



Number 210 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 29-07-2013**

News reports received from readers and Internet News articles copied from various news sites.



Heerema's BYLGIA during her maiden call in Rotterdam
Photo : Marijn van Hoorn ©

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



ANCHOR & CHAIN FACTORY (AKF)

- Supply of marine anchor- and towing equipment
- Lloyd's approved testing house up to 2000 mt
- Repair and modification of anchors and anchor chain cables

P.O. Box 22 phone +31 10 204 19 28 / 31 akf@akfanchorchain.nl
3100 AA Schiedam fax +31 10 234 02 00 www.akfanchorchain.nl
The Netherlands

Member of the DAMEN SHIPYARDS GROUP 





The Dutch Coast Guard's **ARCA** passing Spijkenisse – Photo : Rob de Graaf ©

Salvage experts to meet with insurers over sunken sail ship

Salvage experts will meet the surveyors for the insurer of Dutch sail training ship, **Astrid** to put together a wreck removal plan to salvage the ship which sank off the Co Cork coast on Wednesday. Salvage expert, Colm Harrington

carried out a dive on the **Astrid** to assess the damage to the vessel which sank after hitting the Sovereign Rocks near the mouth of Kinsale Harbour after losing engine power around midday on Wednesday.



Photo : Michael Prior

Mr Harrington said it should be possible to salvage the 95-year oldship as she remains intact apart from some rips along her hull where rivetted plates popped open when she struck the rocky shoreline after hitting the rocks.

"Her bow is in about ten metres of water and her stern is in about a metre of water and she's pretty much intact apart from those rivets that have popped on some of her plates so it will be possible to salvage her," he said. "The job will involve getting slings under her and lifting her with specialist equipment because with she's a heavy ship - 254 tonnes and with all the water inside her, you'd need the slings underneath to provide the support - we have to do now is agree wreck removal plan with the insurance surveyors".

Mr Harrington said he had spoken with the owner and skipper Pieter de Kam and showed him a video of the damage and they agreed that it was unlikely that the Astrid could be repaired to continue as a sail training vessel.

"We showed the video footage we had to the owner and he was in agreement that he wouldn't be able to repair it - it would have to be repaired to a very high standard to continue bringing people out on sail training and I don't think it would be possible to do that.

"It's a pity because she's a magnificent ship - she was finished to a very high standard and looked immaculate down to the paintwork - there was a lot of money spent on her about ten years ago after a fire so it's just very sad to see her now lying on the seabed," he said.

Mr Harrington explained that if a wreck removal plan is agreed with the ship's insurers, it will then have to submitted to the Irish Coastguard for approval and while it may prove a complex operation, the aim is to try and begin the removal as soon as possible. Lieut Cdr Terry Ward of the Naval Service patrol ship **LE Róisín**, which maintained a 200m exclusion zone around the hull for safety purposes, said the hull was fast aground, with little movement in a half to one metre swell. The 42m steel square-rigger was "holding fast" on rocks at Ballymacus point off the mouth of Oysterhaven harbour, where weather conditions had eased considerably, Lt Commander Ward said. **Source : Irish News**



MINING AND CIVIL ENGINEERING

- more than 150 vessels
- global tramp & liner services
- lifting up to 800 tons
- 28 offices worldwide

BBC Chartering
www.bbc-chartering.com



The tow out of the **TLP OLYMPIC HOST** in the Gulf of Mexico as seen from the **UNION MANTA**, with the **OCEAN SUN** , **OCEAN Wave**, **OCEAN WIND** en de **HARVEY WAR HORSE II** - Photo's : Wilco Langeweg ©



Migrant boat sinks off Libya, Italian coastguard seeks missing

Italy's coastguard said it helped rescue 22 migrants on Friday and is coordinating a search for missing people after receiving a distress call from a boat that ran into difficulties off the coast of Libya. Coastguards in Sicily directed two Panamanian-flagged merchant ships towards the migrant boat, which they located about 29 miles off the Libyan coast when they received the call.

One of the ships rescued 20 people from the sea and discovered their half-submerged inflatable boat. The second ship picked up two people, the coastguard said in a statement. A spokesman for the coastguard said it was not clear how many people were on the boat but that searches were ongoing. He said the people rescued so far were from sub-Saharan Africa.

Officials have also directed an Italian and a Maltese merchant vessel to the area to help search for the missing.

North Africa is a launch-point for maritime migration to southern Europe, with Italy the main destination. Thousands of people have been killed attempting the dangerous crossing in overcrowded and frequently unsafe boats. Pope Francis recently visited the tiny Sicilian island of Lampedusa, where tens of thousands of migrants arrived during Arab Spring unrest in North Africa in 2011, to commemorate those that have died trying to reach a better life in Europe. **Source :** Reuters

Spanish Ship-Purchasing Tax Scheme Outlawed

After an in-depth investigation, the European Commission has concluded that a Spanish scheme for the purchase of ships involving leasing and financing through tax relief is partly incompatible with European Union (EU) rules on state aid.

The scheme, first established in 2002, conferred a selective advantage on economic interest groupings (EIGs) and their investors over their competitors. Under this scheme, a maritime transport company can purchase a ship through a complex contractual and financial structure (rather than directly from a shipyard) involving an economic interest grouping, an investment vehicle held by investors wishing to reduce their basic taxable amount.

In practice, the economic interest grouping acts on behalf of the maritime transport company purchasing the ship, acquires it on a financial leasing basis and pays it off in the three to five years after work starts on its construction. The economic interest grouping then benefits from taxation exclusively on the basis of tonnage, which is a special scheme applicable under the European rules to maritime transport companies, and hands the ship over to the transport company without paying capital gains tax. The maritime transport company acquires the ship with a reduction ranging from 20% to 30% on the purchase price charged by the shipyard. However, as this reduction is awarded by the economic interest grouping, not by the state, the Commission has taken the view that it does not constitute state aid to the maritime transport company.

The Commission was not notified of the scheme for the purpose of prior authorization as required. Under European rules, the beneficiaries must now repay the aid to the Spanish state. In accordance with the principle of legal certainty, the Commission will not require the repayment of aid granted between the start of the scheme in 2002 and April 2007, when the Commission publicly declared a similar French scheme incompatible.

The Commission acknowledged that its 2001 Brittany Ferries decision (case N618/1998, and in particular recital 193) may have created legal uncertainty as to whether the Spanish scheme for leasing and financing through tax relief constituted aid. This uncertainty was cleared up with the publication, in April 2007, of the final decision in the investigation into the French scheme for fiscal economic interest groupings (case SA.16608) referred to in the 2001 decision. The Commission found that that scheme was incompatible with the single market. As regards the Spanish scheme, the Commission therefore found that the incompatible aid awarded before April 2007 did not have to be recovered.

Commission Vice-President Joaquin Almunia, responsible for competition, said: "Economic interest groupings and their investors have benefited unlawfully from tax advantages which they must now repay to the Spanish state. As regards the future, there is a non-selective tax scheme which was approved by the Commission in November 2012 and which can be used, among other things, to finance the shipbuilding industry. This scheme is fully compatible with the European rules and therefore provides investors with all the legal certainty they require. I hope that all parties will be able to use it as soon as possible." In the Commission's view, the reduction passed on to the maritime transport companies contributed to an extent to achieving the objectives of common interest set out in the Guidelines on state aid for shipping. The Spanish authorities must now determine, in accordance with the Commission decision, the amounts of incompatible aid to be recovered from the economic interest groupings and their investors. The Commission's decision does not allow the beneficiaries to pass on the repayment obligations to third parties (such as shipyards), even under existing contracts. The Commission reiterated that its decision does not call into question the Spanish tonnage tax scheme for maritime companies, as approved in 2002. Spanish shipyards will continue to benefit from aid granted under schemes approved by the Commission, such as aid for innovation, regional shipbuilding aid and export credits, the Commission clarified. **Source: Tax News**

Global leader in ocean towage



www.fairmount.nl

Hofpoort 16th Floor, Hofplein 20
3032 AC Rotterdam • The Netherlands

phone + 31 10 240 25 00
fax + 31 10 240 25 99
email sales@fairmount.nl





Bulk Carrier **MARIANA** alongside Liverpool. Photo : Fran Drew ©

Shell Orders \$1 Billion Ultra-Deepwater FPSO for Gulf of Mexico

SBM Offshore has won a major order from **Shell** to supply and lease a new Floating Production Storage and Offloading (FPSO) for the Stones development project located in the Gulf of Mexico. Once installed, the **Stones FPSO** will be the world's deepest floating production facility and will have an asset value of around USD \$1 billion.

As a converted Suezmax tanker, this new FPSO would join the Petrobras-contracted **BW Pioneer** in the Walker Ridge area approximately 320km (200 miles) offshore in 2,896m (9500ft) of water.

The initial period of the charter contract is for 10 years with future extension options up to a total of 20 years.

The FPSO will have a storage capacity of 800,000 bbls of oil and be outfitted with a turret with a disconnectable buoy (Buoyant Turret Mooring or BTM) allowing it to weathervane in normal conditions and disconnect from the FPSO upon the approach of a hurricane. **SBM Offshore** notes that the FPSO is a generation 2 design with a processing facility capacity of 60,000 barrels of oil per day (bopd) and 15 mmcsfd of gas treatment and export. No water injection facilities are specified.

According to a paper by Jingyun Cheng, and Peimin Cao from **SBM Offshore**, disconnectable FPSOs have significant advantages over permanently moored FPSOs in that, "the mooring system does not have to be designed to accommodate the economically penalizing severe loadings associated with hurricane and typhoon conditions. It allows rapid vessel removal for maintenance or upgrade. It also enables phased development due to production uncertainty, which reduces reservoir risk." The BTM will be configured with Steel Lazy-Wave Risers (SLWR) which will be a first application for a disconnectable FPSO. Riser specialists, 2H Offshore describe these Lazy-Wave Risers:

"A lazy-wave catenary riser (LWR) is a special SCR [steel catenary riser] with a segment of its length equipped with external buoyancy modules, where its upward buoyancy force in water is greater than its downward gravity force and thus an equivalent negative "gravity" force. A typical LWR consists of three segments, each segment a catenary, namely the hang-off catenary (hanging and jumper sections), the buoyancy catenary (lift and drag sections) and the touchdown catenary." The mooring system will also incorporate the ability to adjust line tension during operations by use of an In-Line Mooring Connector (ILMC).

In March 2012, Shell and **SBM Offshore** signed an Enterprise Framework Agreement (EFA) for the supply of medium and small FPSOs on a lease and operate basis. The **Stones FPSO** is the first Shell project to award contracts utilizing

the EFA. **SBM Offshore** and Shell have been engaged in front-end development work for the **Stones FPSO** solution for the past two years. Source : **gCaptain**



The reefer **PRINCESA GUASIMARA** moored in IJmuiden. Photo : **Erwin Willemse** ©

**WE PROVIDE SAFETY AND
SUPPORT AT SEA**

24h Emergency Response: +31 255 562 666

www.svitzer.com
SVITZER

We need greener shipping power say engineers

Mention nuclear power and ships in the same sentence and you're more likely to think Navy submarine than a goods tanker. But nuclear -propelled ships are one idea being mulled over by engineers this week as the future of low carbon shipping.

Shipping accounts for around one billion tonnes of the world's emissions every year, 3% of the world's total according to the EU and this is set to grow. Some researchers are already looking into developing new energy efficient ships.

Now the Royal Academy of Engineering has declared that the shipping industry needs to develop greener ways to power their vessels. After running a survey of current and future marine technology, a working party of more than 20 engineers found shipping has "great potential" to slash its environmental impact with new and modified propulsion technologies. They measured existing and possible new power sources against two objectives: energy efficiency and environmental sustainability. The report called 'Future Ship Powering Options: Exploring alternative methods of ship propulsion' found in the short term liquid natural gas (LNG) could be cheaper than the current favourite, diesel, if better global infrastructure could be built. As for nuclear power, merchant ships would need significant changes in design, building and operational methods and would most likely be useful as an "auxiliary power source". Biofuels and synthetic fuels were put forward could directly replace current fuels adds the report but there could be issues with storage and handling on top of environmental concerns with the fuels. However the green answer won't come from a single technology which can be applied to every type of ship. John Carlton, Professor of Marine Engineering at City University London who led the research said: "We know that larger ships are more carbon-efficient than smaller ships

and that slower ship speeds effectively reduce emissions. But fitting smaller engines in large ships may increase the risk of being under-powered in bad weather.” Captains could hold the key in some cases, he suggested: “Often there is significant benefit in simple operational measures: good seamanship in steering around bad weather for instance, or good housekeeping in minimising on-board energy consumption.” **Source: Energy Live News**

Feature: Accident investigations thwarted

Another fire on a containership will have given fresh impetus to demands for answers, but waiting for the metaphorical smoke to clear could take a long time. Accident investigators hoping to discover the cause of the blaze on the Liberian-flag Hansa Brandenburg, abandoned by its crew last week after a fire is reported to have broken out in a container on deck, may have to wait until salvors have completed their work and the ship is allowed into a port.

A full report into a similar incident in July last year on the German-flag **MSC Flaminia** is still awaited. In an interim report last month Germany's Federal Bureau of Maritime Casualty Investigation (BSU) said it had been forced to suspend the publication date of the full report, partly because the prolonged search for a European country prepared to accept the under-tow, disabled vessel meant its investigators could not begin work in earnest until two months after the incident.

The latest incident occurred in the Indian Ocean shortly after **MSC Flaminia** had been cleared to enter dry-dock for repairs to the damage caused by the fire that started in containers and by the subsequent explosion when the ship was crossing the Atlantic. Two of the crew died from severe burns, while a third has been presumed dead. Two others sustained serious injuries.

The BSU said it had been examining the fire, the crisis management on the ship and the salvage operations, but it added it had also made a “critical evaluation” of the time between the incident itself and the eventual decision by German authorities to allow the containership to dock in Wilhelmshaven.

Answers to why another containership – **MOL Comfort** – split in two and sank may also be delayed, following the loss of both fore and aft sections which are now lying on the bottom of the Indian Ocean. The ship's classification society has, however, promised preliminary results of its investigation will be available by September, while the Bahamas, as the flag state, is carrying out its own inquiry.

Even as **MOL Comfort** was splitting in two last month British accident investigators were revealing how they had been frustrated in their attempts to find out why two containerships – the UK-flag **Hyundai Discovery** and the Panamanian-flag **ACX Hibiscus** – collided in December 2011. The UK's Marine Accident Investigation Branch (MAIB) in its report into the incident, which occurred when heavy rain had reduced visibility in the eastern approaches to the Singapore Strait, said it had been denied access to “primary evidence” from **ACX Hibiscus** and that pressure had been put on the Panamanian authorities not to release “critical evidence”, including that from the ship's Voyage Data Recorder, to the MAIB.

The British investigators said as a result of being deprived of key information by the “obstructive behaviour” of the owners of **ACX Hibiscus**, their report could not deal with the “underlying causes of the accident”. This, they added, was despite the fact Panama had agreed to the MAIB taking the lead in a joint investigation. Industry organisations have also expressed their frustration at the failure of many flag states to make public casualty investigation reports whose findings could help prevent similar incidents occurring. INTERCARGO, the dry cargo owners' trade association, recently revealed the results of its attempt to access reports on the database maintained by the International Maritime Organization (IMO). Concerned by the high loss rate of bulk carriers and, in particular, those involving the carriage of nickel ore, INTERCARGO searched the Global Integrated Shipping Information System (GISIS) for serious incidents involving both loss of life and vessel in the period 2008-11.

The association found that the majority of cases on the GISIS “marine casualties and incidents module” were either unaccompanied by flag state investigation reports or, if they were, the reports were unavailable for download. (Three reports by Panama into separate incidents involving nickel ore were, in fact, submitted simultaneously to GISIS and made available for download shortly before INTERCARGO revealed its findings.) A similar problem will confront anyone searching GISIS for reports of serious containership incidents. For three of the most serious and well-known incidents involving cargo-related fires – the Antigua-and-Barbudan-flag **CMA Djakarta** in 1997, the Liberian-flag **Hanjin Pennsylvania** (2002) and the Panamanian-flag **Hyundai Fortune** (2006) – no flag state investigation reports are available on GISIS.

Even when an investigation report has been entered on the database, for it to be available for download, according to the GISIS website, it has to have been released to the public by the flag state, but this is not always the case. Two other well-known containership incidents (both in 2007) – the Hong Kong-flag **Cosco Busan** and the UK-flag **MSC**

Napoli – have been the subject of published investigation reports. But while they are not available for download from GISIS, both can be downloaded from the respective websites, www.mardep.gov.hk and www.maib.gov.uk. Flag states not only face demands to make investigation reports public but to do so as quickly as possible. The complexity of some serious incidents, however, can limit the ability of often under-resourced investigators to produce reports as fast as some might like. As the frustrated German investigators pointed out, one of the problems they faced in dealing with the complex issues raised by the **MSC Flaminia** incident was their “limited personnel resources”. The two-month delay, the incident’s complexity and lack of manpower meant they would have been unable to meet the European Union’s target of producing a final report for very serious or serious casualties within 12 months without “serious losses [to] the conclusions and safety recommendations”, hence last month’s interim report. The full MAIB report into the containership collision also failed to meet the EU’s 12-month deadline, although whether this was entirely due to the lack of co-operation it encountered is not clear. It too was forced to publish an interim report in December last year. Without the lessons that accident investigation reports can provide, the higher the risk that containerships will continue to burn and bulk carriers to sink and more lives to be lost. **Source: BIMCO**



The **CETUS J** enroute Rotterdam – Photo : Kees van der Kraan ©

Panalpina Cuts Ocean Freight Forecast as Capacity Exceeds Demand

Panalpina Welttransport Holding AG (PWTN), the world’s fourth-largest seafreight forwarder by revenue, reduced its growth forecast for the ocean freight market as shipping capacity outpaced demand. **Panalpina** followed industry leader **Kuehne & Nagel International AG** in projecting growth of 2 percent to 3 percent this year, down from as much as 4 percent predicted in May, a company presentation showed. “We cut our market forecast as decreasing dynamics in the last months have led us to believe that 4 percent growth is unlikely this year,” said Rainer Weihofen, global head of corporate communication at Basel, Switzerland-based **Panalpina**. The container-shipping industry is suffering from a glut after a boom in ship deliveries coincided with the worst slump in freight demand since the 1970s. **Deutsche Bahn AG**, whose **DB Schenker** unit is the third-biggest seafreight forwarder, also pared its growth forecast yesterday to 2 percent from 4 percent. **Panalpina** is betting it’ll outperform the market after adding customers in the manufacturing and energy industries in the second quarter. “In the ocean freight business we won clients from the manufacturing sector and the oil and gas industry, for whom we ship equipment such as oil rigs,” Weihofen said by telephone. **Panalpina** also saw more sea and air trade within Asia, he said. “We want to expand there, as trade in that region is growing most rapidly, for instance between north China and Vietnam.” **Panalpina** shipped 5 percent more standard 20-foot containers, or TEUs, across the oceans in the quarter than a year earlier, exceeding market growth of about 2 percent, it said. Gross profit per container rose 8 percent from a year earlier and was little changed from the first quarter, according to its interim statement. Air freight volumes handled grew in the period for the first time in more than two years, **Panalpina** said, forecasting that it may be able to outperform the industry in the full year. **Source: Bloomberg**



Photo : Wim Kosten – www.maritimephoto.com (c)

The **TAURUS** departed with the **Nexen Golden Eagle PUQ jacket** from the **HFG Heerema yard** in Vlissingen enroute the **Golden Eagle Development Area** project ten NO van Aberdeen.

See for more details : <http://www.offshore-technology.com/projects/golden-eagle-development-area-project/>



Photo : Hans van der Linden www.aerolin.nl @AerolinPhoto BV ©



Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting
Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000

VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl

Indonesia detains four in asylum-seeker boat sinking

Police detained four Indonesians allegedly involved in arranging an Australian-bound refugee boat which sank earlier this week, killing at least 15 people, a local police official said on Saturday.

Police detained four Indonesians allegedly involved in arranging an Australian-bound refugee boat which sank earlier this week, killing at least 15 people, a local police official said on Saturday. The four men were arrested on Wednesday and Thursday in two nearby cities after the boat sank off the southwestern coast of Java island on Tuesday, killing among them six children and a pregnant woman, the Cianjur city police chief Dedy Kusuma Bakti said.



"The four helped arrange the boat trip. They are part of a people-smuggling syndicate. Some of them had organised several boat trips to Australia," he said, adding that they could be charged with people smuggling which carries a jail sentence of between five and 15 years under the country's immigration law. The number on the overloaded boat was unclear. Police have said around 200 were aboard, but an asylum-seeker has said 250 people made the perilous journey. Rescuers have saved 189 asylum seekers which included Iranians and Sri Lankans and the search effort continued on Saturday, said rescue operation chief Rochmali, who like many Indonesians goes by one name. Australian authorities alerted Indonesia of the incident on Tuesday evening, just days after Canberra announced that asylum-seekers who arrive by boat would no longer be resettled in Australia even if they secure refugee status. An AFP reporter who spoke to survivors on Wednesday said one group of 38, including women and children, had swum in darkness for up to four hours in high seas to reach the shore on Tuesday night. Source : AFP / Chanel News Asia

FALCON LOADED AOD III IN SINGAPORE



OHT's semi submersible heavy load vessel **FALCON** submerging yesterday early morning at the West Jurong Anchorage in Singapore in preparation of the loading of the **Keppel FELS** built Jack Up **AOD III**



The **AOD III** arrived on location in tow of the tugs **MAJU 511**, **MAJU SUN** and **KST SPRING**



Once alongside the 4 mooring winch ropes of the **FALCON** were attached to the rig and the rig was pulled in position under the guidance of loading load master **Vladimir**



Load Master **Vladimir** (left) observes the positioning of the rig over the deck of the **FALCON** prior the deballasting operation



The **AOD III** pulled in position and the de-ballasting started – All photo's : **Piet Sinke (c)**



Upon completion of the deballasting the seafastening started in preparation of the departure to Sharjah in the United Arab Emirates



All photo's : Piet Sinke (c)

See the submerging operation and loading of the **FALCON** at : http://youtu.be/Cxph2c_D6-k



**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**



ISO 9001:2008



MARINT
(OFFSHORE SERVICES) LTD

Independent Consultants and Brokers in the International Tug and Supply Vessel market
(offices in London and Singapore)

Telephone : +44 (0) 20 8398 9833

Facsimile : + 44 (0) 20 8398 1618

E-mail : tugs@marint.co.uk

Internet : www.marint.co.uk

Bulk Cargo IMSBC Code Requirements

A review of recent incidents has highlighted a failure of not only ship's crew, but also charterers and shippers, to comply with the mandatory requirements of the **International Maritime Solid Bulk Cargoes (IMSBC)** Code. The IMSBC Code became mandatory for all SOLAS vessels carrying solid bulk cargoes from January 1, 2011. The operators of these vessels must ensure that cargoes are loaded and carried in accordance with the requirements of the IMSBC Code to maintain the structural integrity of the vessels and safety of the crew at all times. It is the responsibility of cargo vessel operators to ensure that all cargoes are carried in accordance with the requirements of their classification society.

The consequences of failure to comply with the Code can be considerable. When bulk cargoes shift, liquefy, catch fire or explode as a consequence of poor loading procedures, ships may capsize, lose stability or sustain severe structural damage. Such incidents increase the risk of death, injury, insurance claims, operational delay and considerable expense.

Lloyd's Register, the UK P&I Club, and Intercargo have produced a pocket guide for ships' officers and agents who arrange cargoes for loading. This outlines the precautions to be taken before accepting solid bulk cargoes for shipment, sets out procedures for safe loading and carriage, details the primary hazards associated with different types of cargo and underlines the importance of proper cargo declarations. A quick reference checklist and flowchart summarize the steps to be followed. Printed copies of the pocket guide can be ordered from the LR website, and a PDF of both the pocket guide and flowchart can be downloaded at www.lr.org/imsbc Source: Lloyd's Register



The **STAR** serves the route : Helsinki <> Tallinn - Photo : Ernst Lohmann/Huib Lievense ©



Ship Delivery

TOS is an international service provider in crewing solutions, global ship delivery and ship management.







Energy & Maritime Solutions

Contact us: +31 10 436 62 93 • www.tos.nl • info@tos.nl

Chinese ships lock horns with Japanese vessels near disputed islands

Armed Chinese Coast Guard ships are reported to have confronted Japanese patrol vessels near the disputed Senkaku Islands in the East China Sea on Saturday. According to the Japan Times, the incident is said to have taken place to establish China's maritime claims on the disputed territory and waters off its eastern and southeastern coasts.

The new coast guard was formally inaugurated after the resources of four former agencies were merged and vessels from the uninhabited islets were replaced by four armed ships. The new coast guard has centralized operations, which is nominally under civilian control, but closely coordinates with the Chinese Navy Source : Zeenews

NAVY NEWS

India Readies Aircraft Carrier For Aug. 12 Launch

Indian government officials recently told journalists that the first vessel of the country's Indigenous Aircraft Carrier (IAC) program would be launched Aug. 12. The 45,000-ton, 284-metre **INS Vikrant**, currently under construction at the **Cochin shipyard**, is expected to enter sea trials ten months after launch, and would be ready for operational service after another five years, according to a report in Aviation Week. The ship had originally been slated for full operations by 2014, though difficulties with steel supplies and the ship's gearbox have delayed this until 2018. Aviation Week reports that India's other aircraft carrier, the 45,000-ton, 262-meter-long **INS Vikramaditya**, formerly the Russian Kiev-class **Admiral Gorshkov**, is undergoing trials and will soon join the current sole carrier, the aging **INS Viraat**, which is approaching retirement. **Vikrant** is designed as a conventionally-powered short-takeoff but arrested recovery (STOBAR) carrier. Construction of the next ship in the IAC program, **INS Vishal**, has been delayed, but plans suggest it will weigh-in at 65,000-tons, with a catapult-assisted takeoff, barrier arrested recovery (CATOBAR) configuration. Source : Ottawa Citizen ©

US confirms Taipei submarine request still being reviewed

Only two of the nation's four submarines are functional, so the acquisition of new vessels is getting urgent, a Taiwanese-US group said, The Pentagon has confirmed that Taiwan's request for a diesel submarine "design and feasibility study" is still under review and that no decision has yet been made.

"The Department of Defense will continue to consider carefully any Taiwan requests for defense articles and services," US Under Secretary of Defense James Miller said. "To date, Taiwan has not submitted any requests for technical assistance or export licensing support pertaining to a submarine program," Miller said in a letter to US Representative Robert Andrews.

He was replying to a letter sent last month by Andrews asking what the US could do to support Taiwan's acquisition of diesel-electric submarines.

Andrews, a New Jersey Democrat, asked about export control considerations for technical assistance and other export licensing in support of a Taiwan submarine program. In 2001, then-US president George W. Bush authorized the sale of eight diesel submarines to Taiwan, but Taipei took no action until 2008 when it submitted a request to conduct a feasibility study.

Only two of Taiwan's four submarines are now in operational condition and there is considerable support in the US Congress for Washington to assist Taiwan in expanding its submarine force. Miller said in his letter that the Pentagon continues to work with the Ministry of Defense to determine what "defense articles best support its ability to deter aggression" from China. "I am committed to consulting with Congress on these issues, as well as on our overall strategy for assisting Taiwan to maintain a sufficient self-defense capability," Miller said.

Commenting on the letter, Formosan Association for Public Affairs (FAPA) president Mark Kao (高龍榮) said that the urgency to transfer modern diesel-electric submarines to Taiwan had intensified over the last decade.

"As the US requested, Taiwan's government approved full funding for an American diesel submarine feasibility study in January 2008, but in over five years since then, the Pentagon still has not made a decision whether even to conduct the study," Kao said.

FAPA, which represents Taiwanese Americans, said it is urging the Legislative Yuan to "inquire immediately about the government's current plans for the acquisition of a modern defensive submarine fleet and urge them to sit down with Washington to work out an arrangement." **Source : Taipei Times**

Untold Tale Behind USS Guardian Reef Grounding: NGA's Map Was Wrong By 8 Miles

The January grounding of the minesweeper **USS Guardian** in a Philippine coral reef was caused in large part by a **National Geospatial Intelligence Agency (NGA)** map that was, quite simply, wrong by eight nautical miles, Breaking Defense has learned.

"It really was just a terrible fluke that caused the error," NGA spokeswoman Christine Phillips said in a frank discussion of the incident and its aftermath. The Sulu Sea grounding prompted NGA to order an agency-wide review of the nautical charts detailing the entire surface of the earth covered by the oceans. Also, NGA and the Navy have convened a team of maritime experts to take "an exhaustive look to make sure we are as sound as we can be," Phillips told me.

The error boiled down to someone at NGA failing to update a map with corrected data after cartographers discovered an inaccuracy.

Here's what happened. "Prior to 2008, charts in that area included many 'phantom' reefs and islands — legacies of old maps and data. In response to customer requests to remove these, NGA used LANDSAT-derived commercial imagery to update the charts," Phillips said, noting the commercial data was the only information source available for that area. The Landsat data was wrong.

"In 2011, we obtained survey data that corrected this error, and two of the three charts that included it were updated. Procedures in effect at the time should have caused the third to be fixed, as well." But one map, the Coastal Scale — was not updated due to "human error." And that was the map the Guardian's crew relied on. **Source : Breaking Defense**

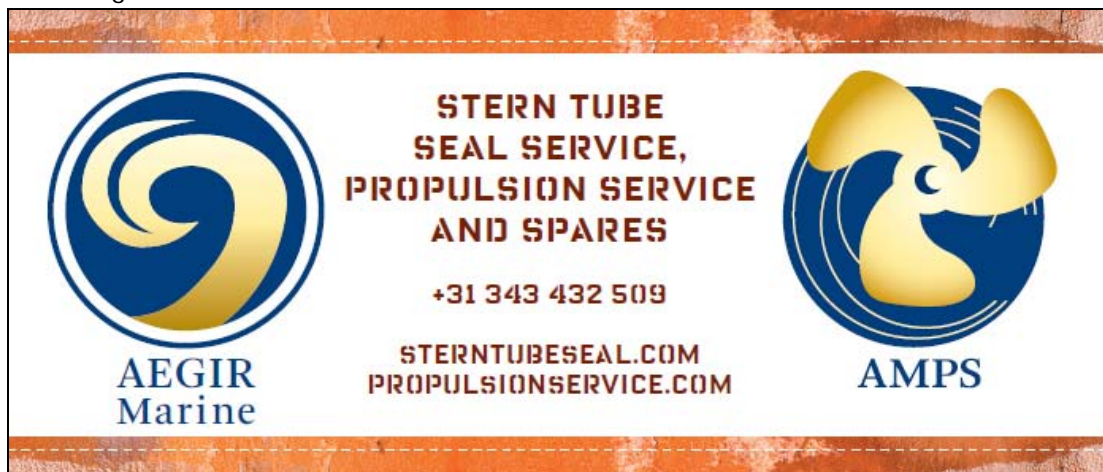
SHIPYARD NEWS

Grandweld commences construction of KOC crane barges

A steel cutting ceremony to signify the commencement of the construction of the first of four new class Crane/Workboats for **Kuwait Oil Company (KOC)** was held at **Grandweld Shipyards** in Dubai, United Arab Emirates on July 18, 2013, said in the company's press release. The contract was signed in February 2013, to design

and build a series of four heavy-duty Crane / Workboat class vessels for Kuwait Oil Company. The ceremony was attended by KOC senior management team led by Mr. Hasan Al Bairami, Manager- Marine Operations.

Grandweld's Crane/Workboats are designed to meet the specific needs of KOC. These vessels are powered by 2x 1068 kw main engines driving ASD Thrusters. They are designed to undertake tasks such as lifting and moving heavy equipment, oil pollution control, SBM hose handling, FO/FW supply, and other related duties. Each vessel comes with a crane capable of lifting 20 tons at 10 meters radius.



**STERN TUBE
SEAL SERVICE,
PROPULSION SERVICE
AND SPARES**

+31 343 432 509

**STERNTUBESEAL.COM
PROPULSIONSERVICE.COM**

**AEGIR
Marine**

AMPS



Boskalis TSHD **CORNELIS ZANEN** moored at the **ST Marine Shipyard** in Singapore

Photo : Piet Sinke ©

Sevmash shipyard lays down nuclear Yasen-class submarine "Novosibirsk"

An official keel-laying ceremony was held on July 26 at JSC Sevmash Shipyard (part of United Shipbuilding Corporation) for the fourth generation nuclear-powered attack submarine "**Novosibirsk**", the Corporation said on Friday. The ceremony was attended by government officials, representatives of scientific and naval engineering firms, shipbuilding companies and the Russian Navy. The submarine will be the third in a series the Yasen-class nuclear multipurpose attack submarines (designer the St. Petersburg based Malachite Design bureau).

Among the dignitaries was Deputy Prime Minister Dmitry Rogozin who expressed his confidence that the nuclear submarine "**Novosibirsk**" will be built by Sevmash qualified specialists in compliance with high quality standards and schedule.

Mr Rogozin, Navy Commander Viktor Chirkov and the company's general director Michael Budnichenko helped to attach a brass commemorative plaque to the keel section. The flagship of the Severodvinsk series (Yasen project) was laid down at Sevmash Shipyard on December 21, 1993 and passed a range of shipbuilder's tests. After the successful completion of the state sea trials the submarine was handed over to the Russian Navy.

The first serial nuclear attack submarine **Kazan** (Yasen-M class) was laid at Sevmash on July 24, 2009. Second serial ship **Novosibirsk** (Yasen-M) was laid at Sevmash on July 26, 2013. United Shipbuilding Corporation was founded in 2007 as a 100-percent state-owned group of companies consolidating about 70% of domestic shipbuilding industry. UCS currently incorporates three regional shipbuilding centers, nine engineering and design offices and 39 dockyards. The Corp's largest shipbuilding assets include Kaliningrad-based JSC Yantar Shipyard, JSC Admiralty Shipyards (St. Petersburg), JSC PA Sevmash (Severodvinsk), JSC DVZ Zvezda (Vladivostok). Besides, USC holds a 50% stake in Arctech Helsinki Shipyard, a joint venture with STX Finland Cruise Oy. The Group builds ships for Russian customers and exports its products to 20 countries around the world. **Source : Port news**

Yaroslavl Shipyard launches landing craft of Project 21820

JSC Yaroslavl Shipyard (Managing Company FINSUDPROM) July 26 held a launching ceremony for the landing boat of Project 21820 (Hull No 701), the shipbuilding firm told PortNews. The contract for this class boats package was signed on June 23 2011 Yaroslavl Shipyard (OJSC Yaroslavsky Shipbuilding Plant) and the Russian Ministry of Defense.

JSC Yaroslavl Shipyard is based in Yaroslavl in the central part of Russia on the Volga River. The company became a joint-stock company in 1993. The shipyard specializes in the construction of civil vessels and warships. The shipbuilder's current order book includes a sea-going tugboat of Project 745mbc, three serial landing crafts of Project 21820 for the Defense Ministry; 3 high-speed patrol boats (Project 12260) being constructed for the Russian Federal Security Service; six buoy tenders (SV 2407) and 3 bunkering barges for Rosmorrechflot. **Source : PortNews**

Zhejiang Ouhua Shipbuilding delivers mpp ship SHAOSHING (31,000 t dwt)

Swire Group's multipurpose liner shipping arm, the **China Navigation Company**, has taken delivery of the 31,000 t dwt multipurpose vessel **SHAOSHING** last week. The box-friendly 199m vessel is the third in a series of eight identical ships that China Navigation is to receive from **Zhejiang Ouhua Shipbuilding of Zhoushan**, China. It follows the **SHANTUNG**, delivered in April.

The vessels have a nominal container intake of 2,082 teu and provide electricity for up to 147 reefers. They are however not predominantly built to trade as pure container carriers, but have been designed as true multipurpose ships which carry a mix of containers, breakbulk, project and general cargoes.

Fully geared with four 60-ton cranes, which can be paired to lift loads of up to 120 tons, the ships even provide a degree of heavy-lift capability which adds to their flexibility. Powered by a MAN B&W 6 S60ME-C engine, the ships are designed to trade at a speed to 15.5 knots.

The **SHAOSHING** is to phase into the Northeast Asia to Australia and New Zealand service (#1303) jointly offered by the Swire Group companies China Navigation and Tasman Orient Line. She will take the place of the 1995-built **KWANGSI** which recently phased-out to join Tasman Orient Line's Australia to New Guinea Service (#1331). **Source : Linervision**

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

ROUTE, PORTS & SERVICES



Ship delivery
Crew management
Maritime recruitment

Check our website!

Follow us!







ANY SHIP
OR DESTINATION...
WE DELIVER

www.redwise.com



Overview of the port of Dar es salaam – Photo : Melanie de Vries ©

COSCO Shipping Co., Ltd.: Second 28,000dwt Newbuilding Went into Operation

On July 17th, MV **DA KANG**, the 28,000dwt heavy lift vessel of **COSCO SHIPPING**, was christened and delivered at Nantong COSCO KHI Ship Engineering Co., Ltd. (NACKS). As the second newbuilding of Da Type III series of COSCO SHIPPING, **MV DA KANG** joined the fleet and went into operation, marking an enhancement of specialized fleet competitiveness and further optimization of fleet structure. **MV DA KANG** has a LOA of 179.5 meters, a breadth of 28 meters, a depth of 14.8 meters, hold capacity of 37,000CBM and maximum hatchway up to 51.75 meters × 23.2 meters. With single lifting capacity up to 350 tons and tandem lifting capacity up to 700 tons, the vessel is suitable for carrying overlength, oversize and overweight cargos in specialized shipping market, or for stowing 1000RT standard containers with strong cargoworthiness. The state-of-the-art ship shape design of **MV DA KANG** takes the lead among the same type of vessels, and the vessel features low fuel consumption with favorable environmental-friendliness. In recent years, COSCO SHIPPING proactively adjusted the fleet structure under its developing strategies and market discipline. Following the economic and technology development as well as the global trend in offshore project and new energy development, COSCO SHIPPING ordered a series of specialized vessels to meet different clients' needs, and achieved a reasonable fleet structure based on the market demands, focusing on multipurpose, heavy lift, super heavy lift and semi-submersible vessels. Since 2008, a total of 45 new vessels of COSCO SHIPPING, with more than 2,000,000dwt in total, have been put into operation, including 28,000dwt heavy lift vessel, 27,000dwt multipurpose vessel, 50,000dwt semi-submersible vessel and 5,000RT pure car carrier. The company has formed a comprehensive fleet with multiple loading and discharging patterns such as lift on/off, roll on/off, float on/off and floatover, and has achieved the complete coverage of lifting capacity. With the joining of newbuildings, 53 old vessels of COSCO SHIPPING have also been retired, and the average age of the fleet has decreased to 12 years, highly optimizing the fleet structure. **Source: COSCO Shipping Co., Ltd.**

RV Mikhail Somov departure delayed

Departure of **RV Mikhail Somov** from the port of Archangelsk on its third Arctic mission was postponed tentatively to July 29, the North Roshydromet office said in a press release. The **RV Mikhail Somov** was to leave the port on July 27 to endeavor on its 80-day Arctic voyage and to return to the port on October 18, 2013.

The **RV Mikhail Somov** will sail along the Northern Sea Route and deliver goods and specialists to hard-to-reach stations based on the coasts and islands of the five Arctic seas: White, Barents, Kara, Laptev and East Siberian Sea.

During the voyage specialists of several scientific organizations, including the Northern department of Federal Service for Hydrometeorology and Environmental Monitoring (Roshydromet), will be conducting different surveys in the Arctic region. Source : PortNews

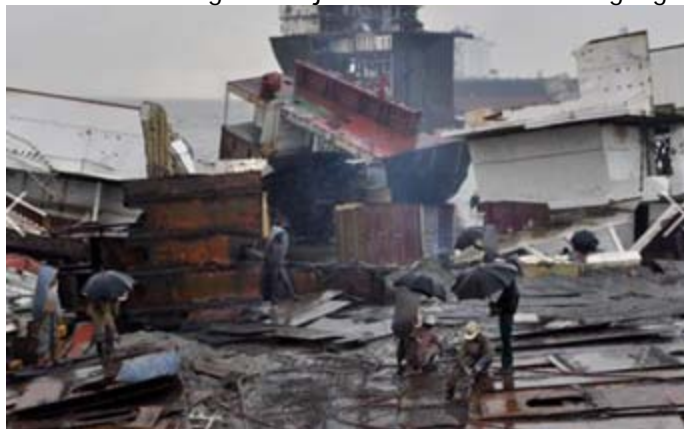
Panama Canal expansion works: a nice time-lapse by Canal de Panama

http://www.youtube.com/watch?v=rBsrr6G3LIA&feature=player_embedded



Graveyard shift: Dismantling toxic ships in Bangladesh

Hidden behind high walls just off the Dhaka-Chittagong highway, a sprawling 60-acre ship graveyard sits on the bank the Bay of Bengal. Piles of metal sheets and rusty pipes are strewn across the rough ground, dwarfed by the two vast oil tankers almost 70m tall and 300m long in the nearby water, that have reached the end of their lives.



Next to them loom the remains of two huge container ships, already being cut into pieces by workers who appear tiny next to these former beasts of the sea. The stench of salt and rust is overpowering. This is one of almost 70 ship-breaking yards along the coastline of Bangladesh, which together earn the country more than £800m every year.

Some 200,000 workers are believed to work at the shipyards, salvaging the steel, iron and other valuable metals. They survive in some of the worst working conditions in the country. NGOs have protested relentlessly about the effects of the docking and cutting of these ships that mostly hail from the European Union countries and have often carried toxic cargoes.

They argue that the ships pose a risk to the local environment, as well as the health of the workers, though their protests have largely fallen on deaf ears. A group of barefoot workers carry oversized, used oxygen cylinders out of one of the ships. The oxygen is released into the more remote compartments of the ship, where toxic gases are often found, to allow workers to breathe as they venture in with blow torches and metal cutters.

One worker, 17 year-old Mohammad Afsar, who hails from Bogra in northern Bangladesh, told The Independent that he and his colleagues usually work around 12 to 15 hours per day. Another worker, Azizul Haque, 52, who is also from Bogra, said general workers make around Tk25 (20p) per hour. "Except for some public holidays, we work throughout the year," he said. Despite the dangers, this ship-breaking yard is regarded as one of the better ones, mainly because it offers higher wages. It is also one of the few that allows its workers to take holidays.

Only 46 per cent of yard workers are literate, according to a report by Young Power in Social Action, a Chittagong-based NGO. In most of yards, there are no provisions for clean drinking water, healthy food, hygienic toilets or decent living conditions. Only a few shipyard owners provide first-aid kits.

Bangladesh's government declared ship-breaking an official category of industry in 2011, though most scrap- yard owners still do not abide by the industry's labour laws. As a result, the number of deaths and injuries sustained by workers is increasing every year. As of 8 July, local media had reported six deaths at shipyards this year. According to the Brussels-based NGO Shipbreaking Platform (NSP), the deaths of 22 workers were reported at Chittagong scrapyards in 2012. The true number is likely to be much higher. If the death of a worker is reported to the labour courts, relatives are entitled to £852 in compensation. "This was hardly paid by yard owners even two years back," said Muhammad Ali Shahin, of the Bangladesh NSP.

Shahid Miah, 35, lost a leg when an iron plate from a ship fell on him and six other colleagues in 2012 at the Seiko ship-breaking yard. Now he and his family survive off the income from a small market store. "I was fortunate to survive. The other six died at the spot. My left leg was cut off from the waist down," he said.

Mr Miah says he did not receive any compensation during his six months of treatment at the Chittagong Medical College Hospital. "The local imam helped me build this store. During my career at the yards from 2009 till 2012, I have witnessed deaths of 13 workers with my own eyes," he said. Mohammad Alamgir, 26, of the Pakija ship-breaking yard, is receiving treatment at the same hospital's burns unit. "Around June of last year, four of us were working inside a ship. Due to the darkness, we did not see that we were working near a cylinder. There was an explosion and next thing I know I woke up in the hospital bed three weeks later. Due to burns all over my body, I screamed day and night. The company provided me compensation of £29.80."

The absence of records for the number of workers involved in the ship-breaking is hampering efforts to ensure better working conditions. The life expectancy of workers at these yards is 20 years lower than in other industries. In the course of their work, they are exposed to asbestos, mercury and arsenic and other toxic materials.

Most ships contain an average of 15,000lbs of asbestos and 10 to 100 tons of lead paint. When these ships are dismantled on the beaches of Bangladesh, Pakistan and India, these pollutants, along with solid waste, are dumped into the ocean. According to the NSP, over the past few decades, ship breaking has flourished in Bangladesh, India and Pakistan. Steel and iron from the ships satisfies 70 per cent of Bangladesh's iron and steel demands.

The absence of an effective environmental assessment system is making it easier for yards to accept ships that once carried toxic chemicals, according to NGOs. During the first six months of 2013, EU nations sent "178 toxic ships to India, 94 to Chittagong in Bangladesh and 42 to Gadani in Pakistan," according to Patrizia Heidegger, the executive director of NSP.

"Currently, all end-of-life vessels contain hazardous materials. Unfortunately, there are no clean ships," Ms Heidegger said. Selling the ships to such breaking yards is legal, though Ms Heidegger argues that it poses moral questions.

"There is a clear double standard: European ship owners – and companies from other developed countries – send their end-of-life vessels to Bangladesh and India... But they are broken down under conditions that would never be acceptable for example in the UK or China.

"Our demand is clear: either the South Asian governments decide to upgrade the facilities, to co-operate with the international community, who offer assistance and demand higher standards from the yard owners, or to end the practice."

When asked about conditions for workers at the ship-breaking yards, Hefazatur Rahman, president of the Bangladesh Ship Breakers Association, which claims to represent the workers, said the descriptions of poor standards were "propaganda by the NGOs".

"We give the highest salary to our unskilled workers as has been stated by Bangladesh's Ministry of Labour and Employment recently," he said. He also dismissed accusations that the ships are polluting the region's beaches.

"Even this year, fishermen caught the highest number of fishes from the Bay. Also vegetation around the shores is aplenty," he said. "If pollution is so serious near the shores due to ship breaking activities, how can fishes and vegetation survive?" Source : The Independent

.... PHOTO OF THE DAY



The tug **HOPETOUN** was the most powerful tug of its kind at 9,690 Bhp when built by Construcciones Navals, Santodomingo SA, Vigo for BP Exploration and managed by Targe Towing, ownership was later transferred to Targe Towing. Hopetoun is based at the **Houndpoint Oil Terminals** on the River Forth. She is capable of closing on the stern of a laden crude oil tanker she is escorting downriver, pushing and steering her to a safe anchorage. Powered by two Ulstien Bergen KVMB 16 main engines, driving twin Aquamaster units giving 124 tons bollard pull ahead and 100 tons bollard pull astern. Photo : Iain Forsyth ©

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>