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The AHT **PACIFIC 9** assisting the **Tender barge T-9** from Singapore to Myanmar, Due to weather they sheltered at Moscos South Is. on the East coast of Myanmar

Photo : Richard Qualm - GL NOBLE DENTON Thailand ©

NEW PILOT VESSELS FOR DUTCH PILOT ASSOCIATION



In Harlingen the second pilot cutter out of a series of 3 vessels with a length of 81 mtr and beam of 13 mtr, named **POLLUX**, homeported Vlissingen is fitting out and prepared for delivery at the end of August to the Dutch pilot association



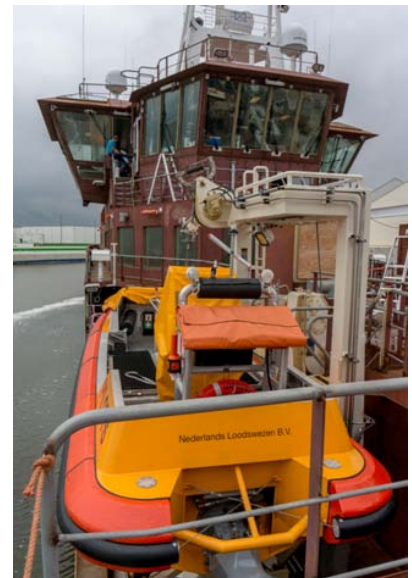
The wheelhouse getting closer to completion



as well the 2 engine rooms , with above seen one of the shaft generators



photo's : Marijn van Hoorn ©



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Whilst the **POLLUX** is fitting out in Harlingen, at the **Barkmeijer shipyard** in Stroobos the 3rd unit named **PROCYON** (homeported IJmuiden) was named by **Mrs Eline Wielaard** and launched, the **PROCYON** is the last unit of the series, the **PROCYON** is scheduled to be delivered by the shipyard in June 2014 **Photo : Frans Bausch**
© See the launch of the **PROCYON** also here : <http://www.youtube.com/watch?v=IMp3cq8Uxvo>



Also at the same day as the **PROCYON** was launched the new pilot tender **LYRA** (left) was named by **Mrs Willy Strooboscher**, this Aluminum built jet driven tender is the second unit of the **L-Class tenders** which are replacing the present **Discovery class** tenders which are operating in the Dutch sea ports **Photo : Frans Bausch** ©

France ends probe into mystery trawler sinking blamed on US submarine

FRENCH investigators have ended a probe into the mysterious sinking of a trawler off the British coast that relatives of five dead fishermen believe may have been caused by a NATO submarine. A lawyer for the families of the victims, Christian Bergot, said his clients had been notified of the end of the investigation, but that he intended to request further inquiries into whether a US submarine may have been involved.

The **Bugaed Breizh** sank suddenly off Lizard Point in the English Channel on January 15, 2004, killing its five French crewmen. Relatives of the victims have long suspected a submarine taking part in NATO naval exercises in the area could have been caught up in the trawler's cables and dragged it down. The French Marine Accident Bureau concluded that the sinking was most likely caused by a cable snagging on the sea floor, but the investigation continued after traces of titanium, often used in the hulls of submarines, were found on its cables. French authorities in January finally ruled out the theory, when two expert reports said neither the Royal Navy's **HMS Turbulent**, nor any other submarine, was involved in the accident. Earlier theories had also suggested a Dutch submarine was involved. But Mr Bergot said he would make a last-ditch attempt to have the probe re-opened by asking investigators to look into the possibility a US submarine was involved. He cited expert testimony that a US submarine may have been in the area and said investigators should demand more information from Washington. The US Navy has already denied it had a nuclear attack submarine in the area. Mr Bergot said the request to the US would likely be the final attempt to link the accident with a submarine. "There is still a window of opportunity, in my opinion we should use it," he said. Dominique Tricaud, another lawyer for the plaintiffs, said he would also be requesting the investigation be re-opened into the **Turbulent's** possible involvement, denouncing "10 years of government lies and judicial cowardice" in the case.

Source : News.com.au



The 3480 hp **DUNDEE** arriving in Niteroi (Brazil), the 56 mtr PSV is built as the **FRAUENTURM** at the Gutehoffnungshuette Sterkrade AG Rheinwerft Walsum shipyard in Duisburg under Hull No.: 1118 for **OSA Marine**, renamed in 1984 in **OSA DUNDEE** followed by **DUNDEE TIDE** in June 2003 and **DUNDEE** in October 2005

Photo : Capt. Jan Plug ©

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The **HONG KONG EXPRESS** arriving in Rotterdam-Amazone harbour assisted by the tugs **FAIRPLAY I** and **FAIRPLAY III** – Photo : Lex Keasberry ©

Taking Port State Control to the Next Level

Considered to be the worldwide index for flag performance, the Paris MoU "White, Grey and Black Lists" indicate further improvements towards quality shipping. Last year Faroe Islands, Iran, Latvia and Vanuatu were congratulated for their efforts to move up to the White List. This year Thailand and the United States of America moved from the "Grey List" to the "White List". A very successful achievement and an example for other flags that, through determined actions and political courage, changes can be made.

Syrian Arab Republic and Ukraine moved from the "Black List" to the "Grey List". There are now 45 flags on the "White List", 2 more compared with last year. France is now leading the list, followed by Germany and Hong Kong. Several flags have made a significant move upwards on the "White List" the top 10: France, Hong Kong (China), Greece, Norway and Bahamas. Other flags have made a significant move downwards in the "White List" and are no longer in the top 10: **United Kingdom**, **Netherlands** and **Singapore**.

Recognized Organizations are delegated by flag States and carry out most of the statutory surveys on behalf of flags. For this very reason it is important to monitor their performance. The best performing RO over the period 2010-2012 is the American Bureau of Shipping followed by Det Norske Veritas and Lloyds Register.

Germanischer Lloyd has dropped out of the top 5 and has been replaced by Korean Register. The worst performing RO is Phoenix Register of Shipping (PH.R.S), located in Piraeus, in Greece. A joint submission with the Tokyo MoU has addressed the correlation between ROs and flags by submitting a paper to the International Maritime Organization based on 2011 figures. The combination of Sierra Leone and Phoenix Register of Shipping resulted in a 41% detention rate. The Republic of Moldova with Dromon Bureau of Shipping scored a 33% detention rate, followed by Saint Kitts and Nevis and International Register of Shipping with 12%.

The introduction of the New Inspection Regime last year has also had an impact on the 2012 figures. A decrease in total number of inspections has continued, as well as the total number of deficiencies. Compared to 2011 the detention percentage has stabilized on 3.6%. Italy, the Netherlands, Spain and the United Kingdom contribute most to the overall inspection efforts in terms of percentage. In 2012 a total of 15 ships were banned. 5 less compared with last year. Multiple detentions was the most common reason for banning in 2012. With 1,090 inspections and 114 detentions the ships flying a "black listed flag" score a detention rate of 10.46%. For ships flying a "grey listed flag" the detention rate is 6.39% (1,017 inspections, 65 detentions) and ships flying a "white listed flag" 2.99% (16,092 inspections and 482 detentions) You may view the full 2012 annual report on Paris MoU website www.parismou.org

Source: ParisMOU.

Commodity Shipments Hit by STX Pan Ocean Receivership

Around 200 bulk carriers operated by South Korea's **STX Pan Ocean Co Ltd** are out of action after the firm went into receivership last month, a company source said, affecting shipments of commodities such as wheat and exports of steel.

STX Pan Ocean, which owned 95 ships and chartered about 300 vessels, went into court receivership on June 17, in the latest blow to the debt-saddled STX Group. "Only about half of our roughly 400 vessels remain in play, with 16 vessels arrested, 10 ships stalled due to lack of fuel, and most of the rest returned as charter contracts ended without extension," said a STX Pan Ocean source with direct knowledge of the matter. The source declined to be identified as he was not authorised to speak to the media.

An STX spokesman declined to comment. **STX Pan Ocean** has a string of long-term contracts with iron ore companies, steel mills, power generators and flour millers. Korean flour millers, which annually import about 2.2 million tonnes of wheat, are considering switching shippers, or asking sellers to ship wheat on a cost-and-freight basis, rather than free-on-board, said two sources with knowledge of the issue. This would mean buyers do not need to find ships.

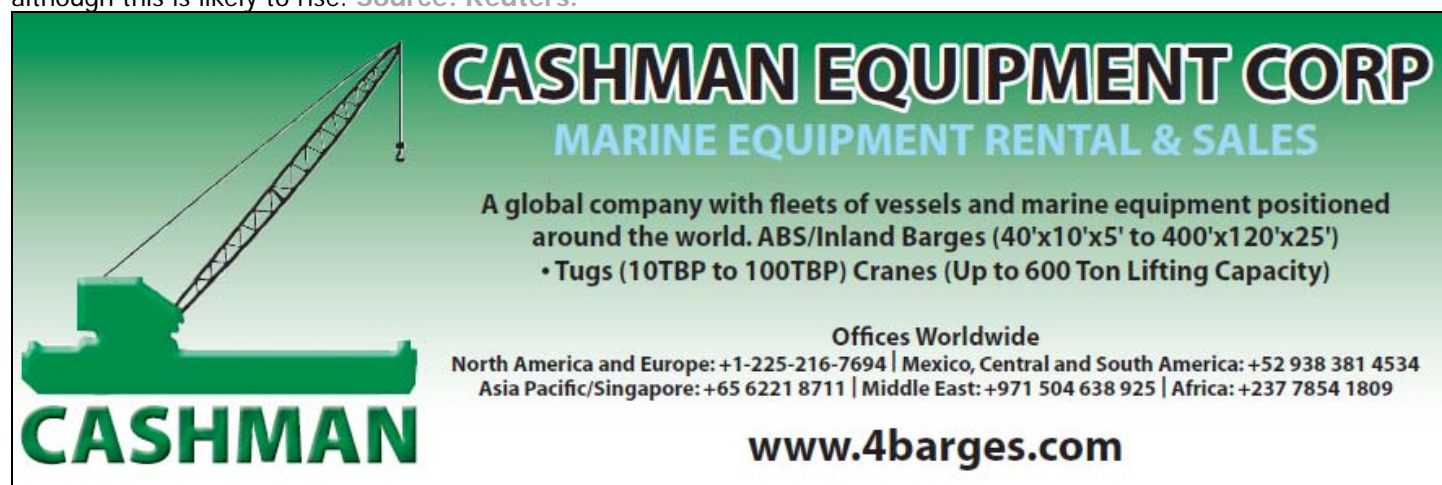
POSCO, the world's fifth-largest steelmaker, said it was also considering using other shippers or land routes for some of its steel exports. Three **STX Pan Ocean** bulk carriers carrying 150,000 tonnes of steel products from POSCO to the United States had been seized in ports before STX filed for protection under U.S. bankruptcy laws on June 20, Korean media reported.

A POSCO spokeswoman declined to comment on the report. Jung Tae-won, a senior manager in the wheat department at food group CJ Cheiljedang Corp, said the firm could run out of stocks if there were shipment delays. "It would hit our production in early August, if delivery gets delayed a week more," he said.

Korean flour millers jointly import 150,000-180,000 tonnes of wheat per month via four to six ships operated by STX, according to industry data. The millers hold about two to four months of consumable wheat in their stocks.

The loading of wheat at three STX ships - two currently at U.S. ports and one at an Australian port - due for early- and mid-June has been delayed until now, Jung said. Millers are also concerned about July loading scheduled later this month, although Jung said he had received assurances from STX over both deliveries. "From a long-term perspective, we may have to find other shippers or ask sellers to provide ships, if shipment delays worsen," Jung added. Korean millers are due to renew their three-year contract with STX this month, according to sources.

Industry data showed STX Pan Ocean holds long-term contracts worth \$13 billion, including those with Brazilian mining giant Vale SA and Brazilian pulp company Fibria Celulose SA, whereas its current liabilities are estimated at \$5 billion, although this is likely to rise. **Source: Reuters.**



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IACS sets forward strategy

The **International Association of Classification Societies (IACS)** has agreed unanimously a forward strategy and work plan for the upcoming year at its 67th Council meeting in Oxford, chaired by Tom Boardley, Lloyd's Register Marine Director. All members agreed to reiterate the guiding principles of IACS regarding safety, quality, integrity and environmental protection.

At the meeting, IACS has agreed to instruct an advisory group of its experts to have an open discussion and exchange of information on the state of the art of container ship structural design, construction, operation and survey.

Roberto Cazzulo, Chairman of **RINA Services**, took over the chairmanship of IACS on July 1, 2013.

He says, "IACS is the key technical body in global shipping. It is important that we reinforce our commitment to our fundamental aims and ensure that our work programme delivers that. I am looking forward to a busy year, bringing the Harmonised Common Structural Rules into life and helping IACS and all its members to deliver the highest technical standards that our great global industry needs."

Key strategic objectives are:

- Leadership: to partner IMO and industry to develop a safety level regulatory framework for achieving a better balance between safety, environmental protection and sustainability.
- Knowledge: to finalise the IACS Harmonised CSR for new bulk carriers and oil tankers and to promote energy efficiency and green technologies.
- Quality: to further enhance and reinforce IACS QSCS (quality system certification scheme) providing interested parties with open information on certification bodies' and auditors' performance.
- Transparency: to strive for an international statutory legal framework to improve accident and incident reporting and investigation with a view to facilitating data exchange and learning lessons more quickly. **Source: IACS**



The 2010 built 297.305 DWT Crude Oil tanker **YUAN YANG HU** passing the Singapore Straits, the 330 mtr long and 60 mtr width tanker is built at **Dalian Shipbuilding Industry Co Ltd** - Dalian LN (No 2 Yard) under hull No.: T3000-22 and is owned by **COSCO** and powered by 1 MAN-B&W - Dalian Marine Diesel Co Ltd China built 7 cylinder 34,643 hp engine for a Service Speed of 15.8kts – **Photo : Paul Firet ©**

RightShip Inspection Procedures

Applicability: All dry cargo shipowners and operators

Following discussions initiated by the Union of Greek Shipowners with RightShip and facilitated by Lloyd's Register, we are pleased to confirm clarification of RightShip's ship inspection and reporting procedures as follows:

A dry cargo ship inspection will be carried out by RightShip inspectors either when recommended by RightShip or when requested by the ship operator. On completion of any inspection, the RightShip Ship Inspection Report, if listing any deficiencies, and following RightShip's review and assessment, will then be sent to the ship operator for review, comments and to advise what actions will be taken by the operator to address any deficiencies.

Reported deficiencies that are considered to be of a serious nature and of a potential impact to the safety of the ship, the crew and or the environment shall have to be brought by the operator to the attention of the relevant classification society or flag administration as appropriate and are to be dealt with to the satisfaction of class / flag.

Confirmation and evidence of action taken to address any deficiencies will be provided to RightShip in order to close these deficiencies accordingly. A copy of the RightShip Dry Cargo Ship Inspection Procedure flow chart can be downloaded from the following link.

<http://www.us1.list-manage1.com/track/click?u=5bb0377ad3412af98d78d1985&id=c9a2b91776&e=11b338f9c5>

Source: Lloyd's Register.

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The **POMER** outbound from the IJmuiden locks – Photo : Erwin Willemse ©



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The **ASIAN ATLAS** anchored of Singapore , the **ASIAN ATLAS** is built in 1975 as the **KOLLBRIS** at the Eriksbergs Mekaniska Verkstads AB (Lindholmen Div.) – Goteborg ship Yard under hull No.: 674 for Pacific Gulf Marine, in 1982 renamed in **FERNCARRIER** followed by **AMERICAN OSPREY** in 1985 July 2005 the Semi Submersible heavy load carrier was purchased by Viatch Engineering Ltd and renamed **ASIAN ATLAS** at present the vessel is owned and operated by Sam Woo Holdings Ltd from Hong Kong - Photo : Paul Firet ©

ETF and ITF support fightback over potential change to Spanish port recruitment

The ETF and ITF have begun a consultation process with affiliated unions in Spain, to see how they can support them following news that changes could be made to the way dockworkers are recruited in Spanish ports.

The European Commission (EC) is referring Spain to the Court of Justice of the European Union (CJEU) over the existing rules on hiring port labour in locations including Barcelona, Algeciras, Valencia and Bilbao. Currently, cargo handling companies hire port workers through private companies owned by employers in each port, rather than hiring them freely. The EC argues that cargo handling providers from other EU member states wishing to establish themselves in Spanish ports might be discouraged because of the current recruitment situation and that this hinders the exercise of the freedom of establishment.

Terje Samuelsen, chair of the ETF dockers' section, said: "We can now see that the European Commission's DG MOVE (directorate general for mobility and transport) is determined to continue the struggle to introduce port package three, this time not only through legislation but through the opening of court cases and the imposition of liberalisation of port labour as a condition to the allocation of rescue funds. They are now trying to justify themselves by using the court to actually say that social dumping is okay in ports in the EU!" He continued: "Dockers in Europe, with the support of rest of the world's dockers, will take up this fight and we are confident that we will win on this important issue. We will support our comrades in Spain in every possible way." The ETF and ITF renew their call to the Spanish government to effectively defend the system currently in place in Spanish ports before the CJEU. The current law is the result of extensive consultation of social partners, and both the employers and the unions keep being in favour of the system in place. In addition to the direct impact a change in the rules on Spanish port recruitment would have on Spanish dockers, there are also implications for dockers across the European Union. A decision in favour of the EC argument could set a precedent for concerns over private business and competition in the EU outweighing working issues like job security. **Source: ITF**



The 2011 built **MAERSK SIMONE** moored in Rotterdam Caland canal – **Photo : Jan Oosterboer ©**

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German oil barge traffic may be disrupted next week: traders

Barge traffic on three German canals may be disrupted next week if a strike by employees of the waterways and shipping administration goes ahead, traders said Friday, adding wholesale prices have shown little reaction yet.

The Dortmund-Ems canal, the Rhine-Herne canal and the Wesel-Datteln canal will be closed to barge circulation from 8:00 local time (6:00 GMT) Monday to 18:00 on Sunday, according to a notice sent to barge operators and traders.

"Inland organizations will protest against the state of affairs," the notice said.

The German federal waterways and shipping administration -- Wasser-und Schifffahrtsverwaltung des Bundes -- was not available for comment. "We are not yet sure if it is going ahead. It is quite common for the Germans to find an agreement before a strike starts," said one trader active in the barge market. "But we are all watching this with interest."

A barge operator said: "We do not know for sure, it could last one week or two weeks". Rotterdam July diesel barge swaps were heard bid at July 0.1% gasoil futures plus \$16/mt and offered at plus \$17.50/mt, showing no major moves from Thursday. The swap was assessed at plus \$17.75/mt Thursday. The Rhine-Herne and Wesel-Datteln are both in North Rhine-Westphalia, northern Germany, while the Dortmund-Ems canal links Emden in northwest Germany to Dortmund, further south. **Source: Platts**

CASUALTY REPORTING



Coast Guard closes portion of Miss. River after tug boat sinks

The **U.S. Coast Guard** and other agencies are at the scene of a sunken tugboat at the mouth of the Mississippi River. No injuries are reported but the incident has forced a traffic closure on the river above Head of Passes.

FOX 8 received this news release from the Coast Guard Saturday evening:

The Coast Guard has closed the Mississippi River above Head of Passes in response to a sunken vessel, Saturday.

Watchstanders at Coast Guard Sector New Orleans received a report at 12:10 p.m. from a passenger vessel near the 48-foot tug boat C-Pec that capsized and sank in the river at mile marker eight above Head of Passes near Venice.

Sector New Orleans deployed a 29-foot Response Boat – Small boat crew from Coast Guard Station Venice and an MH-65 Dolphin helicopter crew from Coast Guard Air Station New Orleans to respond to the scene to search for the sunken tug. The U.S. Army Corps of Engineers has also responded to assist in locating the sunken tug and currently has a boat on scene with sonar equipment searching for the tug. Plaquemines Parish Port Authority is also en route with specialized sonar equipment. Two people from the sunken tug were reported to enter the river and were rescued by a good Samaritan and transferred to the Coast Guard response boat and taken back to Station Venice. The C-Pec is completely submerged in the channel. There were four external 500-gallon tanks that broke free and produced a minor sheen. All tanks have been recovered, and the sheen has dissipated due to the river currents. A full waterway closure was put in place at 1 p.m. on the Mississippi River from mile marker zero to mile marker 10 above Head of Passes. "The Coast Guard is actively working with all available resources and intends on re-opening the lower Mississippi River once it is determined to be safe for the navigation of all vessel traffic," said Petty Officer 2nd Class Justin Frechette, situation watchstander at Sector New Orleans. Sector New Orleans is attempting to contact the

responsible party to identify an oil spill response organization to determine a salvage plan to recover the sunken tug vessel. The cause of the incident is under investigation. **Source : FOX8**

FIRE ONBOARD TH-7 ADRIANA MARIA



Last weekend a fire gutted through the engine room and at the deck of the **TH-7 ADRIANA MARIA** whilst the fishing vessel was moored in the fishing port of Scheveningen . **Photo's : Michael Taal ©**



NAVY NEWS



HMAS AO266 SIRIUS moored in Melbourne – **Photo : Dale E.Crisp ©**

Russian Shipyard Confirms Delivery of 3 Nuclear Subs in 2013

Russia's **Sevmash shipyard** on Friday confirmed earlier announced plans to deliver three nuclear-powered submarines to the Russian Navy by the end of this year. "**Sevmash** is confirming the delivery of a **Project 885**



Yasen-class and two Borey-class nuclear submarines to the Russian Navy in 2013," **Sevmash** head Mikhail Budnichenko told reporters on the sidelines of the St. Petersburg International Maritime Defense Show.

Borey-class ballistic-missile submarines are to become the mainstay of the Navy's strategic nuclear deterrent, replacing the aging Project 941 (designated by NATO as Typhoon-class) and Project 667 (Delta-3 and Delta-4) boats. The Borey-class **Alexander Nevsky** submarine is expected to be handed over to the

Navy on November 15, while the other Borey-class sub, the **Vladimir Monomakh**, will join the fleet in mid-December, Budnichenko said. The official added that the commissioning of both of those submarines would depend on the success of a Bulava-missile test launch from the **Alexander Nevsky** in September. A total of eight Borey-class submarines are to be built for the Russian Navy by 2020. Russia's fleet received its first such submarine, the **Yury Dolgoruky**, in January.

Sevmash is also planning to deliver the **Severodvinsk**, the first Yasen-class (NATO: Graney-class) nuclear attack submarine, by the end of this year, Budnichenko said. That vessel is currently undergoing final sea trials in the White Sea. Russia plans to build at least eight Yasen-class submarines, which are to form the Navy's main underwater attack fleet. **Source : RIA Novosti**

Soviet Shchuka-type submarine missing since WWII found near Crimean coast

A Soviet Shchuka-type submarine that went missing in February-March 1944, has been found near Cape Tarkhankut on the western coast of the Crimean Peninsula, head of the Crimean government Anatoly Mogilev said on Friday. "According to preliminary reports from divers of the Black Sea underwater research centre, the submarine had minor damages when it sank. Specialists do not rule out that it could be lifted from the sea bottom to be mothballed and turned into a unique museum of military history," the local government said in a release. The submarine **Shch-216** was spotted at a depth of 52 meters. According to state archives, it is one of the 16 Shchuka-type submarines that went missing during WWII. Specialists say the sunken submarine still holds personal belongings of its crew of 47, and human remains as well. In this connection, Mogilev pledged to find relatives of the submarine's crew members and bury their remains with due honors. "It is an obligation of the authorities and society. We are approaching a jubilee date - the 70th anniversary of the Victory in the Great Patriotic War of 1941-1945. The president of Ukraine has ordered to enliven search activities, to identify our fallen heroes to pay last tribute to them," he noted. **Source : Itar**

Tass





Algerian training ship **937 SOUMMAM** arriving in Zeebrugge for the annual navy days

Photo : Jasper van Raemdonck ©



A very busy navy (open deur dagen) days 2013 in Zeebrugge - Photo : Dirk Neyts ©



The Polish minelayer / landing craft **821 LUBLIN** arriving in Zeebrugge for the annual navy days

Photo : Jasper van Raemdonck ©

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Layoffs could hit Halifax Shipyard

But company, union say disruption should be last before \$25-billion program starts

A **Halifax Shipyard** contract to build nine vessels for the Canadian Coast Guard is winding down and that suggests layoffs are coming to the yard next winter. Company and union officials said Friday this should be one of the last times the layoff process disrupts the workforce because the separate \$25-billion federal shipbuilding program is beginning to ramp up.

"Adjustments to the labour force are an unfortunate reality of the industry," said Les Holloway, Atlantic representative with the Canadian Auto Workers. More than 150 workers at the **Irving Shipbuilding Inc.** yard have been building the midshore patrol vessels as part of a \$194-million contract awarded in 2009.

"Irving is bidding on a lot of work in hopes it can limit layoffs," Holloway said. He said the company doesn't want to lay off anybody, with the big federal shipbuilding contract awarded in October 2011 beginning to rev up. Preparations for that 30-year contract may also result in temporary layoffs, Holloway said. Cliff Pickrem, president of Local 1 of the Canadian Auto Workers-Marine Workers Federation, which represents about 1,000 skilled workers at the shipyard, said layoffs remain an unfortunate part of the work cycle there.

He said the federal shipbuilding contract should eventually help break the cycle of layoffs. "There is no getting around the fact some shops will have to be rebuilt to make way for the construction of the naval combat vessels," Pickrem said. Although layoffs next winter appear inevitable, the company has other projects underway that might help minimize their impact. Irving spokeswoman Mary Keith had no information on the number of workers to be laid off or when it will happen.



She said in an email that work will wind down before the ninth and final midshore patrol vessel is to be delivered next spring. The most recent of the new **Hero-class** vessels to go into service was the **CCGS Private Robertson V.C.**, which was officially welcomed in Sarnia, Ont., in April.

Left : **CCGS Private Robertson V.C.**,
Photo : **Mac Mackay ©**

It is being used in the joint marine security enforcement program of the coast guard and the RCMP. Keith also said hundreds of shipyard workers will remain on the job through 2017 on a frigate mid-life extension program. "The

combination of federal projects and repair work in the shipyard at a given time is what continues to determine workforce requirements," she said. Keith said hundreds of construction workers will also be employed on the infrastructure upgrade at the shipyard in preparation for the decades of shipbuilding involved with the \$25-billion federal contract. Construction of the first of those ships is expected to begin in 2015. Source : [ThechronicleHerald](#)

Submarine work vital to whole of UK, not just Barrow

IT was great to welcome some of Barrow's finest, as well as representatives of firms across the UK, for our parliamentary event on the importance of the submarine supply chain to jobs across the country. Over 1,200 firms in every corner of the UK, providing many thousands of jobs, supply the components and skills that are currently delivering the [Astute class](#) submarines, with even more in prospect for the construction of the Vanguard replacement submarines to follow.

I organised the reception so that politicians could understand just how vital and valuable these jobs and skills are to the national economy and to ensure they consider this side of the argument when they come to vote on the future of the nuclear deterrent. I was very pleased that more than 50 politicians from all parties attended, and in particular that frontbench spokespeople from both sides – including Labour's shadow secretary of state Jim Murphy – spoke of the 'Olympian' importance of the submarine programme in the future. The managing director of Forgemasters in Sheffield went so far as to say that his iconic company would not be able to survive without the work it is doing on the successor deterrent.

We called the reception The Pinnacle of British Manufacturing, and that is what our submarines truly are – the whole country should be proud of our ability to produce such immensely complex, high quality boats and should commit to ensuring we maintain that ability. Once again this week, we have been reminded that the government review into Trident alternatives may suggest a reduction in the number of submarines, so I was delighted to learn yesterday I will get another chance to ram the message home next week with a half-hour special parliamentary debate on the importance of the supply chain. In that respect, submarines at Westminster seem to be like buses.

It was created by Labour in the face of biting post-war austerity and despite fierce opposition. Now, nationally and of course locally the NHS is going through some of the most turbulent and troubled times in its existence. But there will always be real hope for the future while we cherish this amazing institution. Last week I had a meeting with the GPs who are now responsible for commissioning the range of health services in the area.

What they said to me was simple but powerful: yes, we must have resolute focus to overcome current problems, but with the right support from government (highly uncertain but we must keep pushing) and the right community leadership we can make the next decade of healthcare in Furness the best we have ever had. Future generations are relying on us never to lose sight of that goal. Source : [North West Evening Mail](#)


'Unfair taxation' hurting Indian shipbuilding: Hindustan Shipyard

Rear Admiral N. K. Mishra (Retd), Chairman and Managing Director, [Hindustan Shipyard Ltd \(HSL\)](#), on Thursday said "unfair taxation" has been hurting the Indian shipbuilding industry. For example, according to Mishra, service taxes are imposed on a manufacturing industry like shipbuilding. "There is an unfair taxation process in the shipbuilding industry. Why is service tax imposed on us? There are a lot of complications," Mishra told presspersons here after a seminar on the defence industry organised by CII.

He added that there were "issues" also in taxing scrap and raw materials used in manufacturing ships. "At times, there are difficulties in identifying which are imported scraps and which are not during the taxation process," Mishra said.

Organised shipbuilding in India accounts for a 0.1 per cent of the global industry. Mishra pointed out that apart from the four public sector companies — [HSL](#), [Mazagon Dock Ltd](#), [Goa Shipyard Ltd](#) and [Garden Reach Shipbuilders & Engineers Ltd](#) — the major private players were [ABG](#), [Bharti](#) and [L&T](#). Source : [The Hindu Business Line](#)

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The **MAERSK VENTURA** offloading cargo on the **FPSO Marlim Sul** in Brazil Campos Basin.

Photo : John Ravenshorst ©

Determination of Bulk Cargo Weight or Volume to be Decided by Customs Authorities

The Argentine Customs Authorities have issued a new resolution affecting the way in which the weight or volume of imported and exported bulk cargo is calculated. Prior to this new resolution, according to Customs regulations (Regulation No. 2914/94), the importers/exporters had the benefit of deciding which method was to be employed as to establish the weight or volume of dry cargoes in bulk. This method gave rise to a number of disputes where discrepancies between ship and shore figures were ascertained upon completion of loading of bulk cargoes, either dry or liquid. The Shipper's argument was that shore scales are more accurate than the draft survey method and that the weighing method was supervised by Customs Officers.

Further problems arose during the off-loading of fertilizers in bulk where the weight was determined by shore scales, which are not always close to the vessel and beyond control of the sea carrier. With the new resolution, the method to determine the weight or volume of bulk cargoes will be decided by the Customs Authorities.

Although we believe that this new resolution has been adopted in order to control grain exporters more than anything else, we are of the view that it could also reduce the present difficulties which ship-owners are facing when Customs carry out their controls onboard the ship. In relation to this our recommendations would be as follows:

For loading dry or liquid cargoes in bulk:

If the Customs decide to check weights through the draft survey method or measurement of ship's tanks (for dry cargo and liquid cargoes respectively), the Master should ensure that a proper document stating the quantities as per the survey carried out by Customs onboard is jointly signed between the Customs and the ship and a proper copy kept onboard. In principle we feel that this should help in case of disputes between shore and ship's figures.

For off-loading of fertilizers:

It has previously been suggested that draft surveys, if possible, should be carried out jointly with the Customs at load ports and properly reflected in the ship's documents including the sealing of hatches.

With this new resolution, it is suggested that before arrival, both Customs and Shippers should be invited to attend the breaking of seals upon arrival, where applicable, and for a joint draft survey for the weights to be established as per ship's figures instead of shore ones. Find more information, you can retrieve the circular from below link:

<http://www.ukpandi.com/knowledge/article/898-07-13-determination-of-bulk-cargo-weight-or-volume-to-be-decided-by-customs-authorities-argentina-6114/> Source: UK P&I Club.

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Pilot **Rik's** view from the wheelhouse of the **MOL TYNE** whilst approaching the Sohar Port (Oman) breakwaters
Photo : Captain Rik van Marle - Senior Marine Pilot ©

Vale obtains installation license for S11D

Vale informs that it has obtained the installation environmental license (LI) to the iron ore project Carajás S11D, the highest grade and lowest cost world-class project in the industry. With the issuance of the LI, Vale's Board of Directors approved the complete S11D program, comprised of investments in the mine, processing plant, railway capacity and port, said in the company's press release.

The LI was issued by Instituto Brasileiro do Meio Ambiente e dos Recursos Naturais Renováveis (IBAMA) and is part of the project's second phase of licensing, which authorizes the plant construction. S11D is the largest project in Vale's history and also in the iron ore industry, being a major lever for value creation, production capacity growth and for maintaining Vale's undisputed leadership in the global market in terms of volume, cost and quality. A high value-adding project The total capex for S11D is US\$ 19.671 billion, estimated at a 2.00 BRL/USD exchange rate, encompassing: the development of mine and processing plant (US\$ 8.089 billion) and logistics (US\$ 11.582 billion).

The project has a nominal capacity of 90 million metric tons per year (Mtpy) of iron ore with proven and proved reserves of 4.240 billion metric tons with an average ferrous content of 66.7%, low impurities and estimated cash cost (mine, plant, railway and port after royalties) of US\$ 15.00 per metric ton (at a 2.00 BRL per USD exchange rate). S11D is expected to start-up in 2H16 and to deliver full capacity production in the 2018 calendar year.

CLN S11D will increase our logistics capacity to 230 Mtpy, and involves the construction of a rail spur, new railway sections with dual tracks, rail terminals and onshore and off-shore investments. The start-ups will occur from 1H15 to 2H18. The capex for CLN S11D comprises investments in logistics of US\$ 10.363 billion, US\$ 1.036 billion of rolling stock and US\$ 183 million transferred from CLN 150 to CLN S11D.

The S11D project will establish the basis for building new platforms of value creation through the future development of low investment cost brownfield projects, sustaining the leadership of Vale in the iron ore global market.

Status of execution

The engineering is almost fully completed and the equipment and services packages for the whole program (S11D and CLN S11D) are 23% contracted and 45% to be hired with firm proposals. As of the end of May 2013, S11D was at 44% of physical progress in the mine and processing plant as a result of our strategy to build modules outside the construction site. The CLN S11D was at 8% physical progress.

Until May 2013, we already executed US\$ 2.736 billion. Capital expenditures will be executed until the end of the ramp-up in 2018, although they are expected to be more concentrated during 2014-2016.

Technology innovation and sustainability

Consistent with the objective with long-term sustainable value creation, we developed technological solutions focused on environmental protection, with more efficient use of natural resources and reduction of pollutants emission.

With the use of the truckless mining concept, off-the-road trucks will be replaced by a structure composed of excavators and mobile crushers that will extract the iron ore and feed the conveyor belts that will transport it to the beneficiation plant. The processing of iron ore using its natural moisture (dry process) is another technology that will mitigate the environmental impacts. This technique eliminates the generation of tailings with the maximum use of ore, since the finest feeds, which would be lost in the conventional process, are within the final product.

Once the S11D mine and plant are operating, there will be decreases of 93% and 77% of water and fuel consumption, respectively, allowing for a 50% cut in greenhouse gases emissions, when compared to conventional methods. The dry process will also reduce electricity consumption of 18,000 MW per year and eliminate the need of tailings dam, minimizing the interference in native environments. Carajás high quality iron ore has lower operating costs and higher value-in-use for the steel industry, because it implies higher productivity, lower fuel consumption and carbon emissions, which magnifies the sensitivity of global demand to the expansion of the metal production and contributes to sustainability throughout the supply chain. At the same time, with the progressive impoverishment of the iron ore quality throughout the world, the demand for high quality minerals tends to grow to meet increased blending needs, which make them less sensitive to the effects of economic recessions.

The increase in production of high quality iron ore is in line with Vale's growth and value creation strategy based on a world class asset platform, active portfolio management and discipline in capital allocation. **Source : PortNews**

PDL adds call at Nuku'alofa (Cook Islands) to 'UMA' service

Pacific Direct Line (PDL), acting on behalf of the route concession holder UMA Shipping, has added a call at Nuku'alofa to its New Zealand to Cook Island loop (#2493). The service offers one departure every 20 days and it is maintained by the 224 teu vessel **TIARE MOANA**. The loop trades on two alternating rotations out of Auckland. The port rotation is as follows: Auckland, Nuku'alofa, Rarotonga, Aitutaki, Tongareva*, Manihiki Island *, Rakahanga*, Puka Puka Island*, Nassau*, Auckland, Rarotonga, Aitutaki, Pago-Pago, Auckland. (ports marked with an asterisk are only served on selected voyages) **Source : Linervision**

.... PHOTO OF THE DAY



The **SIEM MARGOGI** entering the drydock of Renave in Niteroi (Brazil) **Photo : Capt Jan Plug ©**

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