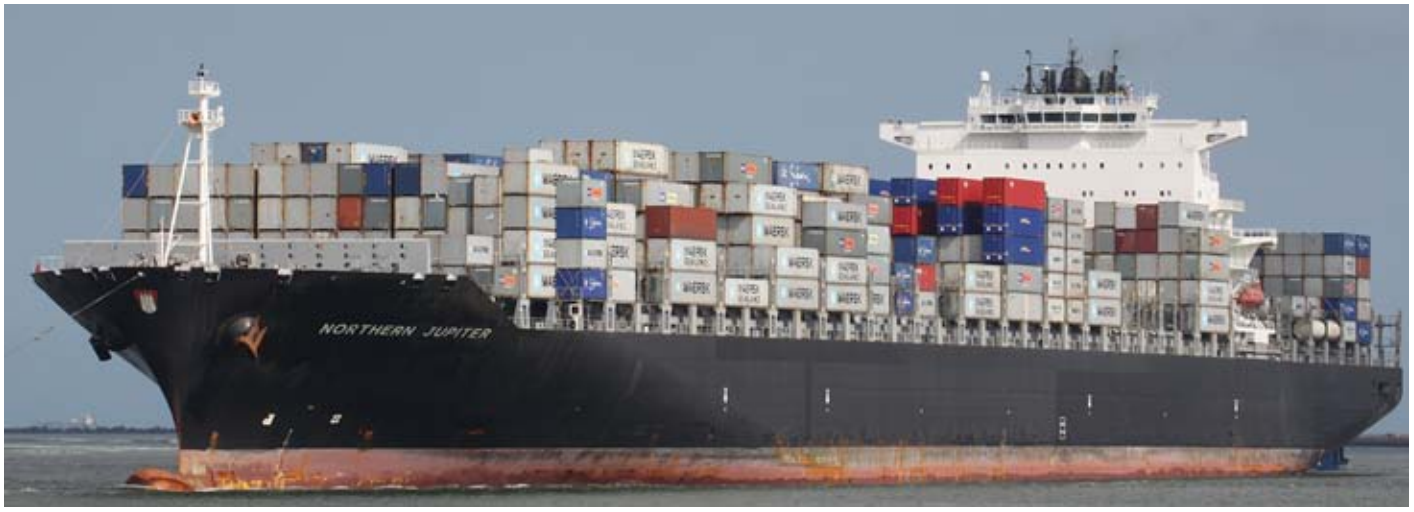
DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 213

Number 213 *** **COLLECTION OF MARITIME PRESS CLIPPINGS** *** **Thursday 01-08-2013**

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

The COSCO SANTOS (9484376) COSCON (tc Evergreen) inbound in Melbourne
Photo : Dale E. Crisp ©

EVENTS, INCIDENTS & OPERATIONS



The **NORTHERN JUPITER** inbound in Rotterdam – Beercanal - **Photo : Teun Put ©**

New Marine Training Academy at Tuticorin

The Centre would set up a Marine Training Academy at Tuticorin through **Shipping Corporation of India** in collaboration with the V O Chidambaram Port Trust, Shipping Minister G K Vasan said here. "The Shipping Ministry has already allocated Rs 15 crore towards developing infrastructure for the Academy. It would commence this academic year in September or October with the first batch of 40 students," Vasan told reporters here.
SCI, with its experience of running the premier Maritime Training Institute at Powai in Mumbai, would provide its expertise in the selection of faculty, academic staff, instructors and setting up infrastructure for the academy, he said.
Talking at a function here, he said the draft report for the detailed project report for Outer Harbour Project for V O Chidambaram port in Tuticorin was being prepared. The first phase has been allocated Rs 5,421 crore for creating

infrastructure to contain cargo to the tune of 43 million tonnes, he said, adding work was to be taken up in 2015 and would be completed in 2021. **Source: PTI**

Photo : Adri van de Wege (c)

The tug **VIKING** arrived with a drydock in Terneuzen , upon arrival the dock was taken over by the **MULTRASHIP** tugs **MULTRATUG 19, MULTRATUG 11** and **MULTRATUG 26** which tugs delivered the drydock safely at the **Shipyard De Schroef** in Sluiskil - **Photo below : Richard Wisse – www.richard-photography.nl (c)**

Shane Guidry CEO, Harvey Gulf Announces he took Delivery of the Company's Flagship Vessel

Harvey Gulf International Marine, LLC proudly accepted the M/V **Harvey Deep-Sea** from **Eastern Shipbuilding Group, Inc.** on July 22, 2013 contradicting an erroneous commentary in the June 20th, 2013 online edition of Petrodaily Subsea International Edition stating the vessel delivery had slipped to October.

Following delivery of the vessel from Eastern's Nelson Yard in Panama City, FL, the **Harvey Deep-Sea** took its first journey to Associated Terminals in Port of St. Bernard, LA, and with the assistance of **Bisso Marine**, installed the NOV 165mT heave compensated knuckle boom crane with capacity to lower 100mT to 3000m/10,000ft.

Harvey Gulf notes that the **Harvey Deep-Sea** represents a first of its kind for the Gulf of Mexico. By significantly enhancing the industry leading **Harvey Supporter**, **Sisuaq** and **Harvey Champion** high capacity offshore support vessel's traditional Liquid Mud, Cement and Methanol cargoes with an increase to 70 POB, two work class ROVs, 15x18ft moon pool, 165mT crane, 100t stern roller, S92 Helideck and meeting the most environmentally stringent ABS notations; Enviro+ and Green Passport, **Harvey Gulf** has created a new generation of Jones Act compliant multi-purpose construction vessels.

The 690v, diesel electric **Harvey Deep-Sea,** designed by **STX Marine**, is 302x64x24.5ft with four Cat3516C Gensets providing 9,000kW of installed power powering two 2,500kw z-drives and three 1,180kw transverse thrusters with Fuel Oil capacity of 453,000 USG, Liquid Mud capacity of 15,500 Bbl, Dry Bulk capacity of 8,200 Cu.ft and Methanol capacity of 1,700 Bbl all supporting a working deck of 10,400 Sq.ft rated for 5t/sq.m and 10t/sq.m.

The vessel is currently undergoing mobilization at **Bollinger Shipyards** in Port Fourchon in support of its four year charter to **DOF Subsea.**

Founded in 1955, **Harvey Gulf International Marine** is a marine transportation company that specializes in towing drilling rigs and providing offshore supply and multi-purpose support vessels for deepwater operations in the U.S. Gulf of Mexico. For more information on **Harvey Gulf**, please visit www.harveygulf.com .

The **SMIT BRONCO** operating in Rio de Janeiro - **Photo : Jim Plug ©**

Dry Bulk Shippers Shun Damp Ore Cargoes As Safety Concerns Mount

Measures to tackle high moisture content in iron and nickel ores shipped across oceans have increased awareness of the risks of cargoes liquefying and capsizing ships, leading to rejections of cargoes on safety grounds.

The problem, which has already affected the export of iron ore from West Africa and South America in the past, is also being detected in other places, including Ukraine. At least four ships were lost between 2010 and 2011 due to cargo liquefaction and lives were lost in each incident, according to international trade association Intercargo.

Intercargo, which represents the interests of more than 160 dry cargo ship owners and operators, said it was also aware of a further vessel lost in early 2013 under similar circumstances. Moisture can get into ores via rainfall and can transform powdery materials, such as fines and concentrates, into an unstable, muddy substance which can endanger ships. Although weather conditions are unpredictable, miners and traders can test to discover the maximum moisture content that each type of ore can absorb before becoming liquid and can compare this limit with the humidity contained in the material at the time of loading. “When bulk cargoes shift or liquefy, as a consequence of poor loading procedures, the consequences can be massive. Ships may capsize, lose stability or sustain severe structural damage,” a spokesman for ship insurer UK P&I Club said.

“Such happenings enhance the risks — and the occurrence –of death, injury, insurance claims, operational delay and considerable expense.” Iron ore fines and concentrate as well as nickel ore and cement are classified under the international maritime code as group A cargo or material that is prone to liquefaction.

“There has been increasing awareness of the potential for problems when transporting class A cargoes for some time, in particular the potential for problems with iron ore fine and nickel ore cargoes,” a spokesman with the International Chamber of Shipping association said. “Quite often it has been found that the test equipment used has been either inadequate or incorrectly set-up.”

In the latest development, some cargoes of iron ore concentrate and fines presented for loading at the Ukrainian port of Yuzhny have recently been rejected due to excessive moisture content, a letter issued by top ship insurers said.

As a consequence the loaded cargoes were discharged back to shippers in port. Yuzhny port said it had no problems with cargo handling. “Reports of excessive moisture content in cargoes have no factual basis,” it told Reuters in a statement.

Yuzhny handled 23 million tonnes of cargoes in 2012 and 11.5 million in the first half of 2013. Half of this year’s volume were ores.

SAFETY CONCERNS

Industry experts said that at times discrepancies had been found between transportable moisture content limits (TML) stated on cargo declarations and those recorded after independent testing, raising safety concerns.

While providing a TML certificate used to be a voluntary practice, it became compulsory earlier this year under an international code. With the regulation coming into force, demand for tests to obtain such certificates has increased significantly, a source at a testing laboratory said.

“I think by now the majority of iron ore producers, certainly the big ones, are accepting their responsibility,” the laboratory source said. “Obviously there are differences in commercial pressures and safety pressures.” Iron ore miners in West Africa have also been affected by excessive moisture and have seen a reduction in shipments due a

particularly wet season between June and September last year. The miners are taking steps to prevent a repeat this year. ArcelorMittal had a large open sided cover built in the Port of Buchanan, Liberia, that should protect the iron ore before loading onto cargo ships.

The bulker **TOPEKA** arriving at the River Tyne from Murmansk – **Photo : Kevin Blair ©**

African Minerals, which had to stop shipments for a few weeks last year due to wet weather, hopes things will be better this year since it obtained a new facility to blend iron fines with more solid material.

It has also bought an automated reclaimer which collects ore from top of an ore pile, rather than from the more humid bottom, before loading it on a ship. This gives the bottom of the pile more time to dry out. “We learnt a lot through the rainy season last year and we have got a strategy in place to cope with it this year,” a spokesman for the company said. “The rainy season it has only just started and so far it is going fine.” **Source: Reuters**.

The **HAKUHO MARU** moored at the cruiseterminal in Keppel bay in Singapore – **Photo : Capt. Jelle de Vries (c)**

Fatigue Puts Seafarers and Ships at Risk

Fatigue is posing a risk to the safety of shipping and to the health of seafarers, Nautilus warned leading maritime lawyers last night. In a **London Shipping Law Centre** round-table discussion about the EU-funded Project Horizon research, senior national secretary Allan Graveson said excessive working hours are leading to 'predictable and preventable' accidents.

Existing regulations mean that seafarers can legally work up to 98 hours a week, Mr Graveson stressed. 'The industry is working people to death. It is well-known that if you work over 50 hours a week you are at risk of higher rates of heart disease, diabetes, high blood pressure and other conditions.'

Professor Mike Barnett, from Warsash Maritime Academy, told the meeting that the simulator-based research had produced ground-breaking empirical data about the way in which the performance of seafarers is affected by typical watchkeeping patterns. 'The results suggest that the advice to shipping companies is that there is an increased risk on certain schedules and you need to recognise that risk and manage it,' he added.

Steve Clinch, chief inspector of the UK Marine Accident Investigation Branch, highlighted two cases in which ships had run aground as a result of the OOW falling asleep. 'It is only a matter of time before we have a major accident where there is severe pollution or lots of deaths, and then - perhaps - people will start to take notice,' he warned.

Paul Newdick, a partner with the law firm **Clyde & Co,** reinforced this argument - pointing out that change is often only driven by disasters, such as the way that offshore safety was transformed by the Piper Alpha catastrophe. 'Ships would be safer if seafarers had more rest,' he added. 'But you need more people onboard, and that will cost money. This is about political will and it is about cash and until the two coincide, not a lot will change.'

Source: Nautilus International.

SOLITAIRE & **ALDENMIR SOUZA TIDE** working on the **Gorgon & Jantz project** Western Australia
Photo : Crew Toisa Solitaire ©

Lifeboat called to rescue man overboard

Scarborough RNLI was called out to a man who had fallen overboard from a boat called Don't Panic Sunday July 28). In a joint rescue operation, a Sea King helicopter which happened to be in the area on exercise winched the casualty from the sea. The angling vessel was five miles north of Scarborough when the man fell in the sea.

He was unable to clamber back into the boat and the only other person aboard couldn't pull him in and wasn't used to being at sea.

But he lived up to the boat's name by managing to operate the radio and giving a rough location to the Humber coastguard, who broadcast a request for help. Several other local vessels joined the search by homing in on Don't Panic's radio transmissions. A crew member was winched down to pluck the man from the sea.

The man's friend was taken aboard the lifeboat while crewman Craig Burnett took control of the beleaguered boat and lowered its sails so it could be towed back to the harbour. Lifeboat helmsman Rudi Barman said the man was lucky to be alive when he was rescued. "He was fortunate the helicopter was there," said Mr Barman. "We heard he was in a bad way and his friend was pretty shaken up too." Although the sea was calm, there was a strong wind, he said. "Their boat was being blown straight out to sea and would have had difficulty returning to harbour", Mr Barman added. He stressed that it was critical that vessels should be fit for purpose before heading to sea, with all the right equipment.

Humber coastguard watch assistant Clive Stephenson added: "The remaining crew member on board the Don't Panic did an excellent job to help his colleague, in spite of his limited knowledge of radio distress procedures and the vessel's position. "A speedy response from vessels in the area, the RAF helicopter and the RNLI lifeboat contributed to a successful rescue.

"When venturing to sea, it is essential to have a working knowledge of maritime communications and to know your position at all times. "In an emergency you will rely on these two vital skills to ensure a swift rescue." **Source : The Scarborough News**

The **SEAMAR SPLENDID** used W.O.W period to renew some anchor chain in Den Helder – **Photo: Geert Woord ©**

Shipowners face expensive new regime over ballast water management

Shipowners will soon be obliged to address new and expensive regulations to deal with ballast water. The **Ballast Water Management Convention 2004** will require them to understand compliance standards, develop a ballast water management plan, select and install a treatment system and train personnel to operate the system. Their ships will be subject to surveys and inspection to maintain certification.

The Convention requires ratification by 30 states, accounting for 35 per cent of world merchant tonnage. To date, state signatures amounting to 29 per cent of that tonnage have been obtained with the remainder expected shortly.

The International Maritime Organization's Marine Environment Protection Committee has issued guidelines to facilitate implementation and uniform interpretation of the Convention by all countries. The Convention takes a comprehensive overview of ballast water management, including reception facilities, water exchange, sampling, sediment reception, treatment technology and risk management. The latest developments are summarised in a Legal Briefing on environmental law, just issued by the UK P&I Club.

There is strong support for the Ballast Water Management Convention, given the damage caused to the environment by invasive alien species, depletion of fish stocks and the high cost of controlling these effects. However, ballast water management systems must avoid harming ship, crew, environment and public health----and gain formal approval, in the UK from classification societies. The cost of compliance to shipowners will be very high. A ballast water treatment system can cost from half a million to four million dollars. There will be ancillary costs, including developing a ballast water management plan, dry docking and installation. There are two standards of compliance. The ballast water exchange standard (BWE) does not require the ship to install a treatment system but will be phased out by 2019. The ballast water performance standard (BWP) does require such a system.

Alternatives to the BWE and BWP methods must ensure at least the same level of protection to the environment, human health, property and resources.

Parties to the Convention can impose additional measures on ships to prevent, reduce or eliminate the transfer of harmful aquatic organisms and pathogens through ships' ballast water and sediments. Ballast water management systems complying with the Convention standards may still fall foul of more stringent standards set in the USA and other countries. Shipowners who trade to these jurisdictions must, therefore, install systems that meet these more stringent standards.

Ballast water management plans must be tailored to each ship. They should include a description of the system, how it is operated, safety procedures for ship and crew, managing ballast and sediment onboard and procedures for disposing of sediment. The designated Ballast Water Management Officer has to ensure all ballast water operations are recorded in a Ballast Water Record Book----which must be available on board for inspection by authorised officers.

The Plan, in the working language of the crew, should be "simple, realistic, practical, easy to use and understood by all personnel engaged in ballast water management on board and ashore."

Factors affecting system choice include space onboard, enough energy to operate the system, compatibility with existing systems on board, crew safety, operating time, and cost. Staff training will play a key part in each plan. Training should encompass broad awareness of the Convention's requirements, the operation and maintenance of the installed system, safety aspects, maintaining the safety or health of crew and passengers, entering tanks for sediment removal, handling, packaging and storing sediment safely, dealing with local disposal facilities, and ship-to-port communications.

The flag state will require surveys of the ship's construction, equipment and management system to ensure compliance with the Convention's requirements. An initial survey concentrates on technical installation and equipment specifications in pursuit of an International Ballast Water Management Certificate or Certificate of Compliance.

Further surveys will be conducted periodically to check that the plan is being carried through, that associated structures, equipment, systems, fittings, arrangements and material or processes remain up to scratch, are in good working order and have been properly maintained. Additional surveys may be required to check on major changes, replacements or significant repairs to the ballast water system. Party States will be responsible for enforcing the Convention in respect to ships registered under their flags and ships entering their jurisdictional waters. The Convention provides for ratifying States to establish sanctions which should be sufficiently strong to discourage violations. There is concern that the application, interpretation and enforcement of the Convention requirements and sanctions imposed by the States will differ. The MEPC 65th session in May tried to address some of owners' concerns by rescheduling the Convention implementation, installing a trial period for Port State Control to try out sampling and

testing techniques, and making BWMS type approvals more transparent. The revised schedule should be adopted at the IMO's Assembly in November 2013.

Jacqueline Tan, Senior Claims Executive at Thomas Miller P&I, appreciates owners' concerns. "The high economic costs to ship owners, introduced by the Convention, coupled with a lack of confidence that the proposed equipment and procedures can effectively tackle the adverse effects, probably explains why the rush to ratify the Convention has slowed down. "While MEPC 65 and the revised implementation schedule have given owners breathing space, it would still be prudent for them to get to grips with the Convention's requirements." **Source: UK P&I Club**

The **UNI POPULAR** passing east of the Horsburgh light house –
Photo : Capt. Neil Johnston – Master Salviscount (c)

Continuing strong demand for Strike Club covers

The Strike Club, the market leader for insuring shipowners and charterers seeking insurance protection against delays in the marine trades, is experiencing a stronger uptake of its covers, whether for mutual entries or for the fixed-premium covers for war risks, loss of earnings (LoE) and bespoke delay risks. LoE business is particularly strong, and the club now offers an increased limit of US$4m each incident (up from $3.375m). The club, now in its 56th year of trading, has an S&P rating of BBB+ with stable outlook. This was re-confirmed by the rating agency after it announced new criteria for the rating of insurance companies, including 14 marine mutual insurers.

The agency said the stable outlook reflected its view that the club's risk-based capital adequacy is resilient at extremely strong levels, and that it will maintain its market leadership in the niche area of strike and delay insurance.

When the club's annual general meetings were held in Stockholm, the managers were able to report that the aggregate mutual total tonnage entered during the 2012/13 year had grown to 170m dwt, against the previous year's total of 145m dwt. Europe continues to represent the largest proportion of the club's premium at 37%, although Asian take-up continues to show promising year-on-year growth.

"The current policy year, that commenced on February 1, 2013, has potential for further growth," said Bill Milligan, chief executive of S.C. Management, speaking in Monaco, where the administrative office is located.

He commented: "The Strike Club has made significant progress over the past two to three years, as ship operators have sought financial protection to fall back on when unexpected delays pile up, an unhappy feature of this increasingly volatile and hostile environment. Political risks are becoming an increasing concern for many ship operators. The political situation in Egypt is a particular worry at the moment, with fears of possible disruption at ports and the Suez Canal. "Economies around the world remain under pressure, to say the least, leading to widespread social unrest and harsh markets. It is little wonder that strikes and lockouts are spreading in the face of rising joblessness, poor conditions and soaring living costs. "Looking at the wider picture, the economic downturn and

inevitable cost-cutting are resulting in breakdown and disruption in marine supply chains, which are now highly complex. “Despite the abysmal trading conditions for most shipowners, the P&I clubs are finding that claims are rising, not falling as might be expected, and The Strike Club is no exception in this situation.” In Stockholm, the club’s directors noted that under Classes I and II (shore-related risks) the 2011/12 policy year was closed in April 2013 with a call of 20%. After 15 months, claims for 2012/13 were somewhat higher than originally forecast, but nevertheless the release call was maintained at 30%. For the current year, and despite claims setbacks in the first few months, with a miners’ strike in Colombia, widespread port strikes in Chile and a prolonged port strike in Hong Kong, the release call was kept at 30%. Under Class III (ship-related risks), the first few months of the new policy year had seen claims in line with forecasts, and the release call was maintained at 30%, the same as for the 2012/13 year. **Source: Strike Club**

The **HOEGH ST PETERSBURG** (9420045) inbound for Melbourne **Photo : Dale E. Crisp (c)**

Asia's shipping sector faces rough waters in H2

With low trade volume growth and greater capacity addition expected in the second half of the year, Asia's shipping sector will continue to face a difficult operating environment although experts see a silver lining for dry- bulk shipping.

Demand for Asian goods has been weak so far this year, with European imports down 2 percent year-on-year in first quarter, partially offsetting a 6.5 percent increase in imports to the U.S. West Coast.

Under such conditions, average spot rates on Asia-Europe trades had fallen 55 percent in second quarter, and even the freight rates of trans-Pacific lanes were off 15 percent on year, as the liner companies had to grapple with the knock-on effect of lower volume growth and greater capacity addition. In the past six months, a structural overcapacity of container shipping and irrational competition among liners had forced the industry to dump prices even in the face of losses. Weak demand growth should have thrown the gauntlet at the container shipping industry to respond by properly containing capacity deployment. But no carrier wanted to make the first move to withdraw capacity, for fear of handing customer accounts on a silver platter to competitors. As market-share goals are still very important and carriers are extremely keen to retain their key customer accounts, industry competition remains intense and this has caused spot rates to weaken quickly so far this year. For the rest of the year, there seem to be no turnaround in sight. CIMB Research forecast flat European imports and just 3 percent growth in U.S. imports for the full year.

While the latest International Monetary Fund forecasts for global Gross Domestic Product suggest that growth should accelerate from 3.1 percent in 2013 to 3.8 percent in 2014, which means there should be stronger container trade demand growth of 6 percent to 7 percent in 2014 and 2015, CIMB pointed out 6 percent to 7 percent annual trade growth is still weak relative to the double digits seen in the days before global financial crisis in 2008.

The outlook of freight rates will depend very much on the behavior of the individual liner companies. CIMB Research said that industry players will need to exercise collective discipline up to the extent of reducing capacity deployment on a global basis, instead of just relying on piecemeal sailing omissions to rise to the challenge. Only if this happens can the sector hopefully expect more sustainable spot rate increases towards later this year and early next year, the CIMB said. Among the doom and gloom, however, the forces of supply and demand appear to be more balanced for dry bulk segment, which may support the future rates in this segment. The new build dry bulk tonnage is starting to slow appreciably. At the same time, demand for iron ore and coal shipments appears to be accelerating albeit off lower than trend levels. For a long time seen as the "bad boy" of the broader shipping industry, dry bulk shipping market fundamentals stood out in stark contrast to its container liner peers during the last quarter. The world's dry bulk fleet

has only increased in size by 3 percent year-to-date, with demand for the cargoes of iron ore and steel from China expanding at a far more rapid pace stimulated by the lower price of imported ore and the China's very low port-head stockpiles. Hence, Credit Suisse Research believed that the market is underestimating the improved performances expected to characterize most of the dry bulk shipping companies later this year. **Source: Xinhua**

A **handymax ☺ size workboat,** seen in Stromness, Orkney Islands, Scotland - **Photo : Dirk van Uitert (c)**

Dirty Baltic-UKC Handysize freight market at 5-week high on thin tonnage

Dirty Baltic-UK Continent Handysize freight rose 5 Worldscale points to be assessed at w140 Friday, its highest in 5 weeks, with prices to engage tankers on that route carrying 30,000 mt fuel oil cargoes firming on the back of thin tonnage, sources said. The route was last at w140 on June 21, Platts data shows.

A Scorpio Tankers vessel was heard on subs to Shell loading out of the UKC on August 2 to the Med at w140. Scorpio confirmed the details, adding there were few cargoes to be covered for the end of July loading dates.
One of the sources said: "There are delays in Antwerp at the moment, and thin tonnage for the end of July and early August." Two shipowners pegged the rates on the Baltic-UKC and UKC-Med within the w140-145 range for 30,000 mt cargoes. Fuel oil traders said the Baltic-UKC route remained busy. Russian fuel oil exports were close to all-time monthly highs, although these often find their way into ARA on larger vessels. **Source: Platts**

NAVY NEWS

Chinese Navy Hospital Ship **Peace Ark** arrived in Karachi last Monday. On its arrival it was escorted by Pakistan Navy Ship **Saif.**Prior to arriving in the metropolis the Chinese ship visited Djibouti, Kenya, Tanzania, Bangladesh, Cuba, Costa Rica, Jamaica and other countries. **Peace Ark** is a 300-bed hospital ship with a medical crew of 100 equipped with computed tomography, Doppler colour ultrasound, automatic biochemical analyser, anaesthesia, breathing machine and higher pressure sterilisation disinfection machine.
The ship consists of several specialised medical divisions, including cardiovascular medicine department, general surgery department, orthopaedics department, neurosurgery department, dental department and blood transfusion department. **Peace Ark** has 20 intensive care units and eight operation theatres with room for 40 simultaneous major surgeries.Medical specialists from the Pakistan Navy will also accompany the **Peace Ark** staff during the free medical camps.The Pakistan Navy has also arranged seminars and professional discussions on medical issues with specialist teams of Peace Ark for mutual learning and benefit. **Source Imran Farooq**

Royal Navy pulls out of Nato commitments

DEFENCE ministers have admitted the UK has been forced to pull out of key Nato naval defence groups in a sign of just how stretched the Royal Navy has become.

The Ministry of Defence (MoD) has acknowledged it has not provided a frigate or destroyer for Nato's maritime group defending the North and East Atlantic since 2009. Written answers also reveal the Royal Navy stopped providing either of the ships for Nato's second standing maritime group in the Mediterranean since 2010.

And they show that having previously supported three of four minesweeper groups, it now provides just one minesweeper. The revelations come just days after First Minister Alex Salmond was accused of talking down the navy, for arguing that its priorities are wrong. In his speech last week, Mr Salmond said: "At present, what we have, we don't need. And what we need, we don't have.

"The navy does not have a single major surface vessel based in Scotland. It is absurd for a nation with a coastline longer than India's to have no major surface vessels." The SNP said the MoD's written answers showed the First Minister's comments were justified and described the revelations as "shocking". Angus Robertson, SNP Westminster leader and defence spokesman, said: "These answers are truly shocking. The fact the Royal Navy has not provided a single vessel to the Nato maritime group responsible for the East Atlantic since 2009 is beyond belief. "This lays bare the over-stretch of the Royal Navy and the past UK government's over-riding concerns about projecting power instead

of being good neighbourhood Nato partners. “We expect that an independent Scotland in Nato would participate the same way our close friends do.”

Speaking about the groups, Nato Allied Maritime Command’s deputy commander, French Vice-Admiral Christian Canova, recently said: “They are not just a symbol but a real force doing real operations. Standing naval forces are the cornerstone of Nato’s maritime strategy, demonstrating the will and presence of the alliance”.

But the MoD said the changes to the UK’s commitment were agreed as a result of the Strategic Defence and Security Review three years ago. A spokesman last night said: “The 2010 Strategic Defence and Security Review removed the Royal Navy’s requirement to provide a standing contribution to the standing Nato maritime group 1.

“But, as already stated, the Royal Navy maintains a strong relationship with Nato through the Nato maritime headquarters, based in the UK, which is permanently commanded by a Royal Navy vice-admiral.”

A senior source close to Defence Secretary Philip Hammond said the SNP was “not being straight” with voters and under the party’s plans Scotland would only have a small navy.

The source said: “The SNP seem to forget under their plans they would only be able to afford 1.6 destroyers or frigates, half an Astute submarine and one sixth of an aircraft carrier.

“The Scottish Government’s defence budget wouldn’t allow Scotland to mount maritime tasks in the Atlantic as well as protect Scottish interests overseas. They still lack a credible defence plan.” Scotland would need ‘shelter’ from stronger allies in any conflict with Russia, warn academics

An independent Scotland would be “at a deep strategic disadvantage” to Russia in the conflict that is expected to emerge from climate change, according to Icelandic academics. Scotland would need “shelter” from stronger allies, which will “incur costs different from, and not necessarily lesser than” those of contributing to UK defence, legal and political experts from the universities of Iceland and Akureyri have advised.

But small Nordic states have been living with similar risks for decades while independence would allow Scotland to pursue new tactical alliances more suited to its national interests, they argue in the Icelandic Review of Politics and Administration.

Alex Salmond last week set out his vision for defence in an independent Scotland, which he said would take account of its size and future responsibilities as climate change opens up new shipping lanes and energy sources. The academics said: “Like all Nordic states, Scotland would be at a deep strategic disadvantage vis-a-vis the main potentially problematic actor in the region, namely Russia. “It would have less than a 12th of the population of, and far less military strength than, its nearest neighbour - the remaining UK (rUK).

“It would also be more exposed, geopolitically, than rUK to the wider Arctic zone which is expected to witness rapid development and turbulence – if not actual conflict – because of climate change.” The added small states are “disproportionately vulnerable” to external threats. **Source : Scotsman**

Russia to hand over ‘black hole’ sub to Vietnam in November

The first of six Russian submarines, dubbed by the US Navy as “black holes in the ocean” because they are nearly undetectable when submerged, will be delivered to Vietnam in November, the shipbuilder said Monday. The **Varshavyanka class** (Project 636M) of diesel-electric submarines have very low noise emission and can hit targets at long distances without being detected by an enemy’s anti-submarine warfare assets.

“We are expecting the signing of the acceptance act and the sub’s sailing to Vietnam in November,” the press service of **Admiralty Shipyards** said from St. Petersburg. The submarine successfully completed 100-day sea trials in July while the Vietnamese crew has been in training since April this year, the shipbuilder said in a statement.

“The vessel showed excellent maneuverability and reliable work of all mechanisms during the trials,” the statement said. Vietnam ordered a fleet of six Russian-made submarines in 2009, seen as an effort to counterbalance China’s expanding maritime influence in the region. The contract, which also stipulates the training of Vietnamese submarine crews in Russia, is reportedly worth $2 billion. All six boats are being built at Admiralty Shipyards. They are due for delivery by 2016. The **Varshavyanka class** is an improvement on the Kilo, with more advanced stealth technology and an extended combat range. The vessels displace 3,100 tons, reach speeds of 20 knots, can dive to 300 meters and carry crews of 52 people. The submarines, which feature 533-milimeter torpedo tubes and are armed with torpedoes, mines and Kalibr 3M54 (NATO SS-N-27 Sizzler) cruise missiles, are mainly intended for anti-shipping and anti-submarine missions in relatively shallow waters. **Source : RIA Novosti.**

The Dutch landing craft **L 9569** in the port of Valetta (Malta) - **Photo : Gaetano Spiteri (c)**

Israel gets ready to expand its submarine fleet

The Israeli navy is getting ready to expand its fleet of German-built **Dolphin-class** submarines that are widely believed to give it the only seaborne nuclear missile capability in the Middle East. Three early-model **Dolphins** are already in service and reportedly range as far as the Indian Ocean south of Iran. But the navy's moving closer to deploying two more of the 1,720-ton, diesel-electric boats built by Howaldtswerke-Deutsche Werft in the Baltic port of Kiel. HWD is a unit of ThyssenKrupp Marine Systems.

The fourth Dolphin, christened the **Tanin,** was handed over to the Israeli navy by HDW in May 2012 and is due to become operational within the next few months following sea tests and evaluation. The fifth boat, the **Rahav**, was launched in Kiel April 29 and is expected to arrive in Israel's northern port of Haifa, the submarine fleet's headquarters and main base, around mid-2014. A contract for a sixth Dolphin, the most advanced of the series, was signed with the German government in May 2012 after differences over payment. German Chancellor Angela Merkel also imposed a series of political conditions on Israeli Prime Minister Binyamin Netanyahu, including unblocking $100 million a month

in customs duties imposed on the Palestinian Authority and other funds blocked by Israel. The sixth Dolphin is scheduled to reach Israel in 2017.

Little information on the Dolphin operations is ever released, though it is general understood that with the current three boats operational, one is on patrol in the Red Sea or Indian Ocean, covering Iran and its gunrunning routes to Hamas in the Gaza Strip and Hezbollah in Lebanon. One is at Haifa on refit, while the third is cruising the Mediterranean. After the Israelis supposedly knocked out an arms depot outside the Syrian port and naval base at Latakia July 5, where the regime was said to be storing ship-killing, Russian-supplied P-800 Yakhont missiles, there were reports -- never substantiated -- that a Dolphin in the Mediterranean had unleashed a broadside of land-attack missiles on the site.

The Dolphins carry conventional versions of the Popeye Turbo cruise missile for that kind of mission. These are manufactured by Israel's Rafael Advanced Defense Systems. The navy adapted the original air-launched version of the Popeye for the Dolphin force. The U.S. Navy tracked a secret Israeli submarine-launched Popeye test in the Indian Ocean in 2002 in which the missile hit a target at a range of nearly 950 miles.

The Dolphins, based on the design of HDW's U-209 class sub, have a range of about 2,700 miles, although this has been likely extended in the three advanced models Israel's now getting. Expanding the Jewish state's submarine force from three units to six is no trivial matter since it will involve finding and training men for the Dolphins, which usually carry 35-man crews.

These systems will form the navy's strategic spearhead that will add immense firepower to Israel's nuclear triad of air-, land- and sea-based weapons, which in the event of war with Iran over its contentious nuclear program would play a vital role in taking out nuclear facilities or other strategic targets. Manning the new Dolphins, and having backup crews for rotations, will have to be implemented without weakening the quality of existing crews. The Israeli military's Bamachaneh magazine reports that the number of personnel selected for submarine warfare has grown by 30 percent in recent recruitment intakes.

According to published reports in Israel, that's a significant shift in a country where the arm and the air force traditionally have been given precedence when it comes to top-quality recruits. Israel's Arutz Sheva news outlet reported that more officers are being trained for submarine posts and the number of cadets who will be trained for submarine command has been rising by 35 percent. The head of the navy's high school outreach program, identified only as Maj. Yisrael, said the project began in 2012 as the new subs were still being built in Kiel. He expects about 30 percent of the young sailors who attend a five-day introductory program at the Naval Instruction Base at Haifa this year will reach the navy's training course phase after enlisting. The major told one group of 11th-graders: "To serve in submarines is unique ... . This is all-important work but it won't be publicized and submarine crew members can't tell anyone what they do." **Source : UPI**

SHIPYARD NEWS

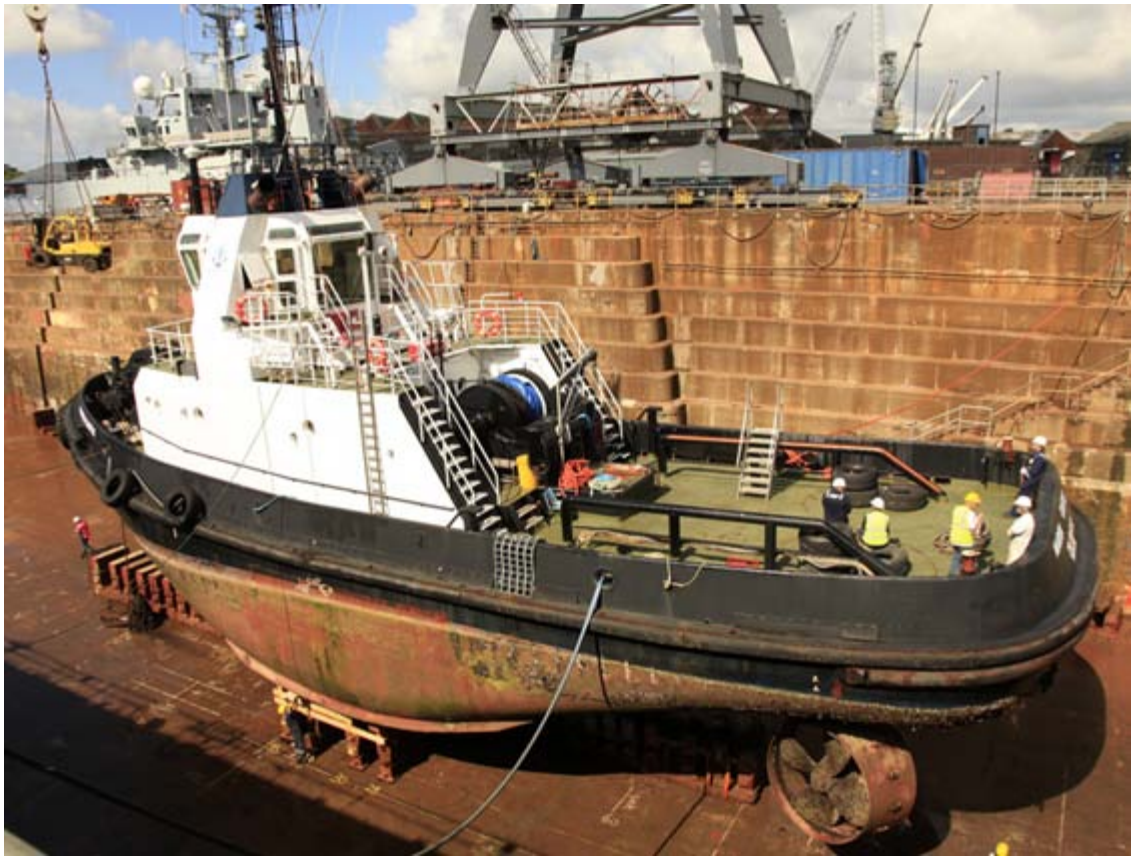
Lifetime Extension EnQuest Producer

1 Million Accident-free Working Hours

Photo top : Henk de Winde

On Friday, June 28, 2013, **Amjad Bseisu**, CEO of the British company EnQuest Plc. and **Jan Kees Pilaar,** CEO of **Blohm + Voss Repair GmbH** handed over a cheque for EUR 10,000.00 to the charity organization „hoffnungsorte hamburg“ (www.hoffnungsorte-hamburg.de).

As both the customer and the yard assign top priority to safety, **Blohm + Voss Repair** and **EnQuest Plc**. agreed on a bonus system. Already on January 14, 2013, when the first milestone was reached - 500,000 accident-free working hours - the first bonus was paid. Both companies decided to donate the amount to a charity organization and selected „Der Hafen hilft e. V.“ Now, after having reached another milestone - 1,000,000 accident-free working hours - the second bonus payment has become due and, again, both companies decided to support a charity organization. Since January 16, 2012, the F.P.S.O.* unit „**EnQuest Producer“** (former Bluewaters' **UISGE GORM**), has been berthed at the yard for a comprehensive lifetime extension. Presumably, the „**EnQuest Producer**“ will leave the yard in the course of 2013.



Portland Harbour Authorities tug "**Maiden Castle"** (ex Titan) , drydocked in A&P docks Falmouth UK.
Photo : Capt Ted Toop

Pella Shipyard launches 90600-classtugboat "RB-400" for Russian Navy

Pella Shipyard based in Russia's Leningrad region launched the next serial tugboat of Project 90600 "**RB-400**," another vessel scheduled for delivery in 2013, the shipbuilding firm said on Monday. The newbuild will be delivered by the end of the year to the port of Murmansk, where the tug will enter service with the Russian Northern Fleet.

Tug is designed for towing and docking operations in the harbour, at anchorage locations and coastal areas according to the navigation area R3 class. The vessel will participate in refloating of stranded ships, in fire fighting on floating and onshore facilities, participate in oil spill response, transportation of goods, and in ice breaking. Ship's general characteristics: length - 25.4 m, beam – 8,8 m, depth – 4,2 m, speed - 11.8 knots. RS Class - KM Arc4 R3 Aut3 Tug.

JSC Pella Shipyard based in Russia's Leningrad region was founded in 1950. In 1992 Pella was privatized as Pella Holding Co. comprising the head office and several subsidiaries. The shipbuilding firm specializes in building tractor tugs with rated power of 1,000-5,000hp, pusher tugs, escort tugs, pilot boats and rescue boats for Russian and foreign customers. **Source : PortNews**

Krylov Centre and Fincantieri join hands to develop innovative technologies in shipbuilding

Fincantieri, one of the world's top shipbuilding groups, and the **Krylov State Research Centre** of Russia, one of the world's most prestigious centres for shipbuilding research, have signed a framework agreement with the aim of jointly developing new projects for technological innovation within the industry, the Italian Corp. said Monday in a news release.

The agreement, with an initial five-year term, stipulates that a series of initiatives will be undertaken in the partners' respective areas of operation, including joint research and development activities, the realization of new generation products and the provision of services.

For Fincantieri, this agreement not only offers the prospect of technological progress, but also represents an extremely significant achievement in strategic terms. In fact, it will be able to benefit in many different ways from the Krylov Centre's unique research & design knowledge of the high-tech vessels and offshore engineering structures, that will contribute to achieve the common goal of designing the most sophisticated vessels and offshore structures in accordance with the highest international standards.

Krylov also stands to benefit from the exchange of knowledge with Fincantieri, which will give the Centre access to its enormous technological and manufacturing know-how gained in the construction and marketing of highly complex vessels.

Cooperation of the companies will allow to turn a new leaf in the history of specialized shipbuilding and Russian-Italian partnership. The first project involving joint activities related to comprehensive high-technology vessel will be defined in the nearest days. Giuseppe Bono, Fincantieri CEO comments: "We consider the agreement with the Krylov Centre, internationally recognized as the most authoritative centre in the field of shipbuilding research, to be strategically important. We have always maintained that technological innovation, an unparalleled driver of development, is essential for dealing with a devastating crisis, like the current one that has changed the global scenario. The partnership with our Russian friends can only help us to progress in this direction, allowing us to improve still further and consolidate the excellence and leadership achieved".

Andrey Dutov, Director General of the Krylov State Research Centre comments: "I believe that cooperation between our companies supported by unique scientific expertise and the state-of-the-art research & testing facilities of the Krylov Centre combined with strong experience of Fincantieri in design and construction of sophisticated vessels will contribute to synergy in development of high-end offshore engineering structures and result in successful implementation thereof in the global shipbuilding market". **Source : PortNews**

ROUTE, PORTS & SERVICES

BigLift Shipping is proud to announce that on Sunday July 28th, **HAPPY SKY** began to her maiden voyage from Shanghai to Cape Lambert, Australia. She is transporting three large modules (1 x 935 mt / 1 x 818 mt / 1 x 777 mt) to be installed as a part of the Port B, Phase B project in Cape Lambert. This voyage is the first of four consecutive shipments.

An 'Ultra' popular vessel for coal trading

A fairly new breed of bulk carrier is turning to be the darling of the Asian dry cargo market by promising more savings for charterers and shipowners thanks to higher carrying capacity and fuel efficiency, according to trade and industry sources this week. Launched in 2011, the Ultramax class bulker carrier -- designed to carry bulk cargoes including coal, iron ore, grain and cement -- is now preferred by coal traders and shipowners for its low hire and operating costs.

Many dry market watchers feel the Ultramax vessels would make a good choice for coal trading over Supramax vessels due to a number of reasons. For one, Asia's burgeoning coal trade led by strong import appetite from China, India and Thailand would see a greater call for vessels with the capacity to carry the incremental volumes. Among Asian countries, China imported as much as 158 million mt of coal in total over January-June 2013, up 13% from the same period last year, the latest data from the General Administration of Customs showed.

India's coal imports this year is estimated to touch 165 million in 2013, up from imports of close to 135 million mt in 2012, according to Indian coal ministry sources. Thailand, which imported 18.5 million mt of coal in 2012, is expected to import 20 million mt. About 60% of its estimated imports this year are fixed on a FOB basis which could provide contract of affreightment deals for the Ultramax service, according to a recent Fearnley's research report. The larger capacity of Ultramax vessels -- of 57,000-66,000 dwt in size compared with Supramax ships which are 52,000-59,000 dwt -- will enable it to load up to the maximum 10% operational tolerance on a 55,000-mt dry bulk cargo. In contrast,

the Supramax's maximum loading capacity of 58,000-59,000 mt falls short of the 60,000-mt maximum size on a 55,000-mt cargo after factoring in the 10% tolerance. "So here comes an Ultramax with 61,000-63,000 dwt, which can take the full load of 55,000 mt at plus or minus 10%... that is a 60,000 mt cargo," a Mumbai-based broker said. "So you see on a 60,000 dwt versus an Supramax, there is a difference of almost 1,000 mt of cargo." The higher cargo intake and lower fuel consumption of Ultramaxes -- about 20% lower than that of the standard Supramaxes -- makes the former more economical in coal trading where the margins are thin. The fuel efficiency of these vessels is the result of slower or "economical" steaming speed by slightly sacrificing the power of the engines, a Singapore-based sales and purchase (SnP) shipbroker said. "Coal traders would be better off having a ship which is slightly slower in current market conditions. Since dry bulk market is not a time bound market like the container sector, [a slower vessel] would help in the stock and sell approach in trading," the SnP broker said. He also noted that for coal traders, "it is easy to get letters of credit for 50,000-60,000 mt size cargoes and get trades done. Thus, using an Ultramax helps in better cash flow than in the case of a Capesize vessel." "The time charterer equivalent on the Ultramax vessels is in the $10,000-10,500/day levels while a three- to five-year time charter rate is between $12,000 and $12,500/day," the SnP broker said, adding that a newly-delivered 61,000 dwt Ultramax was fixed last week at $11,500/day for one-year time charter. "This entry cost is very cheap and the returns are higher compared with a Handymax or a Capesize (150,000 dwt) dry bulk vessel," he noted.

The bulker **RED ROSE** anchored off Terneuzen, getting partly discharged by the **OVET** prior proceeding to Gent
Photo : Krijn Hamelink (c)

IDEAL FOR ASIAN TRADE

The technical and design features introduced on the Ultramaxes make them ideal for Asian trade. With the ship's overall length also called LOA at 199 meters Ultramax, it is slightly smaller than the Panamaxes that come under the 60,000-80,000 dwt class and comes with on board gears or cranes. All ports that can handle 60,000-70,000 mt vessels can easily handle Ultramaxes, whose draft ranges between 13-14 meters, according to an Indian shipbroker based in Chennai.

In coal transportation, charterers only give cargo specifications and do not emphasize on what type of ship they want while the shipowners would try to match the ships based on the range of the charterer's cargo quantity. "With no draft restrictions, freight rates will benefit as the vessel can load higher quantity than a Supramax," the Chennai-based broker said. "In Indonesia, most of them are anchorage ports -- where draft should not be a problem but exceptions exist." While the charterer's interest in the Ultramax bulkers are burgeoning, not many vessels belonging to this class are currently available in the spot market, market sources say. There would be around 300 Ultramax bulkers in the market by 2014, or close to 9% of the global Handymax or Supramax fleet, a source tracking the dry bulk market said. Shipping analysts consider Ultramax vessels as up-sized Handymax or Supramax (between 40,000 dwt to 59,000 dwt) class vessels. However, with these vessels gaining popularity, some Ultramax owners were looking for "ridiculous numbers" as freight rates, a Singapore-based shipbroker said, adding at time these vessels are more expensive than hiring a gearless Panamax with floating crane charges. There have been fixtures for Supramax at around $13.50/mt from South Kalimantan in Indonesia to Mundra port on the west coast of India, with a discharge rate of $25,000/day. In comparison, Ultramaxes should be around $12.80/mt, according to the Singapore-based shipbroker, but on a time charter basis, some owners demand a premium of $2,000-3,000/day over that of a Supramax. **Source: Platts**

30-07-2013 : The **AGNES RICKMERS** passing the **QUEEN KOBE** off Sorento (Melbourne)
Photo : Andrew Mackinnon – www.aquamanships.com ©

Largest container ship berths in Johor

Maersk McKinney Moller, the world's largest container ship and first **Triple-E class** vessel, made a call at the Port of Tanjung Pelepas (PTP) on its maiden voyage from South Korea to Europe, said in the port's press release. PTP was the vessel's last port of call in Asia before it journeys to Rotterdam in The Netherlands.

The vessel, owned by the Maersk Line, was made by South Korea's **Daewoo Shipbuilding & Marine Engineering (DSME)** and costs a whopping US$190mil. The ship, one of 20 such vessels in the world, can hold up to 18,000 twenty-foot containers at any one time. It also holds the world's record deadweight of 165,000 tonnes. The vessel towers at 73m tall, weighs 60,000 tonnes, stretches 400m long – about 70m longer and five times heavier than France's Eiffel Tower.

The Danish shipping company's country manager for Malaysia, Singapore and Brunei, Bjarne Foldager, said the vessel was also the most energy-efficient ship in the world. "The ship's innovative design and technological features help reduce its carbon dioxide emissions by more than 50% for every container it moves compared to the industry average on Asia-Europe trade," he said during a tour of the ship. He said the ship's range was called Triple-E because it had the three Es – energy-efficient, economy of scale and environmentally improved to reduce 35% of fuel consumption.

"The ship is made of 98% steel and it is possible to recycle up to 95% of the ship's main components," said Foldager, adding that the ship's lifespan was about 25 to 30 years. He said four more Triple-E vessels would be delivered this year while the remaining ships would be delivered in 2014 and 2015. PTP chief executive officer Glen Hilton said the port was equipped to handle Triple-E vessels, adding that PTP, as one of the ports of call for the world's largest container vessel, was a testament to Maersk's confidence in it. "We are also investing in new infrastructure and

equipment, specifically designed to accommodate the new generation of container vessels of 18,000 twenty-foot equivalent unit (TEU) containers and beyond," he said. The ship is scheduled to arrive at Rotterdam on Aug 16 and on its eastbound voyage back into Asia, it will call at Singapore on Sept 27. **Source : PortNews**

Anchor-handling tug supply vessels **BLIZZARD** and **BOULDER** moored in the seaport of Den Helder.
Photo: Paul Schaap ©

The **AIN SNAN** outbound from Rotterdam- Europoort **Photo : Paul Gerdes ©**

Asia-Europe rate up 9.7pc to US$1,360 per TEU, first rise in 3 weeks

SHANGHAI Shipping Exchange spot rates from Asia to Northern Europe increased more than nine per cent last week after three weeks of decline with the Shanghai Containerised Freight Index rising to US$1,360 per TEU from $1,240 the week before, but rates were still below the 2012 average of $1,378. "We are hearing reports of a lack of space and vessels utilised to 97 per cent so at the moment at least it's looking strong," said ICAP Shipping derivatives broker Richard Ward in London.

Freight rates nearly tripled in June from depressed levels but fell back sharply in July, noted Reuters. Said Sydbank analyst Jacob Pedersen: "It supports our expectations that Maersk Line will be able to lift profit this year."

Maersk Line plans to raise rates by $300 per TEU from August 1.

SeaIntel said capacity would grow 10 per cent this year as shipping lines take advantage of depressed shipbuilding prices and buy bigger and more fuel efficient vessels. Maersk took delivery of the first of 20 new mega ships, the first 18,000-TEUer taking its first payload to Europe and the company expects another four vessels from South Korea's **Daewoo Shipbuilding and Marine Engineering Company (DSME)** this year. **Source : Schednet**

AVRA's S**OUTHWIND** connecting the **BKM 333** owned by **Boskalis**, at the Smit jetty Pier3 north at Waalhaven, bound for Natal Brazil., the **Southwind** departed Rotterdam 16th of July 2013. ETA at Natal the 9th of August 2013
Photo : Ronald Witteveen - Master Southwind. ©

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…. PHOTO OF THE DAY …..

Fairstar's **FINESSE** moored at **Rhenus** in Rotterdam-Europoort
Photo : Jan van der Klooster - http://scheepvaarthoek.blogspot.nl/ ©