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The SANTA URSULA moored at the Singapore Pasir Panjang container terminal
Photo : Piet Sinke ©

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The Maltese registered Catamaran of the VENEZIALINES, " SAN FRANCISK " arriving at Valletta, Malta, on the 08-10-2012. Photo : Gejtu Spiteri (c)

Fishermen versus tug boat operators

TUG BOATS operating in the Gulf of Paria continue to create nightmares for fishermen plying their trade in waters near the Claxton Bay Fishing Facility, Bhadosse Sooknanan told Newsday yesterday. A frustrated Sooknanan said that at about 6.30 pm last Friday, his boat captain was almost run over by a tug boat in the water near the Claxton Bay fishing port when they challenged him for destroying two fishing nets that were in the water at the time. "We were in our boats which were anchored in shallow waters by the port and right there we throw our nets. Our boat had lights, blinkers and lantern. The tug boat captain was "short cutting" and he stopped about ten feet from our boat. "He

stopped and I started to talk to him. I asked him to reverse and go around the boat. He started to grumble. He reversed the boat a little bit and just put in the forward gear and went through the net,” Sooknanan said.

“My captain decided to chase after the tug to get its number, but the tug operator pulled close to us and tried to bounce us with the tug boat...so we had to abort the plan,” he said. Sooknanan warned that if they are not given protection in the water they will have to take matters in their own hands. He said this is the second time last week that his fishing nets were damaged by tug boats. “We are absolutely fed up now and are soon going to fight fire with fire. We will take the law into our own hands if we have to,” he warned.

One net, he said, costs as much as \$15,000 and it costs as much as \$2,000 to repair a damaged net. And depending on how badly damaged the net is, it would have to be thrown away. He said it takes as long as three days to repair which means loss of earnings for fishermen. According to Sooknanan, almost every day they have to battle with reckless tug boat operators who show little or no respect for fishermen. He said numerous reports have been made to the nearby St Margaret’s Police Station, “but nothing has ever been done,” he said. **Source : Trinidad News**



The **PALMERTON** inbound for Teesport – **Photo : Antony Fleming (c)**

Ajax Chubb Varel

Marine department starts Fixed Fire Suppression System training. For maintenance, inspections and operation of fixed fire-extinguishing systems - According MSC.1/Circ1318 and MSC.1/Circ1432



Increasing one’s knowledge and skills in the handling of fire fighting systems means more competence, confidence, and better handling in case of an emergency of the installed systems. The marine department of **Ajax Chubb Varel** started courses and trainings for end-users, commissioning- and service engineers. Those courses are all “custom

made” and consist of a balanced mix of several training methods. Theoretical classroom courses will be combined with theoretical/practical training world-wide “on-the-job” or in the Ajax Chubb Varel training facility in Barendrecht. Awareness of risks and safety, confidence in operating and competence in maintenance are the key topics of each program. **Ajax Chubb Varel** can train your personal in all aspects of fire suppression systems with the hands-on experience and competency based training.

The MSC.1/Circ.1318 (for fixed carbon dioxide fire-extinguishing systems) and MSC.1/Circ.1432 (for fixed gas fire-extinguishing systems) are the guideline on which the courses/trainings are based. This tailor-made training, especially designed for crew members and members of technical departments, is to improve the competences and knowledge about the system as well as safety awareness ensuring competence and confidence to operate, control and maintain the fire-extinguishing system. **More information?..... please send your mail to: marine@ajaxchubbvarel.nl**



Birds eyes, Van Oords **Volvox Atalanta** during clean-up dredging in front of a quay-wall at one of the artificial island in Abu Dhabi waters- **Photo : Maarten Mostert (c)**

An advertisement for Ned Marine services B.V. The background shows a person in an orange safety vest and white hard hat working on a large metal structure. On the left is a compass rose logo with the text "Ned Marine services B.V." below it. A white box in the center contains a list of services: Marine Surveyors | New Building Inspections | Pré Conditional Survey | Dry-Dock Supervision | Ultrasonic Thickness Measurements | NDT Inspections | Superintendence | Coating Inspections | Hatch Tightness Testing | Cathodic Protection | ICCP Systems | Technical 3D Design | MGPS Systems | Maritime Products | USAF (Ultrasonic Anti-Fouling) system |. Below the list is the website address WWW.NEDMARINE.COM.

P&O MARITIME EXPANDS INTO EAST AFRICA

The Marine Services Company to Enhance Port of Maputo's Efficiency

P&O Maritime FZE, a specialist provider of marine services, is expanding its operations to Mozambique. **P&O Maritime** provides shipping and marine logistics solutions, partnering with governments and the private sector alike. Over many years, **P&O Maritime** has expanded its service offering, moving into several geographic locations and now

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provides global maritime excellence across Australasia, Europe, South America and the Middle East & Africa. The company is now set to provide management, pilotage, mooring services, crewing and maintenance for tugs, pilot boats and mooring boats along with other marine services at the Port of Maputo. Under the agreement with the port, and as part of its commitment to enhance the port services' safety, reliability, and efficiency, P&O Maritime will invest in new, state of the art assets as well as training and development of local people at the Port of Maputo over a period of ten years.

Gary Dockerty, Executive General Manager, **P&O Maritime**, Middle East and Africa said: "**P&O Maritime** plans to develop a pool of maritime personnel working in partnerships with local stakeholders for the benefit of Mozambique. We look forward to being able to contribute even further to improving supply chain efficiency and supporting the expansion of Mozambique's economy." **Osorio Lucas**, Interim CEO, Port of Maputo said: "The port of Maputo is an efficient entry port for goods destined for Mozambique and its extensive hinterland as well as for exporters in the region. We look forward to working with **P&O Maritime** to maximise every opportunity to serve customers even better in the years ahead."



Seaway Heavy Lifting's **OLEG STRASHNOV** moored in the Eemshaven see from the **TSHD RIJNDELTA**
Photo : Hans Steenbeek (c)

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The hard working sailors of the **RYNDAM** take a well earned break, under the supervision of 'Safety Environmental & Health Officer' **Peter Tukker**. Photo : **Michael Verschoor** ©

Shipping freight rates on Asia-Europe route to go up

At a time when Asia-Europe spot shipping freight is showing a not-so-encouraging trend, several shipping lines active on the route have announced their plans to hike rates, according to shipping industry sources. Thus, the **United Arab Shipping Company** has levied from October 1 a rate increase on cargo from the western Mediterranean and Adriatic to the Indian subcontinent and the Arabian Gulf of \$200 per container as well as a \$500 per TEU hike on shipments from the western Mediterranean and the Adriatic to Iran.

Hong Kong's **Overseas Orient Container Line** will increase its rate on cargo from Asia to Europe rate by \$525 per TEU from November 1. The increase covers cargo from the Far East (including Japan), the Indian subcontinent as well as the West Asia to north Europe, the Mediterranean and to Black Sea ports. It will increase a general rate increase on cargo from Europe to Asia \$200 per FEU and TEU from November 1. The line will further increase freight rates on services from southeast Asia, India and the Middle East to Australia \$200 per TEU hike on October 15. The increase will cover cargo from Singapore, Malaysia, Thailand, Indonesia, Vietnam, Cambodia, the Philippines, the Indian subcontinent and the Middle East to Australia.

Danish shipping giant **Maersk Line** will apply a range of rate increases throughout its container service network from mid-October, plus applying dangerous cargo demurrage at St Petersburg. The carrier is going to increase reefer rates 30 per cent to an average of \$1,500 per FEU from January 1, 2013, it is learnt. As the market leader in the reefer segment, Maersk's reefer fleet can carry 230,000 FEU, accounting for 23 per cent of the global fleet of one million FEU, the sources add. Source: **The Hindu Business Line**

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ALPINE LEGEND arrived Subic Bay and moored at the Coastal Terminal. Photo : Capt. Hans Schaefer ©

Iran tries to sail round sanctions

A Chinese shipyard has delivered the first of 12 supertankers to Iran, giving Tehran extra capacity to transport its oil to Asia as it struggles against Western sanctions, but it is unclear if the ship has the permits necessary to call at global ports. Asian countries including China, India and South Korea are among Iran's biggest oil customers, but, to get around a European Union ban on shipping insurance imposed since July 1, they must use the fleet of the National Iranian Tanker Co (NITC) to bring the crude home. Shipments, however, have become unpredictable as NITC's limited shipping capacity is overstretched, and industry sources said the arrival of the 318,000 deadweight tonne "**Panda**" in the Gulf in early October may help ease the strain. The very large crude carrier (VLCC) left Waigaoqiao Shipbuilding. It was initially due to sail to Iran in May, but the sanctions delayed its delivery. A second vessel, the **Souvenir**, is conducting sea trials in China, but it is unclear when it would begin commercial operations.

"The first of Iran's VLCCs is on its way to Iran. It is unclear how the tanker is being insured in light of the Western sanctions, but I'm sure Iran has found a way," said a Singapore-based oil shipping executive who declined to be named as he was not authorised to talk to the media. Western insurers provide indemnity for the majority of the world's tanker fleet. Western sanctions to pressure Tehran to halt its disputed nuclear programme have cut its crude exports by nearly half. Source: Al Bawaba



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Deeper Suez Canal effluents will reduce waiting time, Suez official says

Suez Canal Authority head Mohab Mamish said the deepening of the canal's western effluents from 48 feet to 52 feet is nearly complete, according to an Anadolu news agency report. The increased depth will allow large container ships entering the canal from the Mediterranean to use them, reducing their crossing time to about four hours. Such ships currently use the main canal. The report also quoted Mamish as saying that canal management is considering creating additional effluents in order to reduce wait times. The authority has already expanded waiting areas in the Bitter Lakes area and established emergency garages for large vessels near the entrance to the western effluents. Mamish said that the canal can already accommodate all container and cargo vessels, and that the improvements are mainly to reduce travel time and maximize canal revenues. **Source: Suez Independent**



The **ARCTIC DISCOVERER** moored in Rotterdam – Nijlhaven - **Photo : Frans de Lijster ©**

TOS strengthens its position in Asia



With the opening of a new branch office in Jakarta, Indonesia, **TOS** has further strengthened its position as a global provider in personnel solutions. "The Asian market is a growth market for us. For our customers, particularly in the Offshore and Oil & Gas industry, this new branch office is a welcome addition. Through this new office TOS can also guarantee its quality for the Asian market itself, independent of local agents. The professionalism and the quality of the Indonesian seafarers is underestimated still." says **Kees Wagenaar**, Managing Director. This year **TOS** celebrates its 20 year anniversary. Years characterised by organic growth, expansion of the package of services and the sectors in which **TOS** is active. In addition, **TOS** has worked on a steady growth and expansion towards a worldwide network of branch offices.

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Een onvergetelijke reis: ANTARCTICA EXPEDITIE MET DE BARK EUROPA



Het nieuwe bezoekersseizoen voor Antarctica begint weer! Traditiegetrouw worden er elk jaar rond deze tijd allerlei voorbereidingen getroffen om weer een seizoen lang bezoekers te ontvangen. Op de verschillende onderzoeksstations worden mensen opnieuw geïnstalleerd of wordt een winterploeg afgelost.

Photo : Hajo Olij ©

Ook de Bark **EUROPA**, een traditioneel getuigde driemast bark treft haar voorbereidingen; het schip is nu onderweg naar Zuid Amerika om vanuit daar tochten te maken naar Antarctica.

Deze tochten zijn er voor zeil- en vogelliefhebbers, voor fotografen of

voor wie gewoon in de ongerepte natuur wil zijn. Deze bijzondere 22 – daagse reizen beginnen en eindigen in Ushuaia, Argentinië. In de ochtend na het aanmonsteren worden de landvasten los gegooid. Daarna wordt iedereen ingedeeld in wachten om het schip te sturen, de zeilen te zetten, te brassen, te navigeren tijdens de reis op zee.

Expeditie

De eerste dag wordt er gevaren op het Beagle Channel. Onderweg vertelt de bemanning over de veiligheid en wordt iedereen wegwijs gemaakt in de ogenschijnlijke wirwar van lijnen aan boord. De oversteek van de Drake Passage vormt een vast onderdeel van de reis naar Antarctica. Tijdens deze dagen op zee vergezellen reuze albatrossen (spanwijdte 3,5 meter!) het schip. Ook 's nachts wordt er doorgevaren: een bijzondere ervaring!

Photo : Brett Yates ©

Antarctica

Voor de elfde seizoen vaart de Bark **EUROPA** naar dit schitterende gebied met veel dierenleven, indrukwekkende landschappen en een bijzondere geschiedenis. Dagelijks worden er landingen gemaakt op de kiezelstranden waarbij de dieren van dichtbij aanschouwd kunnen worden. De gidsen aan boord bereiden elke landing voor door middel van lezingen en presentaties over het gebied wat bezocht wordt. Ook tijdens de wandelingen zijn de gidsen erbij om uitleg te geven en vragen te beantwoorden. Van de tientallen onderzoekstations die er op Antarctica zijn bezocht de **EUROPA** er ook een aantal. Zo kan er vanaf een van de stations een kaartje met Antarctica-poststempel verzonden worden naar het thuisfront!

Kooien beschikbaar

Er zijn nog kooien beschikbaar op de reizen naar het Witte Continent. Voor meer informatie zie www.barkeuropa.com of bel 010-281 0990.





The SMIT tug **Indusbank** moored at Kralendijk-Bonaire. - Photo : Kees Schotel (c)

American Club issues stowaway warning

The problem of stowaways hiding in a ship's rudder stock recess, especially at African ports, still persists, the **American P&I Club** has warned its members. Shipowners are urged to take proper precautions to prevent stowaways from boarding and hiding themselves in this way. The club first alerted its members to the practice in April 2004.

The stowaways wait in port areas until after dark and then swim to the rudder stock, climb it and hide inside the recess, making it difficult for the ship's crew to find them. Most of these vessels come from Africa in ballast and, for that reason, the rudder stock recess stays above water. But the stowaways are exposed to the sea as the vessel rolls and pitches. The club advises members to take all the necessary measures to prevent stowaways using the rudder stock recess as part of the Ship Security Plan in accordance with the ISPS Code compliance requirements. Typically, the crew can only access the rudder trunk via a manhole cover fitted in the aft peak tank. However, if this is not possible during a pre-departure stowaway search, it is recommended that the crew use a small boat, such as a rescue boat or paint raft, to check the recess area. Better still, the club adds, members should consider installing medial gratings above the openings to the rudder compartment to prevent stowaways from gaining access to the recess area in the first place **Source : MarineLog**

MSC Orchestra four crew members hospitalized with bacterial meningitis

Four members of the crew of an Italian liner are in hospital, including one who is fighting for his life, following an outbreak of bacterial meningitis. The four were admitted to hospital in the Tuscan port of Livorno on Sunday at the

end of a cruise by **MSC Orchestra** liner. A 32-year-old Indonesian crew member is the most ill of the four. The Italian Ministry of Health notified on Sunday to French Focal Point, under International Health Regulations about the situation on board the cruise liner **MSC Orchestra**, where the four cases of meningococcal meningitis have been discovered. According to Italian sanitary authorities the two countries health agencies are working in close contact. The cases had been notified by the ship to the Air and Maritime Health Office (USMAF) at Livorno. A doctor from USMAF was dispatched to the ship after two crew members fell ill; the two have been disembarked and immediately hospitalized in a Livorno Hospital.



The **MSC ORCHESTRA** – Photo : Nico Ouwehand (c)

Subsequently, USMAF ordered the isolation and the antibiotics prophylaxis for the close contacts of the cases and for all the passengers on board, with exclusion of those embarked during the day; prophylaxis was offered to all the crew members. The drugs needed for the prophylaxis (2.800 doses) have been quickly mobilized and administered by the Local Health Agency (ASL). Two antibiotics were used: rifampicin and ciprofloxacin.

The USMAF has also put under surveillance for seven days all crew members and the passengers, suggesting to MSC to contact all passengers disembarked during the last seven days at Catania, Naples in order to administer them the prophylaxis.

USMAF later on Sunday reported that two additional crew members developed symptoms of the illness and were hospitalized. The Livorno USMAF has informed about the situation the Catania and Naples USMAF, ports where the ship stopped in the previous days. On Monday 8 October 2012, the four cases were confirmed and in two of them the causative agent is N. Meningitidis serogroup C.

The cases were in kitchen workers and thus, the likelihood they were in close contacts with other passengers is considered low, said Italian officials. However, since it is not possible to ascertain at the moment the virulence of the pathogen behind the ship outbreak, the Ministry of Health informed all Italian Regions about the outbreak and that the passengers, advised through the Ship Owner Company, could turn to the local health agency for receiving the prophylaxis or counselling. The Italian Ministry of Health sent advices to the International Health Authorities for the implementation of all surveillance measures needed in such cases. **Source : mercopress**

NAVY NEWS

'No trial in France over Scorpene'

Media should be able to distinguish between rumours and facts, and between rumours and facts, says French government prosecutor

A PROMINENT French government prosecutor has denied reports circulating among some Malaysian new websites of an ongoing trial in France, on allegations of corruption by a French company over the purchase of two French-made **Scorpene submarines** by Malaysia in 2002. Yves Charpenel said the media in Malaysia should be able to distinguish between rumours and facts, and between investigations and a trial.

"I am aware of all the fuss kicked up by certain media (organisations) in Malaysia over this matter, but what I can say is that this is nothing more than a trial by the media," he said here yesterday. Charpenel, a former head of prosecution in France and now a state prosecutor and an executive member of the International Association of Anti-Corruption Authorities (IAACA), was here to attend the four-day IAACA conference and general meeting.

Following a complaint filed in 2009 by non-governmental organisations Suara Rakyat Malaysia (Suaram), that a French company had allegedly paid bribes to a Malaysian firm for the submarine deal, he revealed that two independent "investigating judges" started their investigations earlier this year. Charpenel said that in France, as in other countries practising the rule of law, all investigations were done in absolute secret.

He said it was anybody's right to file a complaint and due to the secret nature of the investigations, some resorted to complaining to the media. He explained that for specific cases in France, the Justice Ministry would ask an independent judge, called an "investigating judge", to launch a probe. "He is just an investigator. This is an old system that started in the Napoleon era.

"If the investigating judge wants someone to come to Malaysia, he has to ask your government because we have what is called the Treaty of Mutual Legal Assistance. "And the Malaysian government can say "yes" or "no". It has to be decided by the Malaysian authorities. A French investigating judge cannot take his luggage, take a plane to Malaysia and ask someone to answer his questions. It is impossible. It is against French law and also international law."

Charpenel added that in France, as elsewhere, the course of justice would not be dictated by the media "In France, the time of justice is different from the time in media. Of course, the media needs data, information, news. It's natural, but the investigation is quite different. This is exactly the same, whether in France or in Malaysia.

"And, it has to be secret. We are now in the first step. Maybe, we got another step, maybe not, and it is quite early to say more." Asked about media reports that French lawyers representing Suaram in the suit would be coming to Malaysia to brief their clients, Charpenel said any lawyer from any country was free to do so because he was paid by his clients. "He can speak freely to the press. That's freedom or human rights. But he is not a prosecutor. He is not an investigating judge. He is not an official."

In April this year, opposition politicians here had even called for Malaysian officials to testify in Paris or risk being ostracised in the European Union. "A trial is a trial with all the rules. Investigation is another thing," said Charpenel on the misinformation generated by certain news websites over allegations that a trial was already under way. Over the weekend, Defence Minister Datuk Seri Dr Ahmad Zahid Hamidi had said that the Auditor-General had declared the Scorpene deal was done in accordance with legal procedures. **Source : Bernama / New Straits Times**

Toward a 'New Age of Carriers' in Asia Pacific



After decades of unchallenged naval supremacy in the Pacific and Indian Ocean, new naval powers are looming in the area, and new alliances are formed. The ceremonial commissioning of the first aircraft carrier by China, and the planned commissioning of the ex-Russian aircraft carrier **Vikramaditya** (above) (planned for December but later delayed to 2013) are two points indicating this new vector of growing importance of regional naval air power in Asia Pacific and the Indian Ocean.

While the two carriers, by themselves, are not challenging the US supremacy at sea, undoubtedly, more will be fielded over the coming decade. Russia is planning to build six new aircraft carriers after 2020. Russian naval planners foresee at least one Russian Carrier Battle Group (CVBG), comprising 15 vessels supporting the aircraft carrier will be deployed in the Pacific Ocean by 2017. A second CVBG will be deployed with the Northern Fleet. Each CVBG will include at least one flat deck carrier (CV), missile cruisers (CG), destroyers (DDG), multi-purpose submarines (SSN), frigates (FFG), corvettes, landing craft and other ships such as icebreakers for the Arctic zone.

The US Navy currently deploys six of its 11 aircraft carriers in the Pacific Ocean. The US plans to reduce the number of carriers deployed with the Third and Seventh fleets in the Pacific Ocean to five, with the planned withdrawal of the **USS Enterprise**, but the number will increase again in 2015, as the new **Gerald R. Ford** is commissioned in 2015.

China has already indicated that the new '**Liaoning**' is only a training platform, for its navy to practice the operational and technical aspects of naval aviation operations. These lessons will be implemented in the design, construction and fielding of future Chinese built carriers. India is also planning to build two Majestic class aircraft in the next 10 years. India has been operating aircraft carriers since 1961 when the ex-Royal Navy **HMS Hercules** was inducted into service as **INS Vikrant**. She was retired in 1997, replaced by the **INS Viraat** (formerly **HMS Hermes**), which entered service with the Indian Navy in 1987.



Through the years India has built a sizable naval aviation force, extending its reach into the Indian Ocean. As part of this plan, India prepared to deploy three carrier battle groups in the Indian Ocean by the year 2015, reflecting its growing Indian interests as a regional power. However, with the commissioning of its new carrier delayed for next year, and introduction of the first indigenous carrier delayed at least to 2017, the Indian naval air power is hanging on the thread of the 60 year old **Viraat**, whose service is now stretched at least through 2020. To prepare for the extended service life, **INS Viraat** is scheduled to enter four months refit at the **Cochin Shipyard**, to be completed around

April 2013, leaving India without any operational carrier... Eventually, **Viraat** will be succeeded by the first of two indigenously built Majestic class carriers – **INS Vikrant**, to be commissioned not earlier than 2017. The second Majestic class carrier, **INS Vishal** is currently planned to enter service in 2022.

The Thai Navy also operates one aircraft carrier but does not have strike aircraft to support combat operations. Other navies in the Pacific are operating 'helicopter carriers' landing assault ships include Japan, South Korea and, in the near future -Australia. Other navies in the Pacific While the number of aircraft carriers in the Pacific Ocean will not reach the World War II levels, the range, operational flexibility and firepower they possess will make these naval assets as dominant and crucial as their WW II predecessors. **Source : Defense Update**

Iran to start new stage of Sahand destroyers construction

Iran will start the new stage of Sahand destroyers construction in December, Iran's Navy Commander Rear Admiral Habibollah Sayyari said, Fars reported. Sayyari noted that the new stage will takeoff on the day of Iranian Navy in December. In September, Iran released the **Sahand** frigate into water, construction of which was completed ahead of schedule, in 9 months. It is planned to equip the frigate with modern defense technology as well as special stealth capabilities.

The original Iranian frigate **Sahand**, a British-made Vosper Mark V class frigate (also known as Alvand class frigate), was commissioned as part of a four-ship order. The ship was originally called **Faramarz**, named after a character in Ferdosi's Shahnameh. However after the Islamic Revolution it was renamed **Sahand**, after the Sahand volcano.

Admiral Sayyari said that during the period of Sahand's release in September, and until December, it will be possible to witness all the improvements made to the frigate, until the next stage of construction takes place.

Phil spends \$15 M on 2nd US Hamilton-class cutter

The military said that it is spending more than P600 million (\$15 million) for the acquisition of a Hamilton-class cutter from the United States. Philippine Navy Chief Vice Admiral Alexander Pama said the second US ship costs \$5 million more than the first Hamilton-class cutter which the government bought under the US Excess Defense Articles Program.

"We are installing lots of equipment in the (second) ship," said Pama in an interview after the opening of the Amphibious Landing Exercise (PHIBLEX) 2013. The ship is set to leave the United States by January next year after the refurbishing and training of Filipino personnel are completed. **Source : Philstar**

AMSTERDAM ARRIVED AT DAMEN SHIPREPAIR IN SCHIEDAM



The **SVITZER MARKEN** seen from the wheelhouse of the **Amsterdam** by pilot **Marijn van Hoorn**



Just when the transport entered the river a large "020" flag was raised on SB side followed by the "Ajax flag" on PS, luckily this last flag was removed quickly again to avoid problems upon arrival ☺



Hr Ms AMSTERDAM safely moored at **Damen shiprepair** in Schiedam
Photo's : **Marijn van Hoorn (c)**

Penalty of Rs 600 cr may be imposed for Gorshkov delay

Ahead of Defence Minister-level talks with Russia, India on Monday warned that it could impose a penalty of up to Rs 600 crore for the delay in handing over of aircraft carrier **Admiral Gorshkov**. "We may impose liquidity damages up to five per cent of the **Admiral Gorshkov** contract worth over USD 2.3 billion if there are delays in supply of the warship," a senior Defence Ministry official said here.

A final decision in this regard would, however, be taken only after the meeting between Defence Minister AK Antony and his Russian counterpart Anatoly Serdyukov on Wednesday, he said. Meanwhile, Russian diplomatic sources questioned as to how India could impose such a penalty when they had not done so in the case of delivery of the Scorpene submarines, whose delivery schedule has also slipped by over three years. The first of the six **Scorpene submarine** contracted from France was supposed to be delivered in 2012 but now it is scheduled for induction into the Navy only by December 2015. At the meeting, India is expected to raise the issue of delay in delivery of aircraft carrier **Admiral Gorshkov**. The delivery schedule of the already much-delayed 45,000-tonne warship has slipped further after it encountered engine malfunctions during sea trials in Russia. The ship, rechristened **INS Vikramaditya**, was scheduled for commissioning into Indian Navy by December 4, this year but Russian media reports have suggested that it would now be delivered only in October 2013. The warship was originally scheduled to join the Navy on 2008. **Source : Zeenews**

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The Damen built Shoalbuster 3009 **ZEESELDE** returning at the builders after yard trials – **Photo : Arie Boer ©**

More parcel tankers for GSI

Stena Bulk of Sweden is about to exercise an option for four more 50,000 dwt parcel tankers at [Guangzhou Shipyard International \(GSI\)](#), providing a much needed fillup to the Hong Kong-listed yard. The options, priced at \$39.5m each, will deliver in 2015 and 2016. Source: Sino Ship News

ROUTE, PORTS & SERVICES



The **MAERSK MISUMI** enroute Amsterdam – Photo : Marcel Coster ©

Mining group Vale sends 95 trains loaded with coal to the port of Beira, Mozambique in September

Mining group **Vale** last September sent a record 95 trains loaded with coal from the Mozambican mining town of Moatize to the port of Beira, said Vanderlei Marques, Vale's director of Logistics Operations.

Cited by daily newspaper Notícias, Marques said that the 95 trains had carried **257,000 tons** of coal that was then loaded onto four ships, three of which were Panamax ship with capacity for 80,000 tons each. This was the first month in which this was achieved.

He also noted that it was possible to achieve the target of 1,000 trains by the end of the year, as compared to just 120 all year in 2011, given that over 600 trains with 42 trucks holding 63 tons of coal each, had travelled along the Sena line to the port of Beira so far this year. The process of loading ships of a higher than 35,000 tons capacity currently

involves transferring cargo at sea, some 42 kilometres from the port of Beira, using two other smaller ships especially made for this purpose: the **Bulk Zambezi** and **Bulk Limpopo**. The coal produced at Moatize is all carried along the Sena railway line, over a distance of 575 kilometres, to the port of Beira and in future it will also be sent to the port of Nacala, in Nampula province, over a distance of 912 kilometres. **Source: MacauHub**

TERAS CONQUEST 6 ON CHARTER TO PERTAMINA

Teras Offshore Pte Ltd is pleased to announced that it has put their 6th liftboat "**Teras Conquest 6**" on term charter to Pertamina in Indonesia from 4th Oct 2012. This is **Teras Offshore's** 2nd liftboat working on term charter complementing the "**Teras Conquest**" which went on charter to Pertamina in Nov 2011. This charter marks another milestone in Teras Offshore niche business profile in the ownership and operatorship of liftboats in this region whilst having units working in West Africa and Middle East.



"**Teras Conquest 6**" fully jacked up at the first platform location off Surabaya, with an air gap of just under 11 metres.

These two self propelled liftboats are fully manned with Indonesian crew in accordance to **Teras Offshore's** commitment to maximise the local content. The "**Teras Conquest 6**" was self propelled down from Vung Tau after delivery which again was another milestone as all previous units were towed down. For the mobilisation from Batam to offshore Surabaya, the "**Teras Conquest 6**" was again self propelled down at an average speed of 4.5 knots. **Teras Offshore Pte Ltd** is a wholly owned subsidiary of **Ezion Holdings Limited** which is listed in the main stock exchange on Singapore.



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Cautious optimism on Port development plan

A Port Adelaide environment group has expressed cautious optimism about a revised waterfront development plan for the area. The \$8 million project would set aside waterfront land for a cycling track, parks and markets. The proposed

public works are to be funded by the South Australian Government and Port Adelaide-Enfield Council. Liz Millington, from the Port Adelaide Residents Environment Protection Group, said the Government had taken care to meet the wishes of locals.

"They've actually decided to take in what people have said and put something out here as a first-up sort of measure to deal with it. The bike path, everybody's talked about that, wanting the public to have access to the water, not just people who own million-dollar apartments," she said. But she said water and air pollution remain problems in the area. "The whole peninsula is now a residential zone and yet they keep trying to pretend it's an industry zone at the same time, so they'll make moves to put new residential developments on the riverside where there is a lot of pollution still," she said. "They've got to take a planning approach which says 'Let's just buffer and keep residents away from industry'."

Port Adelaide-Enfield Mayor Gary Johanson said the latest plan was good news for Port Adelaide. "I'm really excited after spending my life around the Port and the same with my family, I think it's a great sign from the Government that they've finally taken an interest in the Port," he said. "Successive governments have just disregarded the Port and its people and it is great that finally there is a focus on the Port and it should put it in a good place for its future." South Australian Premier Jay Weatherill said he hoped the development would revitalise Port Adelaide. "I think most people realise that the Port is a beautiful, historic precinct and what it lacked was just some of the urban amenity that will allow people to come and enjoy themselves and spend time with their families," he said. "These are the things that locals, local businesses, local residents are saying are needed." "We're in partnership with the Port-Enfield Council and I think this will make a big difference." **Source: ABC News**



The **FUGRO SYMPHONY** arrived from Lerwick for OTP, Walker. **Photo : Kevin Blair (c)**

Qingdao confident of double-digit growth

Qingdao port, the world's seventh-busiest by cargo volume in 2011, expects to see its cargo volume increase in double digits this year, reported China Daily. Despite the effects of the sluggish world economic recovery and China's economic slowdown on the global shipping industry, the port handled 372 million metric tonnes of cargo in 2011. Its goal for this year is more than 400 million tonnes of cargo and 14.5 million TEUs. The company attributed the port's performance to its "high efficiency" in handling cargoes, which saved the shipping companies' time and made it a stronger competitor against other ports.

By September 24, total throughput at the port had exceeded 300 million tonnes, reaching that number 26 days earlier than in the previous year. "We are very confident about achieving this year's goal," Chang Dechuan, chairman of Qingdao Port (Group) Co, said. The world shipping industry has been struggling with difficult market conditions since the latter half of 2011, due to the ongoing eurozone debt troubles and cooling economic expansion in China, which has put downward pressure on global demand for Chinese exports, as well as China's appetite for bulk commodities such as coal and crude oil. Trade experts and industry analysts said that the declining market is likely to persist for the next few years and no substantial recovery in either external or domestic demand is expected within the next two or three

years. "Chinese ports are generally suffering from overcapacity," Chang said. "The current economic slowdown will intensify competition between ports and may also lead to industry consolidation." Given the current declining shipping market, Chang said Qingdao port would lower its charges to help shipping liners weather this difficult period.

"Ports and shipping companies should brace themselves and help each other in the face of uncertainties in the global and domestic economies," he added. But Qingdao, unlike other ports, faces the problem of having relatively little capacity. With 1.3 percent of China's port shoreline, it handled 6.9 percent of the country's total cargo transported by sea in 2010. To expand its capacity, Qingdao port plans to invest US\$4.76 billion by 2015 in the 400,000-tonne Dongjiakou ore terminal, which is expected to become operational later this year. In addition, the port also intends to build a 300,000-tonne oil terminal and a coal terminal whose capacity "is still under discussion", Chang said.

Chinese ports, the world's busiest, handled a total cargo volume of 792 million tonnes in August, up two percent year-on-year – the smallest increase since the beginning of this year, according to the Ministry of Transport. In the meantime, Chinese ports' container throughput reached 15.11 million TEUs in August, up 3.9 percent year-on-year, according to official data. **Source :PortNews**

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The **MAERSK KAMPALA** enroute Antwerp - **Photo : Henk de Winde ©**

Maersk Line says halts Iran service

Maersk Line, the world's biggest container shipping company, has stopped port calls to Iran as Western sanctions pressure on the Islamic Republic mounts, a spokeswoman said on Tuesday, Reuters reports. Many of Iran's imports, including food and consumer goods, are transported by sea via container and bulkier ships.

While food and consumer items are not targeted by sanctions, a growing number of Western firms, especially shipping related companies, are pulling back from trade with Iran due to the complexities of deals, whilst also fearing losing business elsewhere. "Maersk Line has ceased to call in Iran," a spokeswoman for the unit of Danish group A.P. Moller-Maersk said.

"This is a pragmatic decision based on an assessment of balancing the benefits of doing limited business in Iran against the risk of damaging business opportunities elsewhere particularly the U.S." In recent days Iran's rial currency has lost about a third of its value against the dollar, emerging as a fault line in Iran's economy as the country resists foreign pressure over its nuclear programme, denying Western accusations that it is aimed at making weapons. For Iran's clerical rulers, who face threats of war from abroad and subdued discontent at home, preventing any destabilising economic crisis is a pressing concern.

"To date, Maersk Line's business in Iran has involved transporting foodstuffs and other goods, for example vehicles, for the benefit of the general civilian population. It is with regret that it is ceasing these activities," the spokeswoman

said. "Maersk Line will maintain a dormant business entity in Iran and will look to resume business should the sanctions regime be eased." In 2011 the U.S. blacklisted major Iranian port operator Tidewater Middle East Co, which operates seven terminals in Iran including the biggest container port Bandar Abbas. That led Maersk Line to suspended operations at several ports.

Since 2011, it has called at the small northern Iranian container port of Bushehr. The spokeswoman said Maersk Line halted loading cargo bound for Bushehr on Sept. 30 and stopped loading outbound cargo from Bushehr on Sept. 24.

"Maersk Line ceased its acceptance to all other ports than Bushehr in 2011," the spokeswoman said. "The discontinuation of services to and from Bushehr unfortunately reflects the difficulties servicing Iran as a whole."

Source : PortNews

New Corsican tender to exclude Toulon

After several days of examination by the transportation commission and dozens of amendments, the Corsican Assembly adopted the report of the executive over the Corsican public service delegation on maritime transport between the island and the mainland. The latter, which will come into effect from January 2014, will have a duration of 10 years. First observation: Marseille is retained the only as mainland port for the new specification. Toulon, where SNCM recently opened a line is excluded from the scope. Satisfaction for Corsica Ferries, current leader in the number of passengers to Corsica from Toulon. "For our company, the most important was to remove the threat of a DSP Toulon," said Pierre Mattei, CEO of the company. "The Minister of Transport himself, through an extensive legal study has confirmed that DSP could not be justified except in the case of supply or lack of private initiative, which is not objectively If departing from Toulon. We are therefore satisfied that virtually no one disputes this now," he concludes. Regarding the size of the fleet, the report provides services to the island by seven freighters mixed all ports Corsican: Bastia, Ajaccio, Propriano, Porto-Vecchio, Calvi and Ile-Rousse. The supplementary service and social assistance rates are suppressed and transport, passengers and cargo, should be revised downwards. A "social solidarity service " will be implemented in case of a strike. And finally, public service obligations annexed to the delegation of public service, will soon debated by the Assembly of Corsica.

For SNCM, it is a great challenge ahead. The challenge to the implementation in Toulon finally being and not necessarily the elimination of public aid devices may further weaken the company offer. In a statement, the company simply stated that "the strategic renewal of SNCM, including the need to transform the desire to renew the fleet and the choice to be present at Toulon is not at this stage, in question. Changes are certainly needed but nothing that changes the course of conquest and commitment to enroll in a course of life. " Source: Mer et Marine / Ferries of Northern Europe

Russian ports throughput set to hit record high, experts say

Cargo traffic at Russian ports is expected to touch a record volume, at least 560 million tons by this year-end, **Maritime Bureau NT** told PortNews. According to its forecast, this will be an increase of 5% year-over-year.

In Russia's northwest region, cargo volumes are forecasted to reach some 5%, or about 238 million tons. The largest gain will be provided by the Port of Ust-Luga – traffic volume there may reach 45 million tons, or a twofold increase from a year earlier. Cargo traffic growth will be achieved mainly due to the commissioning of crude oil handling facilities.

Experts predict a 20-percent decline at the ports of Murmansk and a 50-percent slump at Varandey terminal, which is attributed to a reduction in oil production at Varandey field and as a consequence of a sharp fall in the volume shipped through FSO Belokamenka based in Murmansk. The ports of Vysotsk and Kaliningrad will likely see cargo volumes decline, at 10-11% year-on-year. In the Black Sea region, the ports are expected to handle 180 million tons, a nearly 4-percent gain. The throughput increase will most likely be driven largely by cargo handling at the port of Novorossiysk – up 3.5% year-on-year, about 120 million tons. The ports of Rostov, Azov and Kavkaz are also expected to see a significant growth: 25%, 20% and 8%, accordingly.

The Russian ports in the Caspian basin will achieve a 8% gain in cargo volume, up to 11 million tons, thanks to traffic growth at the port of Makhachkala. Freight traffic passing through the Far East ports may rise by 5% to 131 million tons, while handling of exports / imports at the port of Vladivostok will grow by 13-14% (mainly due to the preparation for the the APEC Summit-2012). Port of Nakhodka throughput could rise 12%. There will be 5% and 3% gain in cargo volumes at Vostochny port and Prigorodnoye. The Port De-Kastri will see a 15% drop due to the fall in oil production on Sakhalin-1 project, the experts said. Source: Portnews

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New Mangalore Port cargo handling up 4.3% in H1

New Mangalore Port Trust (NMPT) recorded 4.3 per cent growth in cargo handling in the first six months of 2012-13. The port handled 16.73 million tonnes of cargo during April-September as against 16.04 million tonnes in the corresponding period of the previous fiscal. P. Tamilvanan, Chairman, NMPT, told Business Line that cargoes such as coal and fertilizer saw good growth during the period. He attributed this to the marketing efforts of the port in attracting coal. The port handled 1.10 million tonnes (7.92 lakh tonnes) of coal cargo for the Udupi-based **UPCL (Udupi Power Corporation Ltd)** during the period. Similarly there was an increase in the handling of coal cargoes for several other units in the hinterland areas such as Bellary.

The handling for such units increased to 1.67 million tonnes (9.21 lakh tonnes). He said that fertilizer handling at NMPT recorded around 60 per cent growth during the period. The port handled 2.50 lakh tonnes (1.56 lakh tonnes) of fertilizer cargo during the period. The handling of iron ore fines for the public sector KIOCL Ltd increased to 8.96 lakh tonnes (3.93 lakh tonnes). The company imported these fines from other destinations in the country for its pellet manufacturing unit in Mangalore. The export and import cargoes of Mangalore Refinery and Petrochemicals Ltd (MRPL) contributed a significant share to the total cargo handling. The port handled 6.49 million tonnes (6.71 million tonnes) of crude oil import for MRPL, and 3.33 million tonnes (3.29 million tonnes) of export product cargoes during the period. It may be mentioned here that the decline in crude import was mainly due to shutdown of the refinery for two weeks in April due to water scarcity in the city. Tamilvanan hoped that crude handling at the port will increase in the days to come. **Source: Hindu Business Line**

Gothenburg en Rotterdam sluiten pact voor introductie LNG

De havenbedrijven van Gothenburg en Rotterdam willen de introductie van LNG als maritieme brandstof in de kustvaart versnellen. Morgen 10 oktober – op de Dag van de Duurzaamheid – ondertekenen ze daartoe een intentieverklaring. In 2015 gelden op Noord-Europese zeeën strengere zwavelnormen voor scheepsbrandstof. De twee willen dat dan in hun havens LNG als alternatieve brandstof gebunkerd kan worden. De intentieverklaring past in het streven van het Havenbedrijf Rotterdam om de duurzaamste haven in zijn soort te worden. Gothenburg is de grootste haven van Scandinavië en op het gebied van kustvaart een belangrijke partner van Rotterdam. Het gebruik van LNG als scheepsbrandstof is veel beter voor het milieu dan stookolie. De uitstoot van zowel zwavel, fijn stof als stikstofoxide vermindert daardoor aanzienlijk in kustgebieden. Om de introductie van LNG in 2015 te bewerkstelligen moet wetgeving worden aan gepast en nieuwe infrastructuur komen. De twee havens gaan zich ook gezamenlijk inzetten om het gebruik van LNG als brandstof te promoten.

.... PHOTO OF THE DAY



'Barge UR 108' departing Hartlepool with new build module onboard from Heerema'
Photo : Nathan Hobday (c)

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