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The CREST SPARTAN I spotted off Batam – Photo : Capt. Jelle de Vries ©

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EVENTS, INCIDENTS & OPERATIONS

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TSHD **CONTENDER** discharging in the new north haven of Copenhagen

Photo : Capt. Paul Schiewold - Master TSHD Contender ©

Costa Rica Seeks to Reverse Sharp Drop in Cruise Ship Arrivals

The Chinchilla government and the private sector are joining efforts to reverse the sharp decrease in cruise ship arrivals in Costa Rica, that has halved between the 2011-2012 season and the current one. The Instituto Costarricense de Turismo (ICT) – Costa Rican Tourism Institute – and entrepreneurs are seeking to streamline procedures and improve safety at the Pacific and Caribbean ports. For the 2013-2014 season, which begins on September 1, a total of 130 cruise ships are expected to port at Puntarenas and Caldera on the Pacific side and 59 at Limón, according to preliminary data provided by the Instituto Costarricense de Puertos del Pacífico (Incop) and the Junta de Administración Portuaria y de Desarrollo Económico de la Vertiente Atlántica (Japdeva). For the 2011-2012 season, a total of 345 cruise ships docked at Costa Rica's ports.

Loria Wagner, secretary of the Asociación Costarricense de la Industria de Cruceros, said the 50% drop in cruise ship arrivals is due to the lack of progress in improving services for the ships and tourists and strong competition from nearby countries, such as Colombia, Panama, Guatemala and Nicaragua.

External factors that affect each season, varying the arrival of cruise ships and the number of passengers, are weather, fuel costs and creation, elimination and modification of routes by operators, explains Juan Carlos Borbón, ICT general manager. Costa Rican officials attribute competition and safety reasons to decisions by cruise ship operators like Carnival and Royal Caribbean to curtail docking at Limón. ICT officials say that the trend by cruise ship customers who want to cover the widest possible set of locations in short travel periods of three to seven days is another reason for the drop. **Source : The Costa Rica Star**



The 1932 built Danish royal yacht **DANNEBROG** moored in front of the Maersk head office, the yacht was Re-engined, new electrical generating plant installed, winter 1980–81 and does not wear pennant number. Equipped with SATCOM transceiver in 1992. **Photo : Paul Steeghs ©**

China bets big on new global links

No tanks, no bullets, no boots on the ground, but a mix of money (a lot of money) and engineers. China and its companies are betting on geopolitical corridors to expand their international clout and business opportunities. Though it is grappling with a creeping economic slowdown, the government in Beijing seems to be keen to fund a string of new, innovative transport arteries around the world. The first project under the spotlight is the overland corridor that should link up Kashgar, in China's western Xinjiang autonomous region, with the Pakistani port of Gwadar in the Arabian Sea. In July, Pakistan's Prime Minister Nawaz Sharif and his Chinese counterpart, Li Keqiang, agreed to build the 2,000 kilometer road link that would pass through the troubled southwestern Pakistani province of Balochistan, the inaccessible Karakoram mountains and onwards to the Xinjiang, also an area of some unrest. The scheme, worth US\$18 billion, provides for a parallel railway to be built later. China has poured US\$200 million into the construction of the currently underutilized Gwadar Port, which is being operated by Chinese state-owned China Overseas Ports Holding Co. If the Gwadar-Kashgar transport link were to materialize, Beijing could both cut the shipping time for its oil imports from African and Middle Eastern energy terminals and gain a trade hub for exports.

From a strategic perspective, China could exploit the new corridor to bypass the Malacca Strait, a bottleneck that the United States Navy could block in case of crisis, disrupting the most vital sea lane of communication for Chinese shipments to and from Africa and the Persian Gulf. It could also be an alternative to the oil and gas pipelines that Beijing is building from the coastal region of Rakhine in Myanmar to the landlocked Chinese province of Yunnan. The development of these infrastructure projects have sparked environmental protests in the country once known as Burma, notably in areas where ethnic armed militias demand more autonomy from the central government in Naypyidaw. Shifting from Asia to Latin America, there appears to be in the offing a far more challenging test for China's geopolitics of corridors: the \$40 billion plan to create an artificial strait linking Nicaragua's Caribbean and Pacific sides. The futuristic waterway should compete with the century-old Panama Canal, through which 5% of global shipping passes each year. In June, Wang Jing, the chairman of Hong Kong-based HKND Group, secured from Nicaragua's parliament a concession of 50 years to build the canal in exchange of a minority share of any profits. The inter-oceanic corridor would be completed within 2020 and devised for the passage of 400,000-tonnage vessels. It is planned to be 286 kilometers long, three times the length of the Panama Canal - which, on its part, is subject to an \$5.25 billion expansion. Speaking to the Spanish daily El Pais on June 10, Alberto Aleman, ex-president of the Panama Canal Administration, stressed that the projected Nicaragua Canal was not feasible either technically nor financially. In addition, against a backdrop of global economic slowdown and diminishing growth in demand for container shipping, many experts doubt that investors will be willing to finance the mega-project, not least in light of the emergence of new potential shipping lanes such as that running through an ice-free Arctic Sea. The Chinese-Nicaraguan joint-

venture has also the potential to spawn a diplomatic spat, since the government in Managua maintains formal ties with Taiwan but not with China, which officially considers Taipei to be a breakaway province. The current thawing in relations between Beijing and the Republic of China (Taiwan's official name) could suffer a setback if the Chinese leadership were to try to snatch Nicaragua's diplomatic recognition from Taiwanese hands. Technical viability and diplomatic conundrums apart, China might be propping up the creation of the Nicaraguan corridor to counterbalance the US control of the Panama Canal. It should not have escaped notice in Beijing that a North Korean vessel was seized in the Panama Canal on July 11 after it was found to be transporting weapons from Cuba. While the Chinese regime has shown no substantial interest in building a canal across Thailand's Isthmus of Kra, owing to exorbitant investments against the lack of considerable time saving for shipping, the development of a new corridor circumventing the Suez Canal is being seen in Beijing as a real game-changer in the Euro-Pacific trade dynamics. In May, Israeli Prime Minister Benjamin Netanyahu and the Chinese leadership agreed on speeding up the project for the realization of a railway line connecting Israel's Mediterranean ports of Ashdod and Haifa with Eilat in the Red Sea. The new railroad could transform Israel into a launch pad for Chinese export to Europe, but could be also used by other Asian big exporters such as India, Japan and South Korea.

The \$4 billion Haifa-Eilat rail connection is planned to be 180 kilometers long. It should be completed in five years and then extended to the port of Aqaba, in Jordan. According to several observers, it will cut transport time in comparison with the route through the Suez Canal and offer an alternative passage in the event of closure of the Egyptian waterway. Furthermore, Beijing is focusing on linking Africa's resource-rich inland regions to the Indian Ocean. In May, China Kingho Group confirmed its commitment to investing in coal mining in Mozambique. The Chinese energy company plans to build a second seaport in Beira and a railway connecting the city to the Moatize coal basin, in the country's western province of Tete. China had already signed in March a deal with Tanzania to finance and build a US\$10 billion port in the city of Bagamoyo. The project is expected to be completed by 2017 and will include construction of a railway connecting the facility to the Tanzania-Zambia Railway (TAZARA). Completion of the Bagamoyo Port "would facilitate China-bound shipments of minerals from Zambia, Zimbabwe and the Democratic Republic of Congo via the Indian Ocean", Tanzania's Ambassador to China Philip Marmo told the Sabahi website on March 27. China is also assisting Sudan in the reconstruction of its broken railway system. Beijing is the biggest buyer of Sudanese and South Sudanese crude and the major contributor to the development of pipelines and refineries in the region, as well as of Port Sudan in the Red Sea. When the United States opened the Panama Canal in 1913, it drew a new geography and expedited its global rise. In Washington's footsteps, China seems to be trying to create new political and economic spaces while intruding into the US geostrategic backyard from the West Pacific. Yet, China's geopolitics involves political costs and not only financial expenses, be they from security concerns in Pakistan, the Middle East, Africa's Great Lakes region and the Horn of Africa, or from environmental protests in Myanmar, Israel and Nicaragua. **Source: Asia Times Online**



The **EVER SAFETY** inbound for Rotterdam-Europoort – Photo : Ria Maat ©

International Maritime Enterprises takes delivery of KEA (6,673 teu)

International Maritime Enterprises (IME), a company within the Greek-controlled Embiricos Group, has taken delivery of the 6,673 teu container vessel **KEA**, the last of four wide beam ships ordered at South Korea's **Hyundai** Samho Shipyard in April 2011. Units one, two and three of the type were fixed 'en bloc' to Maersk Line, which later decided to

take the **KEA** too. Maersk has chartered the vessel for a period of two to three years. The Danish carrier has also taken on a series of four sister ships from Greece's **Technomar Shipping**, which means that all eight ships of the compact wide beam Hyundai 6,700 teu type now trade for Maersk Line. Maersk will deploy the **KEA** to its Suez-routed Far East to USEC service AE9 (#2657), the successor of the Panama Canal-routed TP7 (#245), closed earlier this year. Among other ships, the AE9 already employs the three earlier IME-sisters **RHODOS**, **AMOLIANI** and **SKIATHOS**, as well as the Technomar-managed sister vessel **KRISTINA**.

The **KEA** follows the **SKIATHOS**, delivered in April and she is to replace the 5,570 teu **FOLEGANDROS**, another IME vessel which **Maersk** had chartered earlier this year and which the **Danes** will most likely return to IME. The **KEA** carries the name of an island in Greece's Cyclades archipelago. Source : Linervision



In Rotterdam at the Oude Maas new navigation buoys are installed this in view of the new Botlek bridge under construction, the old bridge seen in the background had a width of 52 meters whilst the new bridge is having a width of approx 90 meters, above seen the **CAPEWATER** passing the bridge – Photo : Marius van den Ouden ©

ITF gives warm welcome to MLC 2006

As the **Maritime Labour Convention 2006 (MLC)** comes into the force the ITF (International Transport Workers' Federation) has promised to dedicate all its resources to helping it make real changes to the lives of all seafarers. The ITF recognises the MLC as the first ever true bill of rights for those working at sea, and its president described its going live as "a significant leap forward". The ITF has worked alongside shipping organisations, the ILO and governments for over a decade to jointly create and shape the MLC, and is committed to monitoring and assisting its implementation and persuading many more countries to ratify it. ITF president Paddy Crumlin stated: "The MLC represents a significant leap forward in the global trade union campaign to improve the labour rights and labour standards of seafarers. It is a true watershed in international shipping, which adds the pillar of workers' rights to existing standards of safety, security and crew standards."

He continued: "For nations in the Asia Pacific region, which supplies the majority of the world's seafarers and where the bulk of global sea trade is concentrated, the MLC will underpin new seafarer employment opportunities and is a

key plank in the global shipping regulatory framework designed to secure the future of a high quality and competitive shipping industry.”

ITF acting general secretary Stephen Cotton added: ‘We now have a bill of rights for seafarers – including those on international cruise ships – that sets out the right to a safe and secure workplace; fair terms of employment; decent living and working conditions; access to medical care, health protection and welfare, and to freedom of association.”

He continued: “It has been a hard-won victory to reach this moment. Now the same coalition of the ILO, unions, maritime organisations and governments have to continue to jointly build on and support the convention, and make sure that as many countries as possible ratify this landmark piece of legislation.”

The ITF is supporting the MLC’s launch with a range of advice and materials designed to help seafarers understand and apply it. These include a dedicated web area complete with advice and Q&As at www.itfmlc.org ; a new leaflet for all those working on cruise ships, The Maritime Labour Convention 2006 – what does it mean for cruise crews, which can be downloaded at www.itfglobal.org/infocentre/pubs.cfm; and more, including the previously published, in-depth guide A seafarers’ bill of rights, available at www.itfglobal.org/infocentre/pubs.cfm/detail/23556 . The MLC is also welcomed in a short film featuring Paddy Crumlin and Steve Cotton, which can be seen at : www.youtube.com/watch?v=5CmXhW-JSA4.

The ITF is also collaborating fully with the ILO’s welcoming publicity around the MLC, which can be seen at : www.ilo.org/global/standards/maritime-labour-convention.

TLP OLYMPUS ENROUTE FINAL LOCATION



Crowley Ocean class tugs **OCEAN WAVE, OCEAN WIND, OCEAN SUN** and **Crowley** chartered **Harvey Gulf HARVEY WAR HORSE II** performing tow with **OCEAN SKY** providing escort duties.

Photo : Tim Burdick ©

OCEANWIDE SAFETY AT SEA





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T&T RESPONDS TO FIRE OFF OF GALVESTON ISLAND

T&T RESPONDS TO GULF OF MEXICO FIRE. A Galveston-based firefighting team was dispatched to an oil platform fire in the Gulf of Mexico. According to the USCG, the unmanned platform was believed to be the casualty of a lightning strike in the early morning hours, 18 August. The **T&T** firefighting team arrived on board a 95 ft Fast Response Vessel and the salvage support barge **CURTIS T**, armed with portable high capacity fire pumps and a cache of firefighting foam. The fire was quickly controlled with no significant reports of pollution. Additionally, no injuries were reported as a result of the fire and all **T&T** personnel have returned safely.

T&T Salvage, is a **Teichman Group** company, committed to serving the emergency response needs of the shipping and energy industries under the highest standards of safety and quality. **T&T Salvage** operates one of the most extensive emergency response networks in the world. Pre-positioned throughout the United States, its territories, Singapore, Rotterdam, and South America, the **Teichman Group** of companies own and maintain a comprehensive inventory of state of the art fast response firefighting systems, inert gas generators, nitrogen generators, high capacity dewatering pumps, ship-to-ship (STS) lightering systems, anti-pollution systems, three-dimensional sonar, ROVs, and diving systems. The equipment is packaged so it can be rapidly transported by air, land or sea. The specialized portable assets are complemented by floating heavy lift and salvage support vessels ready to meet both routine and emergency response challenges.

Somali pirates now protecting illegal fishing biz

Frustrated by a string of failed hijacking attempts, Somali pirates have turned to a new business model: providing "security" for ships illegally plundering Somalia's fish stocks — the same scourge that launched the Horn of Africa's piracy era eight years ago. Somali piracy was recently a fearsome trend that saw dozens of ships and hundreds of hostages taken yearly, but the success rate of the maritime hijackers has fallen dramatically over the last year thanks to increased security on ships and more effective international naval patrols. Somali pirate gangs in search of new revenue are now providing armed protection for ships illegally fishing Somali waters. Erstwhile pirates are also trafficking in arms, drugs and humans, according to a report published this month by the U.N. Monitoring Group on Somalia and Eritrea.

The security services for fishermen bring piracy full circle. Somali pirate attacks were originally a defensive response to illegal fishing and toxic waste dumping off Somalia's coast. Attacks later evolved into a clan-based, ransom-driven business. Up to 180 illegal Iranian and 300 illegal Yemeni vessels are fishing Puntland waters, as well as a small number of Chinese, Taiwanese, Korean and European-owned vessels, according to estimates by officials in the northern Somali region of Puntland. International naval officials corroborate the prevalence of Iranian and Yemeni vessels, the U.N. report said. Fishermen in Puntland "have confirmed that the private security teams on board such

vessels are normally provided from pools of demobilized Somali pirates and coordinated by a ring of pirate leaders and associated businessmen operating in Puntland, Somaliland, the United Arab Emirates (UAE), Oman, Yemen and Iran," the report said.

The "security" teams help vessels cast nets and open fire on Somali fishermen in order to drive away competition. "The prize is often lucrative and includes large reef and open water catch, notably tuna," the report says.

The nearly 500-page U.N. report also accuses Somalia's government of wide-ranging corruption. In response, Somalia's presidential spokesman said that the report contains "numerous inaccuracies, contradictions and factual gaps." "We are pleased to see the huge reduction in piracy, and yet equally concerned by the reports of increased criminality. We have much work to do to create legitimate livelihoods and deter Somalis from crime," said presidential spokesman Abdirahman Omar Osman. Somali piracy has been lucrative. The hijackings of 149 ships between April 2005 and the end of 2012 netted an estimated \$315 million to \$385 million in ransom payments, according to an April World Bank report. But fishermen who have participated in piracy might argue that the attacks were merely bringing back money stolen from Somalis. A 2005 British government report estimated that Somalia lost \$100 million in 2003-04 alone due to illegal tuna and shrimp fishing in Somali waters. In Somalia, pirates sometimes refer to themselves as "saviors of the sea."

A piracy expert at the International Maritime Bureau, said the protection racket makes for a "potentially dangerous situation at sea." "I guess the region has always been rich in this kind of organized crime," said Cyrus Mody. "I think that probably the positive side of all this is it's being highlighted which would hopefully give the government in place now enough movement to try and do something about it with the help of the EU and U.N."

Piracy peaked in 2009 and 2010, when 46 and 47 vessels were hijacked respectively, according to the European Union Naval Force. Hijackings dropped to 25 in 2011, five in 2012 and zero so far this year. Still, Somali pirates netted an estimated \$32 million in ransoms last year, the U.N. report said. One current pirate said he did not know about pirates providing protection to foreign fishing vessels, but he said some pirates are using Yemeni fishermen to smuggle weapons into Puntland. "That's our current money-making business because ship hijackings have failed," a pirate commander who goes by the name Bile Hussein said by phone from Garacad, a pirate lair in central Somalia. "If you drop one business, you get an idea for another." **Source : krqe.com**



The **FRANCES WONSILD** passing the **TI EUROPE** in Rotterdam-Caland canal as seen from the departing **CALLISTO GLORY** bound for Singapore - **Photo : Luuk Silvius ©**

HK Mardep's Reminder on The Maintenance & Examination of Lifting Appliances & Gear

A fatal accident occurred earlier this year in which, during the unloading of sheet metal coils from an ocean going vessel, a stevedore was found seriously injured lying at the bottom of the cargo hold after the fall of two sheet metal coils in suspension. The fall of the sheet metal coils occurred as a consequence of the combined failure of the starboard slewing/topping guy of the vessel's derrick crane and the hoisting slings of the sheet metal coils. While the investigation into the accident is still in progress, preliminary findings reveal that the lifting appliance and the lifting gear used in the accident was not properly maintained and examined.

The Hong Kong Marine Department issued a notice reminding vessel and terminal owners and operators of the importance of proper maintenance and examination of cargo lifting appliances and gear. MARINE DEPARTMENT NOTICE NO. 92 OF 2013 which can be found from the following link:

<http://www.mardep.gov.hk/en/notices/pdf/mdn13092.pdf>



The tug **THORAX** with **Ugland** barge **UR 98** outbound from Rotterdam – Photo : Monique Davis-Mulder ©

Libyan oil strike abates, tanker loaded

Ras Lanuf refinery in Libya has seen the loading of its first tanker since the start of labour unrest across the nation's oil sector about three weeks ago. Shipping sources said that the Ras Lanuf refinery, the largest refinery in Libya, loaded on Friday the first petroleum product tanker since the end of July. The Cape Benat tanker is headed to Italy with a cargo of kerosene. Strikes over wages and other protests in the two largest oil ports in Libya as well as in the oil fields have caused a decline in the production of Libya's crude oil exports to its lowest levels since the civil war that toppled Muammar al-Qadhafi **Source: Gulf Ship News**

The human dimension

On August 20, 2013, the International Labour Organization's Maritime Labour Convention came into force. Does that affect ports? It certainly does – yet the general response from ports (large and small) to emails and calls from Port Strategy was that the MLC, 2006 has nothing to do with them. “No surprise there that ports know nothing,” says **Dick Welsh**, director of the **Isle of Man Ship Registry**. “As with all international conventions, governments sign and ratify it and it is the ships which have to comply first, while the government infrastructure rarely implements the changes they signed for in the first place – for example, Marpol reception facilities.”

In fact, there are some very specific issues that will impact directly on ports – not least, the possibility of a vessel being delayed for longer in port if Port State Control inspections find non-compliance on any of 14 inspection items under the MLC. Then there are very specific requirements to enable shore leave for seafarers, and provide welfare facilities and services in ports. Regulation 4.4, ‘to ensure that seafarers working on board a ship have access to shore-based facilities and services to secure their health and wellbeing’, states: “Each [ILO] member shall ensure that shore-based welfare facilities, where they exist, are easily accessible. The member shall also promote the development of welfare facilities, such as those listed in the Code, in designated ports to provide seafarers on ships that are in its ports with access to adequate welfare facilities and services.” It adds: “The responsibilities of each member with respect to shore-based facilities, such as welfare, cultural, recreational and information facilities and services, are set out in the Code.”

Small concerns

For the Isle of Man this is not onerous, says principal marine surveyor Ron Strathdee, who has led the MLC project for the registry. “We only have small ports, and seafarers have unrestricted access ashore to all public recreational facilities, places of worship, voluntary organisations and shops, etc. But for larger ports in other countries, this is not always the case. Some countries prevent or limit shore leave and/or access to facilities due to security reasons, post-ISPS.”

The focus on implementing MLC, 2006 has quite rightly been on ensuring that ships are inspected, comply and get certification, as the Convention is about seafarers' rights, says Mr Strathdee. But while shipowners have been working to make sure their ships comply, there are other areas where the responsibility is with the ILO member state. “You could argue that there is no responsibility on the ports, as the responsibility is on the ratifying governments to meet the Convention requirements. Therefore the governments and ports need to work together to encourage and promote welfare facilities in ‘appropriate ports’.”

MLC states that seafarers should receive information about facilities open to the general public in ports of call, particularly transport, welfare, entertainment and educational facilities and places of worship, as well as those provided specifically for seafarers. The guidelines state: “Adequate means of transport at moderate prices should be available at any reasonable time in order to enable seafarers to reach urban areas from convenient locations in the port.” In addition: “Port areas and access roads should be provided by the competent authorities with adequate lighting and signposting and regular patrols for the protection of seafarers” and “every effort should be made by those responsible in port and on board a ship to facilitate shore leave for seafarers as soon as possible after a ship's arrival in port.”

People count

Mr Strathdee says: “Too many ports seem to consider seafarers as an inconvenient necessity that gets in the way. It will be down to the governments of ratifying countries to demonstrate that they are changing this. It should be a fair analogy, but it isn't – compare how airline crew are treated in foreign airports compared with ship's crew in foreign seaports, and decide which career you would prefer.” Ports are, and should be, a haven for seafarers, says Cleopatra Doumbia-Henry, director of international labour standards at the International Labour Organization in Geneva. “MLC is designed to ensure seafarers enjoy decent working and living conditions and that the shipowner has a level playing field, with ships getting in and out of port quickly as long as they meet the requirements,” she says.

“For seafarers, who may be at sea for six or nine months without seeing their families, the only place they get close to land is the port. With certain ships, it is often the only place they can make phone calls to their families and do the things we take for granted. And especially with today's very short turnaround of ships, it is even more important to have those facilities in the port. So port welfare facilities and the openness of ports to allow for port welfare facilities are very important.”

The survival of ports depends on the survival of a decent shipping industry, she says. “Therefore the industry must look not only at how it reduces pollution or how safe ships are, but also ensure that those who work onboard these ships are treated decently. Sometimes they only see one face – the PSC inspector – when they come into port.”

Safety synchronisation

The ILO is working hard to raise awareness of the MLC, and get across the message that the human dimension should be seen at the same level as ship safety, environmental issues, training and certification, says Dr Doumbia-Henry. “I

hope we can all try to deliver that message to all the actors in the industry. Ports are pretty familiar with the human dimension in port workers, but need to recognise that seafarers are part of the broader maritime sector." MLC will definitely impact on port operations, she says. "I think port administrations and operators fail to see that in today's world, we have an integrated supply chain network. It seems to be all about how you load and unload the ship in the fastest time possible so it can go out and be back on its way.

"Ports are used to seeing inspectors going on board ships; but now those inspectors are going to be looking at working and living conditions, the social dimension, not just structural issues. That includes employment agreements, hours of work and rest, occupational safety and health issues, and medical care. PSC officers will have new duties and that will impact on ports in the same way that SOLAS, STCW and Marpol have had their impact. "You will now have to listen to seafarer complaints. If onboard complaints procedures don't function well, PSC officers have an obligation to look into those complaints if they are filed onshore. If a seafarer requests to see the PSC officer, clearly that will impact on port operations; ships could end up in port for longer and that could throw the port's own schedule."

Positive spin

Port operators definitely have a role to play in MLC, says Dr Doumbia-Henry. "But I hope it would not affect port operations negatively; it should be seen as something positive.

"Ports are often the eyes and ears and certainly they will be a major pillar in the real effectiveness of MLC. For MLC to deliver, we need harmonised inspections around the world and a common understanding of what is required. We need cooperation and communication among countries, so that seafarers benefit from decent working and living conditions." The geography of MLC is somewhat complex. The Convention enters into force on August 20 for the first 30 members with registered ratifications: Liberia, Marshall Islands, Bahamas, Panama, Norway, Bosnia and Herzegovina, Spain, Croatia, Bulgaria, Canada, St Vincent and the Grenadines, Switzerland, Benin, Singapore, Denmark, Antigua and Barbuda, Latvia, Luxembourg, Kiribati, Netherlands, Australia, Tuvalu, St Kitts and Nevis, Togo, Poland, Palau, Sweden, Cyprus, Russian Federation and The Philippines. These 30 countries will then have international responsibility for carrying out PSC inspections on foreign ships entering their ports. At the time of writing, 43 countries had ratified MLC, covering nearly 70% of the world fleet based on gross tonnage. The other 13 are Morocco, Finland, Malta, Greece, France, Serbia, Nigeria, Barbados, South Africa, Gabon, Fiji, Lebanon, Vietnam. MLC, 2006 will enter into force for these 13, and any others, 12 months after the date their ratifications are registered. **Source: Port Strategy**



Bell Hanger of the Saturation Diving Support Vessel- **CREST ODYSSEY 1**

Photo : Submitted on behalf of Capt Crawford Renton



Following the innovative trio of the **OCEANIC class**, **Shipkits BV** is currently building larger vessels of the **ATLANTIC DAWN class**. The second vessel of this series is **ARCTIC DAWN**. As before, Partner sp z.o.o. in Szczecin has supplied the hull which was seen on August 18th at Kiel when towed to the Netherlands by **Wagenborg's WATERSTROOM**. Photo : **Martin Lochte-Holtgreven** ©

Nigeria: Before Another Gridlock At the Ports

The nation's premier seaport in Lagos is said to be heading towards a return to the horrible old days when the entire port was overtaken by ships laden with containers begging to be off-loaded. This development, according to the Lagos Chamber of Commerce and Industry (LCCI), is a fall-out of the government's decision of replacing Cotecna (the Destination Inspection agent), with an apparently less capable inspection agent. Expressing deep concern over the worsening situation at the Lagos port, the LCCI said the replacement of the service provider was already creating serious capacity gaps in the cargo clearing process. The LCCI has equally expressed the fear that the regime change at the port would lead to what it described as "aggravation of corruption and extortion at the port as importers struggle to clear their cargo through the bottlenecks and risk of exacerbation of inflation, as goods are not quickly cleared from the port to meet relevant needs in the economy thus undermining the supply side of the economy." Thus, agitated by the possible negative impacts of the change of guards at the port, the LCCI said that the Federal Ministry of Finance owed the nation and stakeholders an explanation for the decision. It noted that already, importers now grapple with the nightmare and inefficiency arising from long delays in scanning of containers, cargo clearing and related activities. A critical question stakeholders in the marine business ask is the underlying factors responsible for the decision to replace Cotecna with a new inspection agent. Yet anyone previously used to doing business at the Lagos port, considered to be the potential hub of marine trade in the west coast of Africa, will readily testify to the headache, if not heartache, hitherto experienced by importers at the port. Clearing a container used to take anything between two weeks and one month or even more. The presence of all manner of government agencies including the customs, the National Drug Law Enforcement Agency (NDLEA), the National Agency for Food and Drug Administration and Control (NAFDAC), the Standard Organisation of Nigeria (SON) and tax officials created great disincentive for business with their multiplicity of charges and fees thereby making Nigerian ports less competitive with their peers in the West and Central African sub-regions.

This cumbersome arrangement coupled with high demurrage charges, cost of servicing borrowed money by importers, disruption of production schedules for manufacturers whose imported raw materials were stuck at the port, and the attendant inability of suppliers to meet contractual deadlines took a heavy toll on the economy. Furthermore, this high cost of doing business at the ports was ultimately passed on to consumers by way of high prices. Meanwhile the ports were turned into one organised centre for corruption and chaos. It was in the face of this ugly situation that government intervened in 2006 by ordering all the sundry agencies out of the ports and brought in Cotecna as the

Destination Inspection Agent. The government said at the time that it was committed to transforming the ways of doing business at the port with a view to bringing the time limit for clearing cargoes to 48 hours. Industry watchers are of the view that Cotecna was already doing well prior to the new move to drop the service provider in favour of the indigenous Global Scan Systems Limited whose competence and expertise were yet to be tested. It can be argued that the Ministry of Finance may have opted to drop Cotecna in order to empower and encourage an indigenous company but such a measure definitely needs not be at the expense of competence. Against the backdrop of the difficulties of doing business in Nigeria, a return to the bad old days of excessive documentation and bureaucracy at our ports will not be in our national interest. **Source: All Africa**



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The 1978 built SWE flag and owned research vessel **ICEBEAM** entering Grand Harbour, Malta 14th August, 2013.

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

Hapag-Lloyd and Hamburg Süd upgrade Med to WCNA loop



The 4,252 teu **SEASPAN DALIAN** seen in her previous charter to CSCL as the **CSCL DALIAN**, one of the ships participating to the upgrade of the 'MPS' service **Photo : Seaspan ©**

The joint Mediterranean to WCNA service 'MPS' (#137) of **Hapag-Lloyd** and **Hamburg Süd** is being upgraded this month with the phase in of several ships of 4,200 teu. The new ships displaced vessels of 2,400 to 2,800 teu.

Between this week and early September, four ships of the larger type will join the service. All of them are brought in by Hapag-Lloyd. The move appears to be the start of an overall upgrade of the 'MPS' service, which currently employs a fleet of 11 ships on a 77 day round trip and which trades along the following rotation: Livorno, Genoa, Fos-sur-mer, Barcelona, Valencia, Cartagena (Col), Panama Canal (waypoint), Manzanillo (Mex), Los Angeles, Oakland, Tacoma, Vancouver, Portland, Oakland, Los Angeles, Manzanillo (Mex), Panama Canal (waypoint), Manzanillo (Pan), Cartagena (Col), Caucedo, Lisbon, Tanger Med, Valencia, Cagliari, Livorno. **Source : Linervision**

Dress in Red, White and Blue to Celebrate World Maritime Day

International maritime charity, the **Sailors' Society**, is urging companies to show support for merchant seafarers on the 35th **World Maritime Day**, Thursday 26th September, by encouraging employees to dress in red, white and blue and make a donation to support seafarers.

World Maritime Day, created by the **United Nations (UN)** via the **International Maritime Organisation (IMO)** in 1978, is held during the last week in September and celebrates the maritime industry's contribution towards the world's economy. Drawing particular attention to the importance of shipping safety, security and the marine environment, the initiative calls on governments of the 167 IMO member states, and the shipping industry, to provide positive contributions toward maritime development.

Jenny Boland, Lead Fundraiser at **Sailors' Society** comments: "**World Maritime Day** is hugely important to raise awareness of the welfare needs of merchant seafarers. These seafarers are responsible for over 95% of global import and export trade and spend months at a time away at sea, yet few people realise that theirs is the second most hazardous profession in the world and seafarers need support to reduce their isolation." **Sailors' Society** provides practical, emotional and spiritual support to merchant seafarers through its network of 73 Port Chaplains operating across the world and has recently helped a crew of abandoned seafarers to get home to their families.

Boland continues, "Celebrating **World Maritime Day** provides the opportunity to raise funds so that our Chaplains can continue our vital work. We're grateful for the support we have received from companies all over the world in previous years and we would love as many people to come to work on **World Maritime Day** dressed in red, white and blue and to make a donation to support seafarers upon whom we all depend."

To find out how your workplace can get involved on the day or to learn more about how to support the **Sailors' Society**, please contact info@sailors-society.org or call the Society on 02380 515 969 alternatively visit www.sailors-society.org . Suggested donations £3/\$5.



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The **MARTE** outbound from Rotterdam – Photo : Cees van der Kooij ©

Carriers forced to return to core services

A mixture of financial necessity and commercial reality is further forcing ocean carriers to return to providing core services only. Shipping lines are still being squeezed out of providing home-grown integrated logistics services. This is evidenced by Maersk's news last week that it has entered into an agreement to sell the assets of its US trucking subsidiary Bridge Terminal Transport. Although partly driven by financial necessity, the ocean carrier trend appears to recognise that one-stop shops are not the way forward; that expansion via vertical integration should be replaced by greater focus on the provision of core services. This is implicit in Maersk's statement, which reads: 'The Group's strategy is to build on its strong presence in shipping, energy and related activities. We have been pleased with the business levels, the profitability and the quality of management at BTT. It is, however, a provider of drayage services that does not fit in our long-term strategic focus [any longer]. The sale will allow the Group to reallocate resources to the strategic focus areas within shipping, energy and related activities.'

As explained in 'Ocean carriers continue to become asset lighter' (see CIW 11th August), a greater proportion of their vessels and container equipment is now also being leased in. The provision of forwarding services may still be in the mix, but through differently named subsidiaries that have to be seen as stand-alone profit centres. Damco replacing Maersk Logistics is a prime example, as is the rebranding of NYK Logistics to Yusen Logistics.

The industry trend is not new, only it has been gaining momentum in recent months. For example, in June Maersk announced the sale of its European railway company ERS Railways to Freightliner. In May Zim Line sold its holdings in two companies that own container manufacturing factories in China. In April MSC announced the sale of 35% of its ports division Terminal Investments Limited to Global Infrastructure Partners, and in January, CMA CGM declared the sale of 49% of its container terminal operating company Terminal Link to CMHI. Much earlier, in 2010, Maersk already sold its stake in the logistics company Trans Siberian Express Service to InterRail, whilst others started reducing their involvement in third party logistics services even before then.

The implication is that the provision of home grown integrated logistics services by ocean carriers is becoming a distant dream that is unlikely to be resurrected in the near future. This will bring a smile to freight forwarders and independent third party logistics companies who have been arguing for years that ocean carriers should stay out of logistics, for which being asset light has many advantages. One exception where ocean carriers can be successful at extending their range of service beyond the port is the provision of rail and barge based intermodal services to/from the port, by leveraging their volumes and buying power, at least in countries where intermodal transport is competitive against road transport. The extent to which ocean carriers have been painted into this corner by the financial world is not easy to quantify, but it is clear that the level of ocean carrier debt has become untenable. According to analysis carried out by Drewry Maritime Equity Research, it has more than doubled over the past five years, from \$47 billion to \$100 billion. During this period of extremely weak profitability and constrained cash flows, ocean carriers piled on excessive debt not only to finance their order books, but also to raise expensive short-term debt capital to finance their working capital needs, leaving little for the development of anything else. Other factors, such as too many vessels chasing too little cargo, have further pushed ocean carriers into a port-to-port mentality suitable to commodity pricing, making it easier for independent forwarding agents to provide more customer focussed supply chain management solutions. Whereas ocean carriers have been encouraged to automate many customer facing functions to cut costs (such as cargo bookings), forwarders' greater profitability has enabled them to move up the value chain.

Drewry estimates that since 2009, the proportion of the ocean freight market that is controlled by forwarders has consequently risen from 35% to 51%. Twenty years ago, when carriers were still contesting the LCL market, it was just 15%. The pace of penetration varies across tradelanes, however, with the eastbound transpacific remaining largely static in recent years at around 38%, following the gains made in the latter part of the decade. On the other hand, forwarders' share of the mighty westbound tradelane from Asia to Europe, where FMCG traffic predominates, has grown from just over 50% in 2009 to 66% today.

Drewry's View

Ocean carriers will continue to be increasingly restricted to the provision of port-to-port services, but more involvement in door-to-door services is possible wherever more competitive intermodal services are offered. The issue of who should offer them is a completely different ball game. **Source: Drewry**

NAVY NEWS



The Indonesian ex-German **Kondor-II-class** patrol minesweeper [MSC] **729 PULAU REMPANG** (ex GRIMMA 336) moored in Batam, Original armament retained. Most of the sweep gear was transferred with the ships, but they were to be employed primarily as patrol boats. Are being fitted with Australian Dyad towed magnetic mine countermeasures devices, The forward twin 25-mm AA mount has been replaced by a single 14.5-mm gun mounted on the superstructure forward of the pilothouse. - **Photo : Capt. Jelle de Vries ©**

At present, 43 nations have over 600 submarines

The [INS Sindhurakshak](#) tragedy has brought the focus on the mysterious world of submarines. Here are some interesting submarine facts.

When was submarine first used in war?

By early 18th century, many inventors made several designs of naval vessels that could travel on the surface as well as beneath water. The American Revolution was the first war that witnessed military deployment of such boats. Submarines were also used during the American civil war. Submarines equipped with torpedo became a major factor during the First and the Second World War. According to US navy at present there are 43 countries operating over 600 submarines.

How does a submarine submerge?

One of the most important features of a submarine's design is the ballast tanks. These tanks could be alternatively filled with water or air depending on the requirement, whether the vessel wants to float on water's surface or travel underwater. The tanks are filled with air when the submarine is at the surface. To submerge the air is released and the tanks are filled with sea water which makes the vessel heavier.

Submarines maintain a stock compressed air while travelling underwater. This air is used for life support and for filling the ballast tank.

How does a submarine propel?

Most of the today's diesel submarines work like a hybrid vehicle. A typical diesel submarine has two diesel engines. One engine is used to propel the vehicle when it is on surface while the other is used to charge its batteries. These vehicles can only go underwater after fully charging their batteries. After going underwater they are propelled by battery-powered electric motors. Because of the battery powered propulsion the diesel submarine can stay underwater for a limited period.

A nuclear powered submarine is not based on combustion engine. Unlike diesel subs, a nuclear sub doesn't need air to burn its fuel and hence it can remain underwater for a much longer period.

How is the underwater navigation done?

Typically, submarines don't have windows and hence the crew could see outside underwater. When a submarine is near surface then it uses periscope to have the outside vision. Most of the submarine travel much deeper than the periscope depth and the navigation is done with the help of computers. Like any other conventional ship, a submarine navigator is also dependent on regular ocean navigation chart.

The submarine uses Sonar (Sound Navigation and Ranging) to detect target ships.

How is the submarine's environment controlled to support life?

Modern submarines- nuclear as well as diesel are designed to stay underwater for a significantly longer period. To have a healthy environment for humans a submarine is required to maintain earth like air quality, supply fresh water and maintain suitable temperature. Most of the submarines are equipped with oxygen generator and water purifiers.

These equipments use sea water to generate oxygen as well as produce fresh water. Apart from this the carbon dioxide and moisture is periodically removed to keep the environment healthy. **Source : Indiatimes**

Submarine blasts due to possible ignition of armament: A K Antony

Preliminary investigations have indicated that blasts on [INS Sindhurakshak](#) submarine were caused by "possible ignition" of armament, Defence Minister A K Antony told Rajya Sabha. In wake of the incident, the Navy has ordered extensive checks on weapon-related safety systems on all its submarines, he said in a suo motu statement on the submarine accident in Mumbai last week.

The Minister also pointed out that the "rapidity and intensity of the explosions and the resultant damage to the submarine indicate that the 18 personnel on board would not have survived." "Preliminary investigations indicate that the explosion was due to the possible ignition of armament. The cause of ignition is, however, yet to be established. Forensic examination would throw more light into the possible cause of ignition," Antony said.

He said this would be possible only after the "partially submerged" submarine is afloat and dewatered. "A Board of Inquiry with all relevant specialists has been constituted to investigate the likely causes of the accident at the earliest."

After the accident, the Navy has ordered an audit of Standard operating Procedures (SOPs) on all operational submarines and extensive checks on the weapon-related safety systems, the Defence Minister said.

He said as the "explosion and resultant damage were near instantaneous, the 18 personnel could not evacuate. Although full details are yet to emerge, the rapidity and intensity of explosion and resultant damage sustained by the submarine indicate that the personnel would not have survived."

Antony said globally-renowned salvage agencies have been approached and they are undertaking survey for salvage operations. "There is also an offer of help from Russia, where the refit and upgrade of the submarine had been undertaken," he said. Source : [indiatimes](#)

Australian Royal Navy ship to visit Ho Chi Minh City

According to the announcement from the Australian Embassy in Vietnam, [HMAS Ballarat](#) will come to Ho Chi Minh City with a crew of 28 officers and 156 sailors. [HMAS Ballarat](#) is an ANZAC class frigate with guided missiles, capable of anti-air, anti-submarine, maritime surveillance, reconnaissance, interception and others. The ship weighs 3,600 tons, 118 meters long, equipped with improved Sea Sparrow AAMs, Harpoon Block 2 anti-marine missiles, 127 mm MK45 machine guns and six MK32 torpedo tubes. [HMAS Ballarat](#) has helidecks for Sea Hawk S-70B-2 helicopters and can reach the maximum speed of 27 nautical miles per hour. During the visit to HCM City, the crew will meet with Vietnam Navy, participate in professional activities and exchanges with students of the Navy Technical Vocational School and spend time to learn about the culture of Vietnam. Source : [VietnamNet](#)

SHIPYARD NEWS

Shipyard Pella (Leningrad region) launched lead patrol boat of project 03160 Raptor

On August 15, [Shipyard Pella](#) (Leningrad region) launched the [Raptor](#), lead fast moving patrol boat of project 03160 designed by Pella OJSC to the order of RF Navy, the shipyard's press center says.

The boat is intended for transportation of personnel; duty operations; interception of small targets; salvage of people.

Navigation area – nearshore zones, straits, estuaries of rivers in ice-free navigation period in daytime and at night at the distance of 100 miles from the refuge site.



Major characteristics: length overall – ab. 17 m, breadth overall – ab. 4 m, draught – ab. 3.5 m, crew – 2 persons, special personnel – 22 persons, speed – some 50 knots.

The boat is supposed to be delivered to the customer in September 2013. Leningrad [Shipyard Pella](#) was founded in 1950 and privatized in 1992. The holding incorporates a head company and a number of subsidiaries. The shipyard specializes in construction of tug boats for Russian customers. Source : [PortNews](#)

ROUTE, PORTS & SERVICES



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GSL moves Pearl River Delta call of China – West Africa service from Dachan Bay to Nansha

GSL announced that it will shift the South China hub of its 'FAX' service (#1099) from Dachan Bay to Nansha. The call will thus move from the eastern banks of the Pearl River to the western side of the Delta. The first Nansha call is scheduled to take place at the end of this month. The carrier stated that the decision was made to offer the fast growing Guangdong exporters to West Africa with a port of call located nearer to the heart of their business.

Connections from Dachan Bay to Africa will be maintained by means of transshipment at Port Kelang, using Zim's Far East to Black Sea service 'EMX' (#46) and Zim's Far East to Med service 'AME' (#828).

The revised 'FAX' will call at Shanghai, Ningbo, Nansha, Port Kelang, Colombo, Durban, Lagos (Tin Can and Apapa), Tema, Cotonou, Port Kelang, Shanghai. The service turns in 80 days with a fleet of nine, sometimes ten, vessels in the 2,200 to 3,350 teu size range. Because of frequent congestion issues in West Africa, the service does not run as a weekly fixed-day operation, but rather offers one sailing every eight days on average. **Source : Linervision**

Argentina's New Customs Regulations to Determine the Weight of Exported Solid Bulk Cargoes

Correspondents Pandi Liquidadores, Buenos Aires have advised the Club of the introduction of General Resolution 3506 by the Federal Administration of Public Revenue concerning the determination of the weight of exported solid bulk cargoes. Shippers could previously choose to ascertain the weight of a solid bulk cargo by either shore weighing scale or draft survey. The shore scale method has often led to differences between the bill of lading and shipper's cargo figures at the load port, giving rise to the potential for shortage claims and the imposition of customs fines against the carrier at the discharge port. The new resolution requires the local customs office, rather than the shippers, to select the method to be used. If the local customs office decides that the weight of the cargo should be calculated by draft survey, it is recommended that a document specifying the cargo quantity as determined by customs be signed by both customs and the vessel. A copy should be retained on board to help defend any claims brought by cargo interests at the discharge port. If customs decide to use a shore weighing scale, a draft survey should still be carried out to compare the findings with the shore scale figures. Local customs authorities in Argentina are required to appoint qualified personnel to oversee the method selected to determine the weight of export cargoes. Should Members have any concerns regarding the accuracy of the figures obtained or the apparent difference between ship and shore figures they should consider the appointment of a P&I surveyor and contact the Club accordingly. None of the above should

be construed as a variation of Members' obligation to issue a bill of lading which properly reflects the amount of cargo that the Master believes has been loaded on board. Failure to do so may prejudice Club cover.

Finally, although these new regulations are aimed at export cargoes, Members may wish to consider involving the local customs authorities in the weighing process and invite them to attend draft surveys to determine the weight of imported cargoes. **Source: WoE.**

WSB Weekly Report - Week 33 ending 16.08.2013

There has been a good level of interest for tonnage built in the mid to late 90s in the dry S&P market this week. Two Capesize **PACIFIC CONFIDENCE** (180,000 / blt 2004, Japan) and **SHINING STAR** (177,662 / blt 2004, Japan) were sold to Oceanbulk for \$25m each. **NSS BONANZA** (170,900 / blt 1996, Japan) was sold to Jiangsu Steamship for \$10.8m. **LOWLANDS GHENT** (76,801 / blt 2004, Japan) was sold for \$16.75m to Greek buyers. **C.S. QUEEN** (72,465 / blt 1998, Japan) went for \$9.3m to Far Eastern buyers and the 20yr old **OCEAN PREFACE** (70,259 / blt 1993, S.Korea) was sold to Chinese buyers for \$4.8m. Supramax **MIMOSA** (53,556 / blt 2007, Japan) was picked up by Greek buyers for \$18m and Handysize **TPC TAURANGA** (28,300 / blt 1996, Japan) was reported sold for \$6m to undisclosed buyers.

TANKER S&P MARKET:

Activity continues. The four VLCC's **HARBOUR SPLENDOR** (297,100 / blt 2010, China), **SEA SPLENDOR** (297,100 / blt 2012, China), **ISLAND SPLENDOR** (296,919 / blt 2011) and **SPRING SPLENDOR** (296,919 / blt 2011) were sold for a reported \$60m each En bloc to Sinochem who had the vessels on long term charter from Clipper. **EUROSEA** (96,755 / blt 1994, S.Korea) was sold to Nathalin for \$7.8m. The MR tankers **ST GABRIEL** (51,304 / blt 2006, S.Korea) and **ST MICHAELIS** (51,303 / blt 2005, S.Korea) were sold for \$20m each En bloc to undisclosed buyers.



The **CRYSTAL PEARL** outbound from Rotterdam - Photo : Kees van der Kraan ©

CRYSTAL AMETHYST (8,143 / blt 1994, Belgium), **CRYSTAL EMERALD** (8,143 / blt 1994, Belgium) and **CRYSTAL PEARL** (8,143 / blt 1994, Belgium) were all three sold for \$4m each En bloc bss to Russian buyers.

CHARTERING:

The BDI was up 101 points to close the week at 1102. A strong week for the Capesize market, Cargill took the **TIANRONGHAI** (171,861/ blt 2000) from Dangjin for 7-9 months at \$16,750. A little activity in Panamax period market and couple of LME types have been covered for short period at \$9,000-10,000's level daily basis Far East deliveries. In the Supramax market, the average hire for Coal via Indonesia to China was at \$6,500-7,000's level basis dely S.China. In the short period sector, Daewoo fixed **LACONIC** (58,474 / blt 2012) dely Japan 18-22 August for 3-5 months trading redel worldwide at \$8,900.

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DEURLOO aangekomen in Oostende!

Vrijdagavond werd de **"DEURLOO"**, het nieuwste rededienstvaartuig van VLOOT, overgebracht vanuit Estland. In de loop van het najaar zullen ook nog de zusterschepen **"HONTE"** en **"RAAN"** worden afgeleverd door de werf Baltic Workboats.



De nieuwe vaartuigen zullen de uit 1993 daterende **"JAN BREYDEL"**, **"PIETER DECONINCK"** en **"GUIDO GEZELLE"** vervangen.

"DEURLOO", **"HONTE"** en **"RAAN"** zullen samen met de **"RAVELINGEN"** ingezet worden in Vlissingen (Nederland) om daar beloodsingsopdrachten uit te voeren.

Dit betekent dat zij zullen instaan voor het transport van loodsen naar en van zeeschepen die de Schelde op- of afvaren. De rededienstvaartuigen zullen op jaarbasis samen ongeveer 15.000 vaaropdrachten uitvoeren.

Door de toepassing van moderne technologie zal het verbruik van de nieuwe 20 meter lange aluminium vaartuigen lager liggen dan dat van de huidige. De voortstuwingsmotoren zullen ook gebruikt worden om via alternatoren de aan boord benodigde elektriciteit op te wekken. De nieuwe generatie rededienstvaartuigen zijn met hun 22 knopen kruissnelheid een stuk sneller dan hun voorgangers. Op het vlak van geluidniveau, klimatologische omstandigheden en verblijfscomfort werden flinke inspanningen gedaan. De vaartuigen bieden daardoor een degelijke werkplek aan de drie bemanningsleden en de (maximaal) acht passagiers. Om de verticale bewegingen (g-krachten) die een varend schip maakt minimaal te houden, werd een bijzondere rompconstructie gehanteerd: de boeg werd voorzien van een zogenaamde "wavepiercing"-steven die golven doorklieft en de opwaartse kracht van een aanrollende golf zo grotendeels teniet doet. Met de **"DEURLOO"**, **"HONTE"**, **"RAAN"** en **"RAVELINGEN"** beschikt VLOOT Vlissingen voortaan over zelfrichtende rededienstvaartuigen, wat betekent dat ze bij omslaan automatisch terugkeren naar een normale toestand. Dit draagt bij aan de veiligheid en bescherming van de opvarenden.

Chongqing's Jiulongpo port to be retired

Chongqing's Jiulongpo port, formerly the busiest logistics hub in the city, is to be closed. Due to the fast city construction of Chongqing, the downtown-located Jiulongpo port can not be develop any further. According to the layout plans of the local authority, the government will gradually slow the port function of Jiulongpo, and then finally close it. The shutdown of Jiulongpo will not affect the company's performance, as its business will be transferred to other port areas managed by the company, the local port operator Chongqing Gangjiu said. **Source: Sino Ship News**



Sunrise over the Singapore West Jurong anchorage with the **LEWEK TROGON** -
Photo : Capt. Neil Johnston – Master Salviscount ©

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Port of Cork Announce Partnership with Sea-Fi Marine Data Communication Ltd

First port in Ireland to have a fully operational Sea-Fi network

Following a successful trial period, the Port of Cork has announced details of their partnership with Ringaskiddy based company Sea-Fi Marine Data Communication Ltd. Sea-Fi is a wireless network covering the navigational areas of Cork

Harbour, and up to 10 Km off Roches Point and over the last six months Sea-Fi have provided Wi-Fi on board the Port of Cork owned vessels, MV Denis Murphy and MV Gerry O'Sullivan.

This has proved very successful, allowing the work vessels send and receive emails, images and work reports from around Cork Harbour. It has also proven a time and money saver, eliminating the need for the work vessels and crew to go back to base for administrative purposes, as this can now be completed on board.

The partnership between the Port of Cork and Sea-Fi will see the roll-out of SeaFi Horizon™ WiFi for all visiting commercial vessels either sailing or on anchor inside and outside Cork Harbour. This is the first port in Ireland to have a fully operational Sea-Fi network.

Speaking about the partnership, Port of Cork Harbour Master, Captain Paul O'Regan said: "Following the successful trial period on board our tug and work-boat we are very pleased to announce this partnership with local based company Sea-Fi. Currently many commercial vessels using the Port of Cork use the internet via their on board sat-coms. Offering a Wi-Fi service will mean they have a more efficient service when transferring large data and faster download speeds which means cost savings for the ships equipped with a SeaFi Horizon™ ship station."

He continued: "Very often some crew have no access to the internet while in a port, but now with Port of Cork SeaFi Dockside™ service, crew will be able to access their emails, call their family with Voice over IP (VoIP) which will greatly improve crew welfare."

Initially this partnership will see the SeaFi Dockside™ being rolled out at Ringaskiddy Deepwater Berth, Tivoli Container Terminal and Cobh Cruise Terminal. This is not a marina style Wi-Fi network, but a highly advanced system capable of transferring large amounts of data, if required. It is proposed in the future to roll out a similar service which would be offered to leisure craft using Cork Harbour.

MARITIME ARTIST CORNER



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.... PHOTO OF THE DAY



Crowley Ocean class tugs **OCEAN WAVE, OCEAN WIND, OCEAN SUN** with Boskalis **UNION MANTA** contracted direct by installation contractor made up in the station keeping Star Pattern. **OCEAN SKY** performing duties as standby tug. **Photo : Tim Burdick ©**

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