonial event was attended by the local public leaders – Vyacheslav Shport, Interim Governor for Khabarovsk Krai, and Alexander Sokolov, Khabarovsk's Mayor – as well as Vladimir Tsybin, chief executive for Far Eastern Shipbuilding and Ship Repair Center, FESC says. Gennady Koshkarev, Khabarovsk Shipyard Director, kicked off the launching ceremony, stating "It is a momentous and gratifying occasion for the shipyard and all of its several thousand personnel." "Completion of a major construction milestone is a much-expected and needed achievement for us all, for development of the Krai industry and economy. This is yet another sister tug built at the Khabarovsk Shipyard. I would like to express my gratitude to everyone who works at the shipyard and contributed to hitting the goal," Alexander Sokolov, Khabarovsk's Mayor, stated in his welcoming remarks.

"It is pleasing that you don't slow down construction progress, and work out on the shipway is moving forward on two ships for minor rivers and yet another ship to replace Meteor. To date, keel-laying of two further ships to replace Meteor was approved within the Khabarovsk Krai Transportation Plan 2018. They are set to be commissioned as soon as 2014," Vyacheslav Shport, Interim Governor for Khabarovsk Krai, professed in his turn.

The public leaders and Vladimir Tsybin commended the best shipyard workers. More than a dozen Khabarovsk Shipyard employees were recognized with honorary resolutions by the Offices of the Governor and the Mayor.

"It is emblematic that the **Khabarovsk Shipyard** celebrates its 60th anniversary year with ship float-outs. You were capable to meet challenges that faced you, and the second tug in the class was completed faster than the first. Let me applaud you on this enjoyable and marked occasion in the shipyard's history," said Vladimir Tsybin, chief executive for Far Eastern Shipbuilding and Ship Repair Center.

By ancient custom a champagne bottle was broken on the side of the ship by the RN Ussuri sponsor, the young engineer of the Khabarovsk Shipyard Natalia Malysheva. Ms. Malysheva has engaged in ship construction from keel-laying. The **RN Ussuri** got into the Amur waters to the ovation of the attendees. The tug built to the Rosneft's needs is a powerful ARC4 arctic ice classed ship intended for year-round coastal ocean operation on the high seas with up to 7 meter maximum wave height. In addition to her primary role of towing and pushing, the ship can fight fires. The design is distinct in that it features a z-drive configuration as the ship's main propulsor. The propeller is mounted in a fully steerable thrust unit that provides maneuvering in close quarters. The tug still has a journey down the Amur to the Sea of Japan for her sea trials at the delivery site of the Khabarovsk Shipyard in Vladivostok remaining ahead before she will set sail on her free voyage.

2310 Class Specifications Length: 22.73 m - Breadth: 10.45 m - Draft: 4.5m - Tonnage: 380 tons - 2 x 2,700 kW Rolls-Royce engines **Source: Port News**

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## ABB to provide power distribution and automation solution for Sevan offshore accommodation vessels

### A breakthrough of integrated power, propulsion and automation systems for better energy efficiency

**ABB**, the leading power and automation technology group, has won an order to provide integrated solutions that include the electrical propulsion system, Azipod® CZ and automation system onboard two offshore accommodation vessels. The 1+1 accommodation vessels will be built by **COSCO (Nantong) Shipyard Co., Ltd** for Singapore-registered owner **Logitel Offshore**, which is a subsidiary of Norwegian company **Sevan Marine**. The cylinder-shaped vessels will each have a displacement of about 40,000 tonnes and capacity to accommodate 490 persons.

ABB has extensive experience in providing electrical propulsion systems and Azipod units for various offshore vessels. However, this is a breakthrough order for ABB in the floater business to provide an integrated solution that combines not only electrical propulsion system and Azipod, but also the automation system. This integrated package will be delivered to the shipyard by October 2014.

ABB will provide power distribution systems for the two Logitel vessels, including generators, switchboards and main transformers, as well as propulsion transformers and frequency converters. The order also calls for the installation of six Azipod CZ units, conferring superior vessel energy efficiency and manoeuvrability. In addition, based on the System 800xA Extended Automation platform, the ABB automation package provided will be based on its System 800xA Extended Automation platform. This is a version of the group's world-renowned industrial automation platform that has been adapted for marine applications; include vessel and power monitoring, emergency shutdown, Fire & Gas, as well as the automation of Helideck Monitoring Systems and Loading Computers.

"ABB already has a large market share in terms of onboard power and propulsion systems," says Heikki Soljama, head of ABB's business unit marine and Cranes. "However, this order represents a milestone in our strategy to offer complete solutions for power, propulsion, automation and vessel control. It is the first embodiment of the 'total integration' and we believe customers will see a step forward in benefits when one supplier is providing a total package of integrated, cutting edge solutions that deliver enhanced energy efficiency, reliability and improved asset management."

ABB ([www.abb.com](http://www.abb.com)) 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.

## ASTRID COMPLETES REFIT IN KLAIPEDA





The stern trawler **ASTRID** IMO 8404501 (ex **Atlantic Princess**) before and after extensive conversion in Klaipeda port, carried out by **PROMAR Shiprepair**. After conversion mentioned nice lady left Klaipeda port for fishing on 15th of August. - **Photo's : Zilvinas Pranauskas – Klaipeda ©**



## 80% of Taizhou shipyards to go bust

Taizhou, a leading shipbuilding city in Southeast China is facing huge pressure amid the industry downturn, with over 80% shipbuilding companies unlikely to survive, the local shipbuilding industry association warned. During the peak time of shipbuilding, there were around 190 shipbuilding companies in Taizhou, most of them private yards. In spite of the sluggish market, the recent plans to support the shipbuilding industry released by Beijing doesn't include private shipbuilders, and so won't halt the closure of more yards, local source said. **Source: Sino Ship News**

.... **PHOTO OF THE DAY** ....



The **Maersk Mc-Kinney Møller** approaching Rotterdam Europoort last Friday afternoon  
Photo : Mark de Bruin ©

See the departure of the **Maersk Mc-Kinney Møller** in this movie :  
<http://www.youtube.com/watch?v=VUEaGuJ8jW4&feature=youtu.be>  
made by **Kees Torn**

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