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**The 2011 built GBR flag 366 metre container vessel CMA CGM EFFINGHAM underway 20 miles offshore Marsaxlokk Harbour, Malta on her way to Malta Freeport Terminal 2 on Saturday 13th July ,2013. Photo : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**

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## EVENTS, INCIDENTS & OPERATIONS



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The **EASTERN BAY** enroute Rotterdam – Photo : Patrick Borger ©

## Cork Stamp Celebrates Cork Harbour and Port of Cork

**An Post Unveil Stamp Collection Celebrating one of the World's Finest Natural Deep-water Ports**

An Post and the Port of Cork Company unveiled a new postage stamp collection Wednesday 17th July celebrating the Port of Cork and Cork Harbour.

The three stamps, designed by Steve Simpson, feature **MV Queen Elizabeth** berthed at Cobh Cruise Berth, Ireland's only dedicated Cruise berth, a Maersk Vessel carrying large containers of bananas into Ringaskiddy Deep-water berth and the Cork Clipper yacht racing past Cobh as part of the Clipper race in 2010. Collectively these stamps celebrate



Cork Harbour and highlight its importance as a commercial port, a cruise destination and a beautiful leisure amenity for everyone to enjoy. The Port of Cork has been for many years the main trade link for the south coast of Ireland and today the Port remains a vibrant busy port, facilitating the movement of imports and exports. The Port of Cork is a key link to the continued economic success of Ireland and in particular the entire Munster region. Speaking at the postage stamp launch in Custom House, Mr Brendan Keating Port of Cork Chief Executive said: "This is a great honour for the Port and indeed Cork Harbour, to be featured on An Post's latest postage stamp collection. These stamps will not only raise awareness of the Port of Cork locally and nationally, but once posted these stamps will begin to make their way around the world, which is super recognition for Cork." He continued: "I'd like to thank all those involved in the process and particularly the An Post design team for producing an excellent collection of stamps of which we are very proud."

The Port of Cork stamp set and accompanying First Day Cover and Miniature sheet set will go on sale nationwide immediately. They can also be ordered at [irishstamps.ie](http://irishstamps.ie) or by calling 01-7057400. To coincide with the launch of the stamps, the Port of Cork also announced the winner of their Photograph Competition themed 'Cork Harbour – A Port in Focus'. Tony O'Driscoll from Cobh, Co. Cork was the overall winner and to mark his achievement his photograph was designed into a postcard. Today the postcard was unveiled with the stamps attached, all ready for posting. There were over 130 photographs received for the competition, which greatly exceeded the Port of Cork's expectations. Mr Keating congratulated the winner and thanked all those who took part in the photograph competition.



The newbuilding **KAUKOURA** shifted from Damen Shipyard Gorinchem to their yard at Hardinxveld with assistance of the tugs **Broedertrouw XV** and **Louise van der Wees**. Photo : **Henk Ros** ©

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## Coast Guard will stop using 2182 kHz as an international distress frequency

### Medium Frequency - 2182 kHz gear

The **U.S. Coast Guard** has decided to terminate its use of radiotelephone "**Medium Frequency**" (**MF**) **2182 kHz**, which was first designated more than 65 years ago, as an international distress frequency. "Advancements in satellite, digital, very high frequency (VHF), and high frequency (HF) radio communication equipment, including satellite service provider competition, have improved service and reduced costs of this equipment causing MF radiotelephone to become obsolete," explained a Coast Guard notice published in the Federal Register on July 15.

"The site deterioration, costly upkeep, and extensive maintenance required to support this legacy MF system, as well as the relatively minimal use by mariners, has led the Coast Guard to decide to discontinue support of the MF system," the Coast Guard added. The 2182 kHz frequency, generally referred to as "Medium Frequency," was first designated at the International Telecommunications Union Radio Conference in Atlantic City, NJ, in 1947.

Many countries terminated their use of 2182 kHz after 1999, but the Coast Guard continued to use this frequency for "watchkeeping" from shore in order to support smaller vessels that operate between approximately 20 and 100 miles from shore that were not subject to the Convention for the Safety of Life at Sea (SOLAS). Effective on August 1, the Coast Guard will terminate its use of 2182 kHz for these watchkeeping purposes, said the notice. "Mariners should not need to purchase any new equipment to make this change from 2182 kHz to other GMDSS [Global Maritime Distress and Safety System] distress frequencies," noted the Coast Guard. Further information about this termination of the use of 2182 kHz is available from Larry Solomon, spectrum management and telecommunications policy counsel, at 202-475-3556 or [larry.s.solomon@uscg.mil](mailto:larry.s.solomon@uscg.mil)



Biglift's, Amsterdam registered, **HAPPY BUCCANEER** moored in Algeciras.

Photo : Capt. Alex Castle – Master Stena Feronia ©





## Internationaal Zomerkamp voor zeekadetten in Middelharnis

In de buitenhaven van Middelharnis is op zaterdag 13 juli het jaarlijkse zomerkamp gestart van het **Zeekadetkorps**

**Nederland**. De zeekadetten eten, drinken en slapen tezamen aan boord van de aanwezige 10 korpsschepen welke afkomstig zijn uit geheel Nederland. Deze schepen hadden voorheen een functie in de visserij, het loodswezen, de binnenvaart of als marineschip.

Een week lang maken de zeekadetten plezier op en rondom het water met zeilboten welke beschikbaar zijn gesteld door de **Koninklijke Marine**. Deze marine mannen zorgen eveneens voor de veiligheid op en rondom het water voor de 350 zeekadetten. Het is een internationaal gezelschap door de aanwezigheid van 14 Belgische zeekadetten en 28 zeekadetten afkomstig uit meerdere



plaatsen in Engeland.

Het doel van het **Zeekadetkorps Nederland** is de belangstelling bij de jeugd voor Nederland als maritiem land te vergroten en hen te wijzen op de mogelijkheden die er daarbij zijn voor hun verdere maritieme ontwikkeling. Het Zeekadetkorps Nederland kent 18 korpsen. Velen van deze korpsen hebben een eigen varend schip, en vele zeekadetten zijn daar dan ook erg trots op !

De commandant van het zomerkamp is kolonel **Hans Leeftang**, hij is eveneens voorzitter van het

**Zeekadetkorps Nederland** en al vele jaren dé commandant van het nationaal zomerkamp. Voor meer informatie, kijk ook op [www.zkk.nl](http://www.zkk.nl) tekst / photo's : **Wouter Eijkelenboo, Rotterdam**





The Danish newbuilding tug **JEPPE JENSEN II** during bollard pull tests in Rotterdam Caland canal

Photo : Jan Oosterboer ©

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## Downbeat Maersk Line chief warns of new era in shipping

The struggling container shipping industry must prepare for a new era that will see growth in demand fall to half the levels seen over the past two decades, the head of the world's largest carrier has warned.

Søren Skou, chief executive of Maersk Line, a bellwether for global trade, told the Financial Times that the more downbeat outlook was not just due to an prediction of sustained weaker economic growth globally.

Instead, two trends that have shaped global trade patterns and drove strong container demand since the 1990s are running their course.

the same time, containerisation – the increasing use of boxes to transport goods, such as bananas, that had previously moved by other means – was also at an end. "Most of the stuff that can go in containers is going in containers today," he said. Mr Skou said he was preparing to adapt to annual growth of 4 to 5 per cent in the years ahead, compared with levels close to 10 per cent during the boom years before the economic crisis hit in 2008.

"I think the reality is that our industry has to get used to lower growth than we had in the past," he said.



The container shipping industry has already been plagued by overcapacity and highly volatile freight rates in recent years.

Since taking over as chief executive of the world's largest container shipping line by capacity in January 2012, Mr Skou has shifted the focus from chasing greater market share to cutting costs to protect profitability in the volatile market.

I think the reality is that our industry has to get used to lower growth than we had in the past

- Søren Skou, chief executive, Maersk Line

A big part of this strategy is Maersk's new Triple-E class vessels, the largest container ships ever built, the first of which entered service this week. These promise to cut units costs by up to 30 per cent, assuming the ships can be filled.

Maersk has 20 of the vessels on order, but Mr Skou said the arrival of the new behemoths would not add capacity on the Asia-Europe route, as Maersk would swap out older vessels.

The extent of the volatility facing the sector was clear in the second quarter, from April to June, when rates on Asia-Europe, the world's busiest trade route, plunged from around break-even levels at \$1,200 per 20ft equivalent units (TEUs), the industry standard measure for a container, to \$400.

Mr Skou said the fall "is one of the fastest declines we've ever seen" and was triggered by weaker-than-expected demand. The industry had expected growth of 4 to 5 per cent in the second quarter, but instead demand fell by up to 2 per cent, he said. **Source : Financial Times**



4 **ACTA Marine** workvessels anchored off Petten

Photo : **FLYING FOCUS** luchtfotografie - [www.flyingfocus.nl](http://www.flyingfocus.nl) ©

## BIMCO and the World Customs Organisation sign MoU

BIMCO and the WCO renewed their close relationship through the signing of a new Memorandum of Understanding (MoU) in order to enhance and strengthen their co-operation to adopt mutually relevant and useful guidance and advice within the shipping industry. It will be used as the overarching agreement for BIMCO to review its existing individual MoUs with 15 different national customs unions covering counter drug smuggling agreements.

BIMCO has been at the forefront of supply chain and ship security within the shipping industry, advising and briefing ship owners on countering illegal maritime activities for the past two decades. Today, shipping and seafarers are subject to all sorts of security threats and a broad range of maritime crime and it is obvious that customs authorities and ship owners have a shared interest in collaborating in an effort to curtail the proliferation of these damaging activities. On the occasion of the signing of the Memorandum of Understanding between the World Customs Organisation and BIMCO, BIMCO Secretary General Torben Skaanild said: "Today's signing of a revised and renewed MoU to reinvigorate both our relationship with the WCO and the industry's role in combatting illegal maritime activities, lays the foundation for much closer co-operation between ship owners and customs authorities. It is hoped that our future joint efforts – as facilitated by this MoU – to counter the modern threats to the supply chain, will significantly heighten the security level for seafarers, ship owners, port states and society in general, especially in relation to drug smuggling." **Source: BIMCO**



The **WORLD DIAMOND** arriving in Rotterdam from the Builders **Damen shipyard** in Galati  
**Photo : Leen van der Meijden ©**

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## Deaths as asylum boat capsizes off Australia

**At least four people dead after vessel being escorted by Australian navy ships to Christmas Island rolled over.**

A boat carrying about 150 asylum seekers has capsized in the Indian Ocean, spilling men, women and infants into rough waters and killing four people, Australian officials have said. The boat rolled over on Tuesday in choppy seas 125km north of Christmas Island, Home Affairs Minister Jason Clare said.



The Australian island lies 500km south of Jakarta, Indonesia.

Two navy ships had been sent to assist the vessel earlier in the day, but rescue crews were unable to board as waves reached as high as four metres, said David Johnston, Commander of Australia's Border Protection Command.

The navy ships instead began escorting the boat to Christmas Island, where Australia operates a detention camp for asylum seekers. Several hours into the journey, the boat started leaning and some passengers began jumping into the water. Shortly after, the boat rolled and capsized, Clare said. Officials do not know what caused the boat to flip.

Rescuers dropped life rafts into the water and plucked 144 people to safety. The bodies of two women and two men were recovered before the search was called off on Tuesday night. The survivors, from Afghanistan, Pakistan, Iran and Iraq, were taken to Christmas Island, along with three Indonesian crew members. There were several infants and children on board, Johnston said.

Customs officials estimated the boat had 150 passengers and said they are interviewing survivors to determine the exact occupancy of the boat but are no longer searching for more people. Christmas Island is a popular destination for asylum seekers who crowd into rickety boats at Indonesian ports and pay people-smugglers to ferry them to Australian shores. Hundreds have died while attempting the journey in recent years.

Last week, another boat carrying asylum seekers sank off Christmas Island. Officials recovered the body of a baby boy and were unable to find eight passengers who vanished in the water.

Canberra is faced with record numbers of asylum seekers arriving on its shores, with the highly divisive issue dominating discourse ahead of September elections.

No extradition for 'people-smuggler' Meanwhile, a local court in Indonesia has rejected Australia's request for the extradition of an alleged Afghan people-smuggler. A Jakarta court on Thursday found "no legal foundation" to extradite Sayeed Abbas, ordering his release citing Indonesia's 1979 extradition law that did not cover the crime of people-smuggling. Abbas' release was seen as a major blow to Australia as it seeks to reduce the number of asylum seekers arriving on its territory by sea and dismantle people-smuggling networks that organise the boat journeys. "Sayeed Abbas will remain in detention up until the president makes his decision," prosecutor Mahayu Suryandari told AFP news agency, adding that the court ruling was also under review. Australia has sought Abbas' extradition since 2010, accusing him of organising dozens of boats for asylum seekers, including one in 2011 that sank and killed some 200 people. Australian authorities have said they believe Abbas continued to arrange boats for asylum seekers from his prison cell. A court in Perth issued a warrant for his arrest on 27 charges related to people-smuggling to face a maximum jail term of 20 years. **Source : Al Jazeera**

## Trial of Costa Concordia Captain Resumes in Italy, New Plea Deal Sought

Lawyers for Francesco Schettino, captain of the shipwrecked **Costa Concordia** cruise liner, will again request a plea



deal in a trial over the disaster in which 32 people died, his defence said on Wednesday. Schettino faces charges including manslaughter and causing the loss of his ship in the accident in January 2012 when the huge liner struck a rock off the picturesque island of Giglio and keeled onto its side, setting off a chaotic night evacuation of more than 4,000 passengers and crew.

Defence lawyer Donato Laino told reporters

Schettino would offer to plead guilty in exchange for a sentence of three years and five months, which would allow the

complex trial to be resolved more quickly. A previous offer to serve three years and four months was rejected in May. Five other officials - four ship's officers and the crisis coordinator of the vessel's owners, Costa Cruises - were allowed to present plea bargains for more lenient sentences, with a ruling expected on July 20.

Schettino's lawyers at the trial, which resumed on Wednesday in the town of Grosseto on Italy's west coast after a delay due to a lawyers' strike earlier this month, said he was not the only one to blame for the disaster. "He has never shied away from his responsibilities. But it is only fair that he is treated justly," another defence lawyer, Francesco Pepe, told reporters outside the courthouse. "He was the captain, it is right that for certain things he should be the point of reference. But it is not right to blame him for responsibilities that he did not have," he added.

Schettino, 52, is accused of abandoning ship before all crew and passengers had been rescued.

His lawyers argue that he prevented an even worse disaster by steering the 290 metre (950 foot) vessel into shallow waters after the impact and that he was thrown overboard due to the angle of the leaning ship. "We expect that right from the first we will finally get to the bottom of things and finally understand what really happened that night," Pepe said. The trial began on July 9 but was immediately suspended because lawyers involved were taking part in a nationwide strike against measures to streamline civil trials.

Wednesday's hearing is expected to focus on requests by various people and institutions including Costa Crociere Spa and the Italian Environment Ministry, who wish to be represented as plaintiffs, before the main arguments begin later in the week. They include Domnica Cemortan, a young Moldovan woman who was at the time a friend of Schettino and was on the liner's bridge when the collision occurred. Prosecutors plan to call her as a witness.

"I hope the truth will come out and the guilty are found responsible for this accident," Cemortan told reporters outside the court. "I'm a passenger like the others." Costa Cruises, a unit of Carnival Corp, agreed to pay a 1 million euro (\$1.29 million) fine to settle potential criminal charges in April. That means that for now Schettino is the only person facing trial. But Daniele Bocciolini, a lawyer representing victims, said last week he hoped investigations would show that the trial should be widened to include all those responsible.

As the court proceedings got under way, salvagers said they hoped to pull the vessel upright in September despite risks that it could break up. Senior salvage master **Nicholas Sloane** said he expected some of the "minor structural elements" of the ship could collapse. "There will be a lot of deformation," he said. "It's almost like a body with a spinal injury, you need to support the neck as she rolls over." **Source " Marex**



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## Dry bulk markets retains recent gains, moves sideways

The dry bulk market has kept on moving sideways this week, as evidenced by the latest trends of the industry's benchmark, the Baltic Dry Index (BDI). The BDI was relatively unchanged during yesterday's session, as has been for the most part of this week. The index ended at 1,151 points, down one point, with the Panamax market posting the biggest retreat by 17 points, to 1,153 points. The Baltic Capesize Index was also down by 10 points to 2,034, while minor downwards shifts were also evident in the smaller ship classes. According to the latest weekly report from shipbroker Fearnley's, "the Cape market appears to be holding firm, with the 4TC number holding at a steady and healthier USD 13,920 at the time of writing, marking almost no change w-o-w. West Australia has been actively fixed at steady rates between USD 7.70 and 7.80 pmt. Cargoes from Brazil to China have appeared over the last few days –



hopefully helping to absorb the increasing number of ships ballasting toward the Atlantic basin. Meanwhile tonnage in the North Atlantic remains tight – with a reported TA round fixed at good 17k per day. August and September FFA contracts have pushed slightly to USD 11,190 and 11,490 respectively, indicating improved sentiment for the remainder of Q3. Consistent period numbers have also been concluded this week, with USD 15,500 and 14k per day reportedly paid by charterers for 3 and 2 years respectively", said the shipbroker.

Similarly, in the Panamax market, Fearnley's noted that "after a dull week we finally saw some improvement in the Atlantic. Rates increased USD 1000 from last week after prompt cargoes entered the market, making the Cont positions quite attractive. Fronthauls followed the positive trend with an increase of close to USD 2000 with higher export from US Gulf and USEC. In the Pacific the rates climbed close to USD 1000 due to an active Indian market. No change at backhauls, close to zero", it said.

Finally, in the smaller Handy class, the shipbroker mentioned that "in the Pacific, market maintained similar levels during the week. There is several Indo coal orders in the market, ships passing Singapore fixed at around 11k for trips to China and between USD 10-10.5k for trips to India. WCI remains quiet with no stems being circulate. Tonnage spot in ECI fixed APS S.Afr for trip to Feast at high 8k+280k gbb. More cargos from S.Africa expected for 1st half August. For short period, owners targeting around 10k whereas charterers are aiming lower", it concluded.

In a separate report, shipbroker Intermodal had noted that the past week's surge, "may well be the last one before the summer lull, so owners are hoping that they can keep the momentum for as long as they can in the hope that they will keep rates fairly buoyant in August", it said.

Providing an additional and different viewpoint, Commodore Research & Consultancy noted in its most recent Weekly China Report, how China has been experiencing a very active typhoon season. "Tropical Storm Soulik, which made landfall over the weekend, marked the third tropical storm to hit China during the current 2013 Pacific typhoon season. Up until July 15th of last year, only one tropical storm had made landfall in China. Another new tropical storm is now developing off the coast and is expected to make landfall. Tropical Storm Cimaron is gaining strength and is expected to make landfall in southern China by Friday. Afterwards, the storm will head north and bring a great deal of additional rainfall to parts of an already saturated Chinese mainland. As a result, Chinese hydropower production is set to receive an even great boost and additional Chinese crops could also suffer a damage", it noted.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

# MV "Lone" breaks Bremen port record with heaviest cargo to date

MV "Lone" has loaded the heaviest cargo to date in the Neustädter Hafen of Bremen: a shiploader of 775 mtons, measuring 57.89 × 23.20 × 34.80 m. The shiploader had been built directly on site at the Port, which is Europe's biggest port for heavy cargo. The biggest challenge



was to keep the shiploader's balance while being lifted: To generate counter weight, special water pockets, each capable of holding up to 10 mtons additional weight, were fixed on the cargo and were regulated during the whole lifting operation. In this way, a smooth and safe loading was ensured. The process could be completed successfully in only three hours due to the excellent cooperation of all parties involved. After two more days of securing the cargo, MV "Lone" made her way to Port Cartier/Canada, where the shiploader was safely discharged.

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The **AMELIA PACIFIC** outbound from Amsterdam – Photo : Simon Wolf ©

## Kiel Canal Vessel Traffic Falls 8.1% as Locks Close for Repairs

Ship traffic on Germany's Kiel Canal, the world's busiest artificial waterway, fell 8.1 percent in the first half as some locks closed for repairs. The number of vessels passing along the canal slid to 15,940 from a year earlier, the Kiel-based northern branch of federal waterways and shipping administration WSV said today in a statement. Cargo handling declined 6.7 percent to 48.8 million metric tons. Eighty-eight vessels used the waterway linking the North and Baltic seas each day in the first half, according to Bloomberg calculations. The canal opened in 1895, during Kaiser Wilhelm II's reign, and had to shut to the biggest ships for part of March for lock repairs, increasing fuel and charter costs by forcing vessels to pass around Denmark.

"The decrease was mainly due to the 21 percent drop in the number of ships in March, when the big locks in Brunsbuettel were closed for about a week," WSV spokeswoman Claudia Thoma said by phone. Cargo volumes rose 2 percent from a year earlier to 8.3 million tons in June, signaling a rebound, according to the statement. "Ships going through the canal are well utilized," the WSV said. The canal carries a third of the containers that are loaded and unloaded at Hamburg, Europe's third-biggest port, according to the city's port authority. The national government plans to build a fifth lock chamber at Brunsbuettel, which is expected to be ready in 2020. The canal is the most heavily used artificial waterway in the world, its website shows. **Source: Bloomberg**



# HANSA BRANDENBURG on fire in the Indian Ocean

It has been confirmed that all 17 crew of the Leonhardt und Blumberg-managed 1,740 teu **HANSA BRANDENBURG** could be safely evacuated from the vessel after the ship caught fire in the Indian Ocean. While the crew has been



taken onboard the 2,702 teu **DONAU TRADER** to be placed ashore at Port Louis, the burning **HANSA BRANDENBURG** is presently adrift some 200 nm off Mauritius.

The fate of the ship is unclear at the moment, but first photos from the scene indicate that the fire damage is severe and that parts of the deck cargo and superstructure have been destroyed. Mauritian Authorities and the island nation's National Coast Guard are monitoring the

situation and coordinating any further action to mitigate any potential damage to the environment. The cause of the incident is yet unknown.

At the time the fire broke out, the **HANSA BRANDENBURG** was on charter to **Pacific International Lines** and was underway from Singapore to Durban. The crossing was part of a routine westbound trip on PIL's 'SW3' Far East to South Africa and West Africa service (#2820).

This weekly PIL standalone service trades on a 70-day round trip with a fleet of eight ships in the size range from 1,732 teu to 1,800 teu. Two sailings per cycle are presently skipped.

The **DONAU TRADER** which rushed to rescue the crew of the **HANSA BRANDENBURG** is managed by Hermann Buss of Germany and trades on charter to the French Line CMA CGM. The ship is trading on CMA CGM's, Delmas' and Maersk Line's joint Far East to West Africa loop 'FEW5' (#2700), alternatively known as 'WAX2'. The **DONAU TRADER** was headed from Cape Town to Colombo when she received a distress call from the burning ship and changed course to reach the distressed vessel. **Source : Linervision**

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In Singapore yesterday the **HARKAND HARMONY** was named at the Keppel Marina. The vessel is a newbuild ROV support vessel built by **ASL** shipyard and on long term Bareboat charter to Harkand with purchase options.

Photo : Mike Meade – M3 Marine ©

## NAVY NEWS



The Dutch OPV **P 842 FRIESLAND** moored in Zeebrugge

Photo : Jasper Van Raemdonck ©

## Navy submarine damage severe, internal report says

HMCS Corner Brook hit seafloor off British Columbia in 2011



Slamming into the seafloor at 11 km/h damaged one of Canada's submarines more severely than the navy originally admitted to the public, new documents obtained by CBC show. The Royal Canadian Navy's Damage Assessment and Options Analysis report for **HMCS Corner Brook** tells a story of a submarine suffering "extensive damage" from "tearing and dents" that left a gaping, two-metre hole in the submarine's bow. Seawater was "roiling" in the parts of the submarine and two of its torpedo tube doors had been torn off when it rammed the ocean floor off British Columbia two years ago.



The submarine had 60 people aboard, including some of the most experienced and senior submariners in the navy, when it rammed the rocky seafloor while cruising 45 metres below the surface. Two sailors were slightly injured during the June 4, 2011 collision. The navy's official board of inquiry blamed Lt.-Cmdr. Paul Sutherland, the sub's captain, for the collision.

The inquiry was closed to the public and the navy only released a one-page summary of the hearing. The navy has publicly called the accident a "fender bender" which resulted in no structural damage, but the navy's internal report tells a much different story.

The damage report obtained by CBC under Access to Information was completed three days after the grounding and contains photographs detailing the damage to the **Corner Brook**. While Vice-Admiral Mark Norman, now commander of the Royal Canadian Navy, assured Canadians the damage was not as bad as it looked, the report says "structural state of sub unk". ("Unk" is navy shorthand for unknown.)

"Location of strike likely to have caused shock stress transmission within forward structure," states the navy's early damage report. Norman had denied the damaged extended beyond what could be seen in several photographs obtained by CBC in February 2012.

The photos showed the submarine after it was hauled from the water with a hole in it the size of a ping-pong table.

"The navy has not been upfront with Canadians about the degree of damage and just how close we came to a truly serious accident. I think the Canadian navy has to come clean across the board with respect to Canada's Victoria class submarines," said Michael Byers, a University of British Columbia defence expert who has been critical of the submarine program in the past. The report said that there are "strong indications" of damage to the main ballast tank that may extend to the pressure hull of the submarine. The pressure hull is a thick, rolled-steel area of the submarine where sailors live and work.

"This accident came very close to claiming the lives of the entire crew," said Byers, who co-authored a recent report on Canada's fleet of four second-hand British-built submarines. Byers said if the pressure hull is twisted or damaged, it may be impossible for the navy to fix. "Please bear in mind that the documents you have from the ATI request were created very soon after **HMCS Corner Brook** ran aground in 2011," wrote Department of National Defence spokeswoman Tracy Poirier in an e-mail to CBC.

"While I can say that more work has been done since then to look into what damage the submarine incurred, I have not been able to find out any details as to what was learned during these subsequent surveys." The navy has said it intends to repair the 2,400-tonne submarine during its scheduled refit period, which is to begin this year and run until 2016. The navy will replace the British torpedo system and other sensors and communications equipment that came with the four Victoria-class submarines Canada bought in 1998.

A similar refit process was just completed on another submarine from the class -- **HMCS Windsor** -- and it took five years instead of the planned two. The cost of the work on the **Windsor** totalled \$209 million and still only one of the sub's two generators is operational, limiting the distance the sub can go away from land.

The navy has not said how much more it will cost to attempt to repair the collision damage to the 70-metre-long [Corner Brook](#).

"If it turns out not to have worked after an attempt at repairing the vessel, then Canadian taxpayers will have poured close a billion dollars into a bottomless pit trying to recover this submarine," said Byers. **Source : CBC News**



The Brazilian frigate **F 49 RADEMAKER** (ex HMS ex-Brazen, F 91; ex-Boxer) arriving in Niteroi, the F 49 was transferred from the United Kingdom to Brazil on 30 April 1997 **Photo : H. Jansma ©**

## Asylum-seeker deaths take emotional toll on navy staff

Dealing with asylum-seekers' deaths at sea is taking an emotional toll on navy members, Australia's border protection commander has said, amid concerns that deaths will continue because of the steady stream of boats.

Admiral David Johnston, the head of Border Protection Command, said a "dreadful feeling in the stomach" accompanied any alert of a boat in trouble. He was speaking in the wake of the deaths of four asylum seekers after a boat capsized in rough seas north of Christmas Island on Tuesday night.

"Dealing with deaths is particularly difficult - physically difficult in terms of the environment in which they're working, and emotionally very difficult for all of us," Admiral Johnston said.

"It is a dreadful feeling in the stomach when we hear that a vessel has capsized or that it's in some difficulty and then we are responding to try to ensure we are bringing as many people as we can to safety."

Figures released last year by the Defence Department showed that 7.7 per cent of sailors posted on border protection duties reported post-traumatic stress disorder symptoms - about the same as that for military personnel on other deployments including Afghanistan.

The navy introduced a program of mental health support in July 2011 especially for navy sailors deployed to Operation Resolute - the border protection operation - citing the "unique stressors" associated with the work.

Admiral Johnston paid tribute to the "extraordinary work" of the navy personnel involved in the rescue of the other 144 passengers aboard the asylum-seeker boat.

"It happened very quickly ... the way they sequenced it to make sure they were recovering people, particularly out of the water, as quickly as they could in rough weather conditions," he said.

"My praise for them is unlimited because of what they have achieved."

Australian Defence Association executive director Neil James said the relentlessness of the flow of boats had an effect on navy members' morale - and meant that problems would continue.

"There are more boats out there to intercept, more things happening, and so therefore there's going to be a greater emotional impact," he said. "It's a reasonably relentless grind. They are out there every day and the boats keep coming." The navy was attentive to the fact that traumatic experiences such as dealing with deaths at sea could create post-traumatic stress disorder, he added. On top of this, the political controversies meant extra "wear and tear" on sailors' emotions. **Source : canberratimes**



## SHIPYARD NEWS

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### Vane Brothers tug launched at Chesapeake Shipbuilding

A new **Vane Brothers** tug recently launched at Chesapeake Shipbuilding in Salisbury, MD, will feature some innovative towing winch and deck equipment from **JonRie Intertech LLC**, Manahawkin, NJ.



The **Tangier Island**, the eighth in a series of ten **Sassafras Class** ocean tugs for **Vane Brothers**, has a complete set of **JonRie Deck Equipment**, including a Series 500 Towing Winch with an independent drive level wind. The winch has a line pull of 45 tons and a spool capacity of 650M of 45mm cable.

The winch is completely controlled from the Tow Coop on the boat deck and features pilot house alarms. The drive in the engine room is powered by a 125 kW diesel engine and features a 25 kW backup system. All controls were designed and supplied by **JonRie**.

On the after deck, the 28m (94 ft) x 9.7m (32 ft) x 3.9m (13 ft) tug also has a **JonRie** Series 421 Hydraulic Capstan.

Back in May, **Chesapeake Shipbuilding** announced it had signed a contract with **Vane Brothers** for the ninth and tenth tugs in the **Sassafras Class** series. Propulsion is

supplied by two **Caterpillar 3512** main engines that produce 2,235 kW (3,000 hp) through 6:1 reverse reduction gears to conventional shafts. The Tangiers Island has accommodations for seven crew members.

Once delivered, the **Tangier Island** will push 30,000 bbl tank barges on near coastal routes. Construction is already underway on the remaining two tugs, each of which will be delivered over 18 months.

**Vane Brothers**, Baltimore, MD, has been serving the Port of Baltimore and the U.S. Eastern Seaboard for over 100 years. The company operates a fleet of 33 tugs, 4 barges and two 140,000 bbl Articulated Tug Barge

## BRUSSEL MAAKT EINDE AAN ONEERLIJKE CONCURRENTIE DOOR SPAANSE TAX LEASE CONSTRUCTIE

Bij monde van Commissaris Mededinging Joaquín Almunia, verantwoordelijk voor (eerlijke) concurrentie, heeft de Europese Commissie uitspraak gedaan over de Spaanse Tax Lease. Deze constructie is onrechtmatig bevonden en de

onterecht ontvangen voordelen moeten voor een groot deel terugbetaald worden. Scheepsbouw Nederland vindt dat de procedure lang heeft geduurd maar is content met de uitspraak. "Een eerlijk 'level playing field' is van levensbelang voor de scheepsbouwsector," aldus algemeen directeur Peter Zoeteman.

Tussen 2002 en 2011 boden Spaanse werven schepen aan die 20% tot 30% onder de marktprijs lagen. Dit had een ernstige concurrentievervalsing op de Europese markt tot gevolg. Bij de bouw van 273 schepen is gebruik gemaakt van de Tax Lease constructie en hebben andere werven, waaronder Nederlandse, deze opdrachten verloren. Scheepsbouw Nederland diende vanwege deze oneerlijke concurrentie, samen met zes andere scheepsbouwassociaties uit EU-landen, in 2010 een formele klacht in bij de Europese Commissie. In 2011 had de Europese Commissie Spanje al bevolen de Tax Lease constructie niet meer te mogen gebruiken, in de einduitspraak van 17 juli zijn de aanklagers nu ook formeel in het gelijk gesteld. Het officiële persbericht van de Europese Commissie over de Spaanse Tax Lease constructie vindt u [hier](#).

## ROUTE, PORTS & SERVICES



HAL's **PRINSENDAM** outbound from Amsterdam – Photo : Ruud Coster ©

## Underwater bow thruster reinstallation in Tacoma, U.S.A.

Three months after [Hydrex](#) diver/technicians removed the bow thruster of a 294-meter container vessel in Tacoma, a Hydrex team once again mobilized to this location to reinstall the overhauled unit underwater with the use of the [Hydrex](#) flexible mobdock.

The superintendent of the ship was very satisfied with the first part of the operation. The job was completed well within the available time frame thanks to good team work of the Hydrex divers, the ship staff and the floating crane



operator. For this reason the customer asked **Hydrex** to take care of the reinstallation as well, which was carried out last month. Together with all the necessary equipment, the team mobilized from the **Hydrex** office in Clearwater, Florida to the vessel's location. After they set up a monitoring station on a workboat, the team positioned the bow thruster onto a cradle. This cradle was designed especially for thruster operations. It can be adjusted to the size of the unit. In this manner the thruster is prevented from tipping over, making it much easier to handle. The **Hydrex** divers could lower the unit into the water and maneuver it inside the thruster tunnel in one take. The team positioned the bow thruster and secured the unit. The team then used the lightweight flexible mobdocks developed by **Hydrex** to close off the thruster tunnel on both sides. This allowed the diver/technicians to evacuate all the water from the tunnel and create a dry working environment around the bow thruster. The thruster propeller blades were then reinstalled one by one. The team completed the operation by reconnecting the thruster unit to the engine room. Hydrex can assist shipowners with almost any problem they encounter with their vessel's thruster. A wide range of repair or maintenance work can be carried out to all types of thrusters. An entire unit can be overhauled, propeller blades or seals can be replaced or repair work on a specific part of a thruster can be performed by **Hydrex** diver/technicians on site. All of these repairs can be carried out without the need to drydock the vessel. Off-hire time causes a substantial loss of money. The teams therefore worked in shifts during both the removal and reinstallation of the bow thruster. This was done to perform the bow thruster operations within the shortest possible time frame, saving the owner the time and money which going to drydock would have entailed. For further information contact us at + 32 3 213 53 00 or [hydrex@hydrex.be](mailto:hydrex@hydrex.be)



18-07-2013 : The 06-06-2013 commissioned **SE CERULEAN**, 2013/19459gt, built China in to Melbourne anchorage for Geelong off Pt Nepean, **Photo : Andrew Mackinnon – [www.aquamanship.com](http://www.aquamanship.com)** ©

## **CSCL's and Zim's AEX sees capacity boost as fleet migrates from closing AEX2**



The 10,062 teu **ZIM ANTWERP**, now assigned to 'AEX1' / **Photo : Ulf Kornfeld**

CSCL and Zim will be to boost the capacity of their joint 'AEX1' Far East to Europe service (#23). Between now and September, the two carriers are to phase-in numerous new vessels in the 9,600 to 10,000 teu size range. These new

ships will replace 8,530 teu units of the Hudung-built **XIN OU ZHOU** type as well as Samsung-built ships of the 8,468 teu **CSCL AFRICA** type.

The fleet upgrade will take the AEX's weekly capacity from today's average of 8,498 teu to about 9,750 teu by September. The 10,062 teu Zim ships that join the 'AEX1' are mainly sourced from the Far East to Europe loop 'AEX2' (#28) of Evergreen, CSCL and Zim, which is in the process of closing down. The 9,600 teu CSCL ships that join the 'AEX1' are sourced from the same 'AEX2' (#28), from the Far East to USWC service 'AAC' (#259), and from vessel reactivations after idle periods. **Source : Linervision**



18-07-2013 : The RoRo heavy lift cargo vessel **PATRIA** departing Brisbane with the new fast ferry CAT **COCOS Isle of Mahe** for the Seychelles **Photo : John Wilson ©**

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The **ABIS DUBLIN** anchored off Haifa **Photo : Peter Szamosi ©**

## 2,100HP Shallow Draft Push Tug Sold

**Marcon International, Inc.** has brokered the sale of another tug from **Crowley Marine Services, Inc.** to **Island Tug & Barge Co.**, of Seattle, Washington. The sale of the ABS +A1, Towing, +AMS classed, 2,100BHP shallow draft ocean towing / push tug "**Pt. Barrow**" closed during the 3rd week of July. The tug is already getting a fresh paint job with ITB's colors with her new name "**Island Wind**", and she will promptly be again underway, this time working for her new Owner.



**"Pt. Barrow"** was originally designed and built to work in the Arctic, where Crowley needed tugs designed to perform both ocean and coastal towing in shallow waters around Prudhoe Bay while pushing barges.

Her principal dimensions are 90' x 32' with a depth of 11.2' and a light draft of 6.0'. Her normal operating draft is about 8.5' when loaded with fuel. The triple deck tug was one of three sister-tugs in the "Point Class" built in 1982 for Crowley by Dakota Creek Industries of Anacortes, Washington. While the hull is of all welded steel construction, her superstructure is aluminum. She is powered by a pair of CAT3512 diesels which provide about 2,110BHP to fixed pitch propellers in kort nozzles through Twin Disc 6.18:1 gears. "Pt. Barrow" is also fitted with shaft brakes, and has steering rudders and flanking rudders for added maneuverability while pushing ahead. Her bollard pull is about 23.5 short tons. Towing gear consists of a single drum Smatco winch with a capacity of about 1,900' 1.75" wire. She is also fitted with a stern roller aft and two hydraulic barges winches forward plus push knees. "Pt. Barrow" packs about 60,000 gallons of diesel fuel which gives her a decent coastwise towing range.

To date, **Marcon** has concluded a total of 14 sales and charters this year. Several additional transactions are pending and expected to close within the next week. **Marcon International, Inc.** has sold or chartered 1,306 vessels and barges over the last 32 years including a total of 289 tugs totaling 890,797HP

## MV Svenja - Reactors of up to 1,450 mtons each



**MV "Svenja"** of Type 183 loaded five reactors in Wilhelmshaven, Germany, destined for several refineries in the USA. Four of the reactors weigh more than 1,450 mtons each and are nearly 50 m long, with a diameter of 7.6 m. The fifth reactor has a weight of



540 mtons and a diameter of 6.85 m. The ship's combined crane capacity of 2,000 mtons certainly came in handy with this particular shipment. On the way, a knuckle boom crane of 440 mtons was loaded in Kristiansand which is to be installed on an offshore ship. In Chalmette/USA, **MV "Svenja"** smoothly discharged the reactors onto barges for transport to their final destination. Both the reactors and the knuckle boom crane were discharged in the expected time schedule.

## Port State Control of ILO MLC - Get Ready for 20 August!

The **ILO Maritime Labour Convention (MLC)** enters into force on 20 August, and some countries may begin to enforce the ILO new standards via Port State Control inspections.

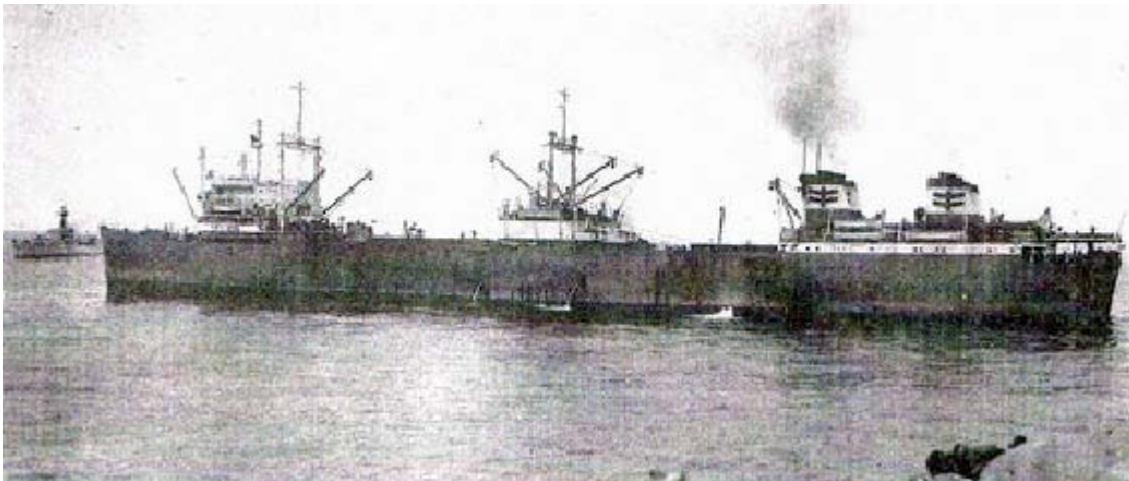
The **International Chamber of Shipping/International Shipping Federation** – which negotiated the MLC text on behalf of employers - have therefore produced some free advice for ship operators about MLC PSC – see [www.ics-shipping.org/ilopscguidance.pdf](http://www.ics-shipping.org/ilopscguidance.pdf)

You might also be interested in the **ICS International Shipping Conference** in London on 11 September – see [www.ics-shipping.org/icsconferenceflyer2013.pdf](http://www.ics-shipping.org/icsconferenceflyer2013.pdf)



The **NORMAND DRAUPNE** moored in Malta – Photo : Gaetano Spiteri ©

## OLDIE – FROM THE SHOEBOX



The JAPANESE FACTORY SHIP in the **ROSS SEA**, found 28th January 1956 by the Royal New Zealand Naval ship **HMNZS ENDEAVOUR**, sailing to McMurdo sound Antarctica with Sir Edmund Hillary on the TAE/IGY expedition to cross the Antarctic, The **ROSS SEA** at that time was controlled by the NZ government, and we were surprised that huge Whalers were working the waters, in 1960 NZ signed the ANTARCTIC TREATY and lost control of the oceans and the ROSS DEPENDANCY. The naval ship in the back ground is the **HMNZS PUKAKI** under command of Commander HALE, and they escorted it out of the area, Nothing has changed, the JAPANESE are still whaling in the area, but now its international waters Photo : Coll Bob Pinker

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





The tug **EN AVANT 20** enroute with the stern section of the first **Mistral class** helicopter carrier for Russia named **VLADIVOSTOK**, which section is built in Russia at the **Baltic Shipyard** in St Petersburg and launched June 26<sup>th</sup> and now enroute France where its body is to be assembled, the return from France in Russia, fitted with its bow is scheduled this October. **Photo : Muller Dordrecht / Flying Focus ©**

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