



Number 217 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 06-08-2013**

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SHORECRANES UP TO 208 M / TONS		
rhb ROTTERDAM	PROJECT CARGO HEAVY LIFTS UP TO 1500 TONS INDUSTRIAL BREAKBULK ASSISTING OFFSHORE VESSELS	



The latest addition to the MULTRASHIP fleet is the MULTRATUG 27, above seen the brandnew tug arriving from the builders at her home port Terneuzen.

Photo : Richard Wisse – www.richard-photography.nl (c)

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In Aug 2nd, **ABOU KARIM IV** passed the Kiel Canal leaving the Baltic bound to load in the US, on a trade of cattle from US to Russia. She flies the Lebanese flag, quite rarely seen these days in Northern Europe, and has already 35 years of history following her delivery by the **J.J. Sietas shipyard** at Hamburg in 1978. She served 24 years as a cargo ship for Compagnie Marocaine de Navigation, then spent a few years as **ATHERTON ICE** until 2007 and **LETFALLAH 1** before being converted to a livestock carrier, finally taking her present name in 2012. **Photo : Martin Lochte-Holtgreven ©**

Abandoned ships endanger maritime safety

As of July 16, up to 53 ships abandoned in the waters off Vietnam had not been properly handled, threatening maritime safety, especially during storms. Among them, there are 41 Vietnamese-flagged ships, six foreign-flagged vessels owned by Vietnamese companies and six others belonging to foreign firms.

Vietnamese-flagged ships no longer fit to operate will be dismantled according to the rules. As for foreign-flagged ships, the Law on Environment Protection of Vietnam says used foreign ships are banned from import, making it impossible to dismantle these ships.

Deputy Minister of Transport Nguyen Van Cong said the ministry could not find legal room for the demolition of foreign vessels, unless the Government shaped a policy for development of the ship dismantling industry in the country.

To guarantee maritime safety, the Ministry of Transport requests ship owners to securely anchor their ships to prevent them from drifting and crashing into other ships, especially during storms.

In the coming time, they will have to completely handle the abandoned ships, or else the transport ministry will take them to court and put up their assets for auction.

The number of abandoned ships by the middle of this month had increased by ten from 43 in end-November 2012 as a result of economic downturn and shrinking demand for shipping. As these ships were inactive, ship owners could not satisfy the minimum living standards of crewmembers, who eventually abandoned the ships.

Recently, many crewmembers have constantly complained about unpaid salaries and poor living conditions on board.

Source : The Saigon Times Daily

VINVIS OP BULB VAN HANJIN HAMBURG



Afgelopen vrijdag is in de haven van Rotterdam een walvis op de bulb van een containerschip aangetroffen. Het gaat om de **HANJIN HAMBURG**. Het schip lag in de Amazonehaven. Het Havenbedrijf heeft **Hebo** ingeschakeld om de vis zo snel mogelijk te ruimen.

De Walvis was een jongvolwassen vinvisvrouwje, Het is niet duidelijk of de aanvaring ook de doodsoorzaak van de vinvis is geweest. Verder onderzoek naar de organen moet uitwijzen of het dier inwendige afwijkingen had. Vinvissen komen niet voor in de Noordzee, maar wel in de Golf van Biskaje, vanwaar het schip vertrokken was. hoogstwaarschijnlijk heeft het schip het zeezoogdier daar opgepikt. Het is de derde keer in twee jaar tijd dat een vinvis meekomt met een schip naar Rotterdam. In juni vorig jaar zat een vinvis van ongeveer 45 ton op de boeg van een containerschip. Het dier was waarschijnlijk ook al opgepikt in de Golf van Biskaje. In 2011 werd een 13 meter lange Noordse vinvis gevonden op de voorsteven van een schip. Bron / Port of Rotterdam / ANP

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Allseas **SOLITAIRE** at Dampier with **HART TIDE** on starboard, Tanker **TILOS** on Portside and **HIGHLAND NAVIGATOR** on the stern **Photo : crew Toisa Solitair ©**

HC orders sale of abandoned Ukrainian Ship

The Bombay High Court has ordered sale of ship '**M V Kamal 36**', owned by the government of Ukraine and abandoned off the Mumbai coast, following a suit filed by its crew members for recovery of dues.

"The vessel which is practically unattended cannot be allowed to remain in its present condition more so when the deputy conservator has attended and informed this court that the vessel is in a precarious condition and likely to cause a disaster and has exposed the port itself to danger," observed Justice S J Kathawala.

"The imminent danger to the life of two crew members on board of the said vessel as also to the port itself calls for urgent intervention by this court, which cannot be a mute spectator to the same. Hence, I direct that the said vessel M V **Kamal XXXVI** be sold," the judge said while setting out a time frame, commencing today, for the sale of the vessel. The judge said the court had earlier given the Ukrainian government an option to take the ship away but it did not act on this direction. "They do not even want to take the vessel away. If there is a storm, what would you do? You have to navigate the vessel," said the single bench judge yesterday.

Ten other dredging vessels and barges have been similarly abandoned near the city's coast. On July 30, the court had ordered sale of two other Indian ships, **M V Kamal 33** and **M V Kamal 29**.

These ships, including **M V Kamal 36**, have been chartered by a Gujarat-based company **Jaisu Shipping**. Some of them are Indian vessels while few others are owned by foreign companies.

M V Kamal 36 is owned by Black Sea and Azov Sea Dredging Company (CHAMP), which is an enterprise of the State of Ukraine. Its representative urged the court not to allow the sale of the ship as he contended that the Gujarat-based charterer should take care of the vessel. Bharat Singh, second officer of **M V Kamal 36**, who filed the admiralty suit, urged the High Court that the Mumbai Sheriff may be directed to sell the vessel and recover dues of about 150 stranded crew members. **Source : Zee news**



The **LICA MEARSK** arriving at Port Chalmers - **Photo : Ross Walker ©**

STX Group's Shares Trading Halted After Stock Prices Double

Shares of **STX Pan Ocean Co.** (028670), the South Korean shipping line that's under court receivership, and its affiliates were halted for trading in Seoul after stock prices doubled in the past eight trading sessions.

STX Pan Ocean, STX Corp. and STX Heavy Industries Co. are suspended for trading today, the Korea Exchange said in a regulatory filing yesterday. Shares of Pan Ocean, the country's largest commodities-shipping company, jumped 99 percent since the July 22 close in Seoul, while STX Heavy increased 163 percent and STX Corp. 156 percent in that time. The stocks will resume trading on Aug. 5 and will be monitored by the regulator until Aug. 7, it said.

Creditors agreed on a debt restructuring of the group's shipbuilding unit on July 31, prompting investors to bet on a turnaround. The conglomerate, with businesses ranging from shipbuilding to components, has been trying to raise 2.5 trillion won (\$2.2 billion) by selling stakes after a slump in charter rates and orders for new vessels prompted flagship Pan Ocean to file for court protection in June.

"Investors have been irrational," said Park Moo Hyun, an analyst at E*Trade Securities Korea in Seoul. "Investors are being too optimistic on news that creditors will help revive STX Group units. They aren't considering the stock write-offs that will follow as part of the restructuring plan." The shipping company today requested the lifting of a trading halt of its Singapore-traded stock.

Court Protection

Pan Ocean, STX Offshore & Shipbuilding Co., STX Corp. (011810), the group's holding company, and STX Heavy all gained 15 percent each in Seoul trading yesterday. The benchmark Kospi index rose 0.4 percent.

Kang Duk Soo, who founded STX Group in 2001 with his life savings, resigned as the chief executive officer of Pan Ocean, the shipping company said in a statement to the Singapore stock exchange.

A South Korean court accepted Pan Ocean's filing to seek protection in June. The shipping company sought court receivership after Korea Development Bank, the main creditor and Pan Ocean's second-biggest shareholder, decided against buying the company from debt-ridden STX Group. Korea Development Bank, which was considering buying Pan Ocean through its private-equity arm, decided against using that route after evaluating the shipping company, the lender's Executive Director Ryu Heui Kyoung said on June 7.

Long-Term Contracts

Pan Ocean had about 300 vessels, including 97 it owns, when it filed for court protection. About a third of those ships are operated under long-term contracts with companies such as Brazil's Vale SA and South Korea's Posco. The Baltic Dry Index (BDI), a global measure of commodity-shipping rates, has fallen more than 90 percent from its peak five years ago because of excess capacity.

Since the credit crisis, orders to build new ships have plunged. Contracts for new vessels halved to \$84.7 billion last year, compared with \$174.7 billion in 2008, according to Clarkson Plc, the world's biggest shipbroker. Pan Ocean had 4.5 trillion won of loans, ship financing and other debt, Korea Development Bank said in June. It had cash and near cash of 173 billion won at the end of March, compared with 287.8 billion won at the end of last year and 501 billion won in 2011, according to its financial statements. **Source: Bloomberg**



World largest tanker, the **TI EUROPE** moored in Rotterdam Caland canal

Photo : Rob de Visser ©

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Philippines, Vietnam Agree to Cooperate on Maritime Dispute with China

Foreign ministers from the Philippines and Vietnam said they have agreed to work together on a framework for resolving maritime territorial disputes in the South China Sea. Both countries have clashed with China over competing territorial claims.

Maritime security was a top issue in Thursday's talks between Philippine Foreign Affairs Secretary Albert del Rosario and Vietnamese Foreign Minister Pham Binh Minh. Del Rosario told reporters after the meeting that he and Minh agreed to work more closely together to try to convince the rest of ASEAN's 10 member states to push for substantive

progress in a meeting with Chinese officials later this year. "We want to be able to bring it to a negotiations stage. Consultation probably is not enough. We need to talk about negotiation," he stated.

Eleven years ago the parties signed a non-binding declaration stating that they would approach sovereign disputes in the resource-rich sea through peaceful means. Six signatories including China, the Philippines, Vietnam, Taiwan, Malaysia and Brunei have entire or partial claims to the sea. Since then, the Philippines and Vietnam have been the most vocal about what they call intrusions into their waters by China, which claims almost the entire sea. The two countries have complained of Chinese vessels harassing their fishing fleets, poaching sea-resources and occupying reefs and rocky formations. Some countries, including the United States, have been calling for a legally binding code of conduct to govern such standoffs at sea. But other Southeast Asian states with no territorial claims in the sea have been slow to act. China, which has opposed outside interference, has said it would come to the table to negotiate such a code when "the time was ripe."

In January, the Philippines brought its complaint, over what it calls China's excessive territorial claims, before a United Nations arbitration tribunal. China rejected the filing and a tribunal panel started meetings on the case in mid-July. Del Rosario said he and his Vietnamese counterpart discussed a number of options on how to proceed but gave few details. "We're discussing the possibilities of how we may be able to cooperate more closely with them in terms of the settling of these disputes," Del Rosario said.

Vietnamese Foreign Minister Minh did not speak with reporters following the meeting. ASEAN foreign ministers are scheduled to discuss the South China Sea code of conduct in Thailand later this month, before a meeting later this year with Chinese authorities. **Source : VOAnews**

CoP to add 2 boats to fleet

The captain of ports (CoP) is set to get a brand new high-powered tug boat by scrapping its earlier 30-year-old one and also a new high-speed patrol boat sometime later. Captain of ports James Braganza told STOI that the new tug has a 12 metric tonne bollard pull capacity compared to the old tug which was only 4 metric tonne bollard pull capacity. While the old tug had become too old to even pull the old 600-800 tonne barges, the new tug will be capable of towing away even new barges of 2,000 tonne capacity. While the old tug reaches maximum speeds of between four to six knots, the new diesel-engine tug will have a maximum speed of 10 knots.

The new tug is being bought at a cost of 5.5 crore. It is being built at Mandovi Dry Docks, Pilgao, and is expected to be delivered by September 5. The captain of ports needs a tug to tow away drifting or partially grounded barges, ferries and other such vessels. Importantly, the new tug has fire fighting capability and on a smaller scale, oil spill dispersion capability also. The tug will also have AIS (automatic identification system) so that it can be tracked from the control room as well as VHF (very high frequency) communications equipment. Braganza said the new patrol boat will be used for surveillance and interception of suspicious vessels. The new diesel engine patrol boat with a speed of 30 knots is being bought from Goa Shipyard limited at a cost of 3crore.

The old patrol boat used by the captain of ports was actually a vessel used for VVIPs during the CHOGM meet in Goa in 1983. With its maximum speed of 10 knots, it could not keep up with even small private boats which have speeds of 15 knots. The new patrol boat is expected to be delivered in November this year. "With the new patrol boat, we will be upto date in maintaining security in the port and also in tackling problems in the inland waterways," Braganza said.

Source : Indiatimes



The **TSHD NJORD** rainbowing off 's-Gravenzande during the sunset – **Photo : Rob de Bruin ©**

Wyndham to city ferry prepares to set sail in 2015

A new commuter and tourist ferry service running from Wyndham Harbour in Werribee South to Station Pier is likely to be running by 2015 with an operator locked in and the plan to be included in the state government's upcoming transport strategy.

But the service is unlikely to have a big impact on the heavily congested West Gate Bridge, with the boat trip across the bay to begin small. The company Port Phillip Ferries has been registered and negotiations with Queensland ferry operator Riverside Marine are being finalised to deliver the new service. The ferry service is being organised by Lyons Capital, which is behind the Wyndham Harbour development at Werribee South.



Greg Miller of Lyons Capital said there initially would be two ferries connecting to Station Pier, with a return ticket to cost about \$22. "Travelling at about 25 knots you could get into Station Pier in around 40 minutes," he said. "We believe it is viable. There is a large component of the service being linked to both tourism and down the track a strong catchment of commuters," Mr Miller said. He hoped the ferries could eventually come into Docklands if speed limits were adjusted on the Yarra River.

He said if the speed limit was not increased "we are more than happy to go to Station Pier because connecting to the 109 tram ... that still is very viable," he said. Mr Miller said Port Phillip Bay was "an obvious source of transportation" and they hoped to be in operation by Australia Day 2015. "At this stage our modelling is having two ferries operating in both the morning and the afternoon doing the commuting to and fro, starting at Wyndham Harbour going to Station Pier," he said.

Mr Miller said a 226-passenger, 25-metre vessel had been chosen for the route that would include television and free Wi-Fi and was chosen to reduce the likelihood of sea sickness in the bay. "Riverside call it the V-factor, the vomit factor. What you will find with a 25-metre hull is while there may be some movement, because it is sitting up proud out of the water and it is a twin-hulled Supercat, it will just glide through," he said. Mr Miller said tourists would be a key market for the new service. "We're looking at a partnership with the Werribee Open Range Zoo," he said.

He said the zoo was aiming to double its visitor numbers in coming years and "something like the ferry is intrinsically linked to underpinning that growth". Mr Miller said the ferry service would be self-funded with no subsidy from government. He said they were planning bigger ferries capable of carrying 400 passengers when the service was expanded. The RACV's Brian Negus said it was sensible to begin with ferry services that integrated tourists and commuters.

He said the ferry service would face challenges, including a long journey time to the CBD if forced to dock at Station Pier and competition from the Regional Rail project that will expand services in the west. But he added: "This is probably a good way to start." **Source : The age**



The **CONTI JADE** arriving at the river Tyne – Photo : Kevin Blair ©

20 TN fishermen taken into custody by Lankan Navy

Twenty Tamil Nadu fishermen were on Saturday taken into custody along with their five boats by Sri Lankan naval personnel for allegedly trespassing into Lankan waters, a report reaching fisheries department here said.

The arrest comes a day after Chief Minister Jayalalithaa urged Prime Minister Manmohan Singh to summon the Sri Lankan High Commissioner and convey India's strong protest on the arrest of Indian fishermen by the Lankan Navy.

Assistant Director of Fisheries Phelomin Thiagarajan said they did not give permission for one of the boats as it was using banned fishing nets and it had put to sea without proper licence. It could have been seized due to that, the official said. However, other fishermen and boats had proper licence, he said.

In her letter to Singh, Jayalalithaa said, "I am pained to note that such incidents of unlawful abduction and arrest of fishermen from Tamil Nadu by the Sri Lankan Navy go on unabated and are occurring with alarming frequency."

Jayalalithaa's letter came a day after she had slammed the Centre for not taking any "concerted efforts" to secure the release of arrested Tamil Nadu fishermen. Source : PTI / Zeenews

40 Indonesians missing after boat sinks off Malaysia

Rescuers have launched a search for 40 Indonesians who went missing after their boat sank off Malaysia's coast .

According to Amran Daud, an official with the Malaysian Maritime Enforcement Agency (MMEA), several ships, speed-boats and helicopters have been deployed to the sea off the southern Johor state to search for the missing.

The boat that was reportedly carrying 44 passengers, including women and children, sank on Thursday night about three hours into its journey from Tanjung Sedili on Johor state's east coast to Indonesia's Batam Island. Passing fishermen saved three of the survivors while another was rescued by the authorities. "Only four of those on board were rescued by fishermen and MMEA after floating 15 hours in the sea," Amran said. "The condition of the boat was believed to be questionable," Amran added, noting that authorities in Malaysia have conducted an investigation into the cause of the incident.

Another maritime official, Hairi Nizam, also said none of those who were saved had life jackets on. They were transported to hospital for treatment. Malaysia has faced many boating accidents since thousands of people from poorer regional countries such as Indonesia and Myanmar travel in rickety boats in an effort to work illegally in the relatively wealthy Southeast Asian country. In July, Malaysian officials said they were increasing patrols to stop illegal immigrants from making the sea voyage across the waterway that separates the country from Indonesia. An Indonesian woman lost her life and seven people went missing after their boat capsized in mid-July also off Johor state due to an engine failure. **Source : MR/HN / Press TV**

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The **BBC KIMBERLEY** in Rio Grande – **Photo : Marcelo Vieira ©**

Third Set of Locks headed to Panama Canal



The first four new massive gates for the Panama Canal's Third Set of Locks is expected to arrive in Panama from Italy on a heavy lift ship on August 19. The locks are one of the biggest milestones of the Expansion Program. The Third Set of Locks has a total of 16 rolling gates (eight for each new lock complex). The new gates weigh an average of 3,300 tons each and are 57.6m x 10m x 31.92m. They were constructed in Italy by subcontractor Cimolai SpA. They will be unloaded in the Atlantic side of the Canal and rolled off the ship onto a special reception dock.

The Expansion Program has an overall progress of 60.4% and will build a new lane of traffic along the Panama Canal through the construction of a new set of locks, which will double the waterway's capacity. The Third Set of Locks will make room for the transit of more cargo and larger vessels, having a direct impact on economies of scale. **Source : MarineLog**

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Holland America Line's ms Statendam Assists 103 Sightseers And Ranger In Glacier Bay, Alaska



While leaving from Margerie Glacier to depart Glacier Bay, Alaska , Holland America Line's **ms STATENDAM** assisted 103 persons on a disabled sightseeing boat Friday, Aug. 2 . **STATENDAM** responded to a call for aid at approximately 1:45 p.m. local time to stand by to possibly assist the 79-foot sightseeing vessel **Baranof Wind**, which was experiencing mechanical troubles and had lost power in the ice near John Hopkins Glacier.

The ship lowered two tenders, which collected 102 tourists and one Glacier Bay National Park ranger and returned to **STATENDAM**. A Glacier Bay National Park ranger aboard **STATENDAM** assisted in coordinating the assistance from the ship's bridge.

The sightseers were brought to Bartlett Cove, where the **Baranof Wind's** excursion originated, at approximately 7:30 p.m. local time. The ship then sailed for Seward, Alaska , where it is expected to arrive on schedule Sunday, Aug. 4 .

"**Statendam's** Captain **Jochem Bakker** and his crew responded quickly and professionally to assist the passengers of **Baranof Wind**," said Richard Meadows , executive vice president marketing, sales and guest programs for Holland America Line . "We are proud of our officers and crew." **Photo : HAL**

Patiënt van Cruiseschip Rotterdam geëvacueerd

Zaterdagavond 18.15 uur gepaged voor een 'medevac'. De uitgaande **Rotterdam** heeft een patiënt die naar het ziekenhuis moet. In de Waterweg opstappers overgezet, echter op zee patiënt overgenomen. Deze is per ambulance naar het ziekenhuis.

Het uitgaande cruiseschip **Rotterdam** riep ter hoogte van Maassluis de hulp in van de **KNRM** reddingboot **Jeanine Parqui** voor evacuatie van een patiënt. De vrouw in kwestie had zich spoedig na vertrek bij de scheepsdokter gemeld met hartklachten. De scheepsarts vond het verstandiger om naar een ziekenhuis te gaan voor controle en/of behandeling.



Foto : **KNRM** Hoek van Holland ©

De **Jeanine Parqui** lag om 18.30 uur langsij de **Rotterdam** en via 'de zijdeur' zou de lopend patiënt worden overgenomen. De scheepsarts oordeelde dat de vrouw dit niet aan kon, vervolgens is de brancard en 2 opstappers overgegaan. Vlak na passeren van de Berghaven werd het water ruwer en ook dit was niet verantwoord. Buiten de Hoekse pieren heeft de **Rotterdam** Lij gemaakt en verliep de overname gesmeerd.

Bij terugkomst in de Berghaven om 19.15 uur stond ambulance personeel klaar en deze hebben de vrouw naar het Leyenburg ziekenhuis in Den Haag gebracht. De vrouw in kwestie was zojuist gearriveerd vanuit Texas om deze cruise te maken. Hopelijk kan

zij snel weer terug naar de Rotterdam om de cruise verder te beleven. Zie ook : <http://youtu.be/Q62-WsIezF8>

NAVY NEWS



The **USS GEORGE WASHINGTON** and) outbound from Brisbane

Photo's : **Chris Mackey - Southern Cross Maritime Services** ©

Russian navy fleet docks in Cuba on friendly visit

A flotilla of three Russian warships, led by the missile cruiser **Moskva**, called at the port of Havana Saturday on a friendly visit, the first such trip in four years. The **Moskva**, together with Udaloy-class destroyer **Vice Admiral Kulakov** and a tanker, were greeted by a 21 gun-salvo salute and a naval band at the Bay of Havana.

Cuba's Ministry of the Revolutionary Armed Forces has said the warships are here on a five-day friendly visit.

According to the schedule, crews will visit places of historical and cultural interest, and hold courtesy calls to officials and the Naval Academy Granma. The **Moskva**, the flagship of Russia's Black Sea Fleet, was open for public access on Monday morning.

Military experts say the visit demonstrates Moscow's intention to revitalize military ties with the island country in the Caribbean. In recent years, Russia has affirmed on several occasions that Havana is Moscow's most important traditional and strategic partner in Latin America. In August 2009, the salvage tug ship Altai from Russia's Northern Fleet, paid a four-day working visit to Cuba. **Source : Xinhuanet**

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S. Korean Navy offers insight into demanding submarine life

Life aboard a submarine can be tough. Operations are hectic, quarters are cramped and the health of crew members can suffer as a result. Captain Hyun Chang-hoon used to have strong teeth before he joined the submarine fleet more than 20 years ago, but now the 47-year-old suffers from dental disease, which is a common health problem for veteran submariners due to the higher-than-normal amount of carbon dioxide inside a submarine.

"Think about artificial teeth left in a can of Coca-Cola, which contains carbon dioxide. Teeth will dissolve a couple days later," Hyun said. "My bad teeth are just one example of life in the deep sea where there's no light."

Hyun, the captain of a 1,800-ton submarine named after a famous independence fighter Ahn Jung-geun (1877-1910), was speaking of the intense lifestyle of soldiers in this unit during a Yonhap reporter's visit to the ninth flotilla submarine base in the southeastern port city of Jinhae.

Poor dental hygiene is just one of the hardships crew members face when living in cramped quarters for extended periods of time. "When I returned to home after completing months-long missions, I went to a public sauna to get rid of all kinds of body odor. But it didn't go away," said a vice admiral who had served in the submarine unit for nearly 30 years. Due to confined space, no women have been allowed in the unit since its establishment in the early 1990s. The Navy recently revealed the Type 214 submarine -- the third of its kind in operation since 2010 -- to give the public a very rare insight into various aspects of its weaponry, machinery, confined spaces and life aboard. The atmosphere in the unit is derived not only from the nature of its missions, which require about 40 men to remain together underwater in an iron tube for many long days, but also because very few soldiers serve in the unit.

Secrecy and noise reduction is important to the submarine crew so they won't be detected by the sonar of other submarines. Wearing boots with layers of soft-cushions on the heel is one way they reduce noise.

The Diesel submarine is operated by Air Independent Propulsion (AIP), which extends the ship's submerged endurance compared to conventional submarines. The AIP system enables the crew to carry out underwater missions for several weeks without the need to access atmospheric oxygen. It is equipped with ship-to-land missiles and torpedoes as well as an advanced sonar system for anti-submarine warfare, surveillance and reconnaissance missions.

South Korea currently operates over 10 submarines, including 1,200-ton Type 209 subs and 1,800-ton Type 214 subs.

The Navy plans to acquire nine 3,000-ton level heavy-attack submarines after 2020 with significant improvements in their radar and armament systems compared to their predecessors. A total of nine 3,000-ton submarines are expected to be built in South Korea with indigenous technologies, according to officials. By 2020, there will be over 20 ships operated by the Navy. As the flotilla is expected to receive more ships in coming years, it is due to become South Korea's submarine headquarters in 2015.

The procurement plan reflects the intensifying hidden underground battle with North Korea after a South Korean corvette **Cheonan** was sunk by a suspected North Korean submarine attack in March 2010. A total of 46 sailors were killed in the incident.

Navy officials stressed the need to beef up the submarine capabilities, citing growing naval tensions around the Korean Peninsula that could turn into an armed conflict. China's growing naval presence and Japan's military build up to counter it also highlight the need for better anti-submarine warfare capabilities, they said. "We will play a key role in deterring North Korea's naval provocations and protect national interests in the deep sea," Hyun said.



The biggest challenge for that goal is attracting and retaining skilled officers and crew members, as fewer cadets have applied for the intense submarine unit in recent years as the recruiting system was changed.

When the flotilla was first launched two decades ago, top-ranking cadets were selected for the submarine program and joined the ranks of the submarine flotilla to operate strategic naval weapons against North Korea. The communist country has operated a large

submarine fleet since the 1960s. After the recruiting system came under criticism for depriving cadets the opportunity to choose other units, the Navy now accepts applications for volunteers who want to become submariners. Instructors say they have difficulties enticing cadets and non-commissioned officers in joining the crew.

To tackle the manpower problem, the Navy is seeking to increase the pay of submariners, but receiving more government funding is no easy task, said a Navy captain in charge of the submarine training unit. "We need more crew with in-depth knowledge and passion for the role submarines are expected to play in maritime strategy," Hyun said. **Source : Yonhap**

Nicaragua Buying Gunboats For Its Waters

It seems Nicaragua is taking its claim to the maritime territories pretty seriously and it has Costa Rica a bit worried. What are they going to do if Nicaragua starts defending the waters that Costa Rica needs to provide the shark fins for China? This is a huge money maker for officials in government, they cannot have the country to the North take their honeypot can they?

proyectaThe purchase of six gunboats that Nicaragua is negotiating with Russia is quite a concern to the Government of Costa Rica as they would be used to patrol its seas and exclusive economic zone. When you take a money amker out of the hands of the Costa Rican government they get angry.

According to a publication of the New Journal of Nicaragua, the new frigates for the Nicaraguan Navy will be prepared in the Fair-Nevsky Shipyard in St. Petersburg, and have a strong ability to attack in case of conflicts. Considering Costa Rica does not have an army and the idea of one paints a hilarious picture in my head, I guess they realize they have no way to make a claim on these waters. (Just think of a group of Costa Ricans required to get into formation for the military at a certain time.....could they all think of different excuses for being late?)

The announcement of the construction of the frigates was on the website www.defensa.com, the ships will be used for protection of territorial waters and an exclusive economic zone. They will also be used for military maritime operations. The boats are built with the latest technology and are capable of firing a distance of between 4000 meters and 5000 meters, according to the data.

Nicaragua still has not answered the protest note sent by Costa Rica last July 22 about oil exploration in waters that Costa Rica says they have a claim to.

The neighboring seas claim is based on the judgment of the International Court of Justice in The Hague, which resolved a dispute over the islands of San Andres and recognized Colombian sovereignty and also gave 75,000 km² sea territory over to Nicaragua. So Costa Rica lost this territory to Nicaragua due to a dispute that has been resolved in international court, but now that Nicaragua is actually using and defending those waters Costa Rica is pissed. It is like a little child that is not playing with a toy and then when another kid starts playing with it they want it back.

Besides modernizing its naval military equipment, Nicaraguans received \$ 7.4 million from the Government of the United States. This money invested in military infrastructure and weapons purchases, as revealed defensa.com.

Costa Rica you lost these waters legally as determined by The Hague. Nicaragua wants to start using these waters for themselves, you have no claim on them, get over it. They are not going to start a war with you and you have no army. Perhaps you should focus on other problems in the country like the drug cartels setting up shop.

Source : Costarican Times



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New Russian Missile Boat to Start Caspian Trials in August

A new missile boat will start sea trials with Russia's Caspian Flotilla in late August, the Southern Military District said Friday. The Uglich is the second Project 21631 missile corvette. The first, the [Grad Sviyazhsk](#), is already in final state tests. Both ships are due to join the flotilla after completing all trials and state tests before the end of the year, the district's press service said. The new corvette's crew is to be made up of contract servicemen, the service added.

The corvette has a displacement of 949 tons and a maximum speed of 25 knots. It is armed with Kalibr (SS-N-27) anti-ship missiles, 100-mm and 30-mm guns, as well as Igla-1M air defense missiles. In addition to the [Grad Sviyazhsk](#) and the [Uglich](#), the Caspian Flotilla will also take delivery of a Grachonok-class patrol boat, several Serna-class landing craft, and three tugboats in the near future, the strategic command's press service said in March. Source : RIA novosti

Final nod soon for Navy's advanced stealth frigate

India's largest ever indigenous defence contract is shortly expected to get final approval with the Navy freezing the design and specifications for the P 17 A stealth warships and completing all commercial negotiations for the project.

Top Navy designers who have been working on the project have confirmed that the project is expected to get final clearances from the Cabinet Committee of Security (CCS) shortly after which construction of seven modern warships will commence at shipyards in Kolkata and Mumbai.

The mega project, that was expected to be worth Rs 45,000 crore when it was cleared by the Defence Acquisition Committee (DAC) in 2009, is billed as a game changer for the Indian ship-building industry not only for being the most expensive Indian warship yet but also because it will give shipyards the critical technology of modular construction that enables a rapid production rate. The Navy's top ship designer, the Director General of Naval Design Rear Admiral A K Saxena, said Friday the P 17 A class frigates would be in the 6,700-ton category and would have the latest in stealth features, including fully concealed weapon systems and sensors. "The warships will have the latest stealth features as well as advanced indigenous weapon systems. The modular construction methodology that GRSE (Kolkata) and MDL

(Mumbai) have acquired will ensure the warships will be built in a reduced time-frame," a senior Navy officer said.



While GRSE will construct three ships, four will be constructed by MDL.

The new generation warships, which will be based on the **P 17 'Shivalik' class** that has already been inducted but will be larger at 149 metre with a draught of 5.3 metre, are currently running behind schedule by at least two years.

As per the original plan approved by the Defence Ministry in 2009, the shipyards were to commence production by 2011 after the two shipyards had absorbed modular construction technology. The last of

the seven frigates were to be inducted by 2021. Source : The Indian Express

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04-08-2013 : The **DIDON** entering **MALTA SHIPYARDS** – Photo : Mario Schembri ©

Koyo Dockyard delivers YM MOVEMENT (6,250 teu), first of three sisters for Shoen Kisen

The Japanese non-operating owner Shoei Kisen Kaisha has taken delivery of the 6,250 teu container vessel **YM MOVEMENT**.

The new ship is the first in a series of three sisters that Shoei is to receive from the Mihara-based Koyo Dockyard for long-term charters to Yang Ming Line of Taiwan. Both Shoei and Koyo are part of the Japanese Imabari Group.

Unlike many other yards and owners, which opted for shorter wide-beam ships in the 6,000+ teu size range, the **YM MOVEMENT** is built with a conventional 40m (16 row) beam and a length of 293m. Yang Ming has assigned the new ship to Far East to WCNA service 'PSW' (#27), where she replaces the 5,551 teu **YM ORCHID**. Following **YM MOVEMENT's** entry into service, the 'PSW' will be maintained by a fleet of four ships in the 6,250 teu to 6,600 teu size range and two 5,551 teu ships. The two smaller ships on the service are likely candidates for replacement as soon as Yang Ming takes delivery of the two remaining Shoei vessels from Koyo Dockyard: **YM MODESTY** and **YM MODERATION**. Source : Linervision



Scerni Di Navigazione's Dwt 109,005 Crude Oil Tanker "**SN OLIVIA**" under afloat repairs at **Cernaival Shipyard** in Algeciras port. Photo : Enrique Pérez - Cernaival Shipyard ©

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Bahri announces the sale of one of its General Cargo Vessels

The **National Shipping Company of Saudi Arabia (Bahri)** announces that in connection with the fleet replacement program for the general cargo the Company has sold on 30 July 2013 its general cargo vessel (Saudi

Hofuf) for scrapping after completing her useful life for a sum of SAR. 28,305,845 generating a net gain of SAR 17,572,100 after deducting its book value and all expenses associated with the sale, said in the company's press release. The financial impact of this transaction will be reflected in the 3rd Quarter of 2013 results. It is worth mentioning that the Company had previously announced the signing of six ship building contracts to acquire six new general cargo vessels to replace the older fleet in this sector which have completed their useful life. In addition to the sale of Saudi Hofuf Bahri had announced on 19th January, 2013 and 30th April 2013 the sale of Saudi Abha and Saudi Diriyah the two General Cargo ships respectively. One last sister ship remain to be sold before the end of this year 2013. Source : PortNews



01-08-2013 : The Clydeport Light & Bouy maintenance vessel "**TORCH**" seen leaving her regular berth behind the Clydeport Control Tower to replace a Navigational Bouy off Toward Point on the lower reaches of the Clyde. Photo : Iain Forsyth ©

French cruise line filling out fleet

Compagnie du Ponant begins work on sleek new ship

If you haven't heard of Compagnie du Ponant (<http://en.ponant.com/>), chances are you'll be hearing - and seeing - a lot of the French based company in the coming months. The cruise ship company has just announced that yet another sleek new ship is under construction. Set to launch in the spring of 2015, the new ship will be a sister to the line's immensely popular **Le Boreal**, **L'Austral**, and **Le Soleal** that were all inaugurated between 2010 and 2013. While the line has sailed everywhere including the waters of the Mediterranean and remains a leader in the Arctic and Antarctic, this new vessel will open up a series of new destinations for Compagnie du Ponant.



Le BOREAL - Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

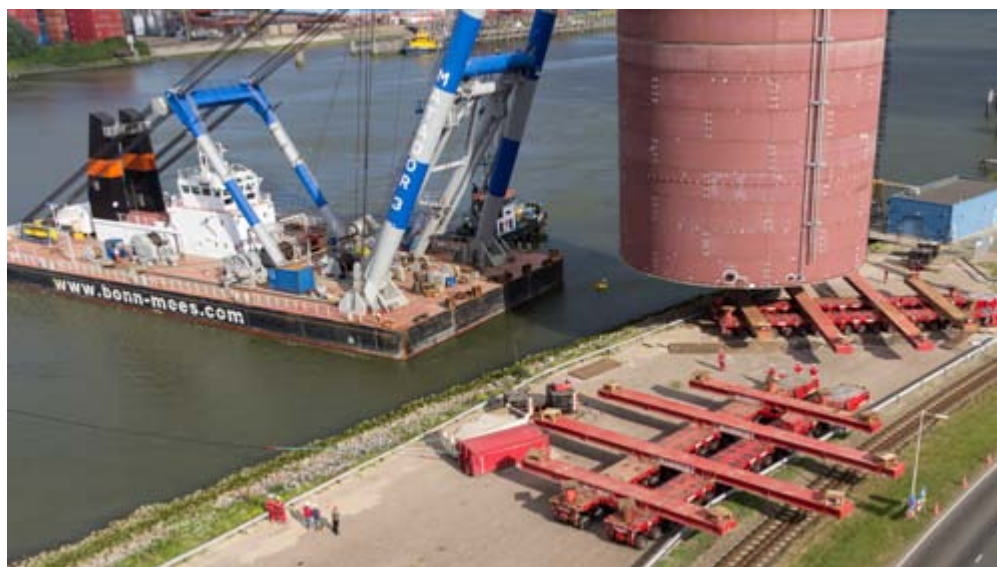
Currently under construction at the Fincantieri shipyard in Italy, the new ship will sail to Alaska for the first time during the summer of 2015 and will spend her winters along the pristine shores of Australia and New Zealand.

With just 132 staterooms and suites on board, the as-yet unnamed cruise ship will feature the same sleek and sophisticated design that has characterized the popular **Le Boreal** and her sisters, along with the interior decor created by French interior architect Jean-Philippe Nuel.

"Specifically tailored to what our passengers seek, these boutique ships with their innovative design allow us to explore exceptional destinations in the most extreme regions, while enjoying a level of comfort that is second-to-none: A five-star expedition and tailor-made service as conceived by Compagnie du Ponant," stated the company's deputy executive vicepresident, Véronique Saadé.

While Compagnie du Ponant is understandably a leader in the French-speaking luxury cruise market, the line also caters to English-speaking travellers as well, with staff fluent in both English and French. The line also offers a host of dedicated theme cruises that explore nearly every corner of the globe, from sailings dedicated to jazz, opera, classical music, golf, and even culinary-themed voyages. Visit fromthedeckchair.com for the latest cruise news and live voyage reports. **Source : The Province**

4 LARGE TANKS TRANSPORTED IN ROTTERDAM



Special Transport of 4 large tanks of 12.000 m³ each (24 mtr in diameter and a height of 26 meters) over the river Maas in Rotterdam. The tanks were moved from the location where they were built at **Grovo Tankbouw** (Rotterdam, Oud IJselmonde) to their final location in Europoort (**Koole Tank Storage** in Pernis). The transport was carried out by **Mammoet**, The **MATADOR 3** (**Bonn-Mees**) did the heavy lifting part.

The rest of the series is here: www.fotovlieger.nl/project/201308_tank_transport

Photo's : Hans Elbers - www.fotovlieger.nl
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The **LAY VESSEL NORTH OCEAN 105** moored stern to at the MBM spool base in Batam

Photo : Capt. Jelle de Vries ©

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Dry bulk shippers discuss China's interest rate in earnings call

The dry bulk shipping industry relies heavily on China's demand for iron ore, coal, and grain, which depend strongly on the country's industrial output and economic activity. One early or coincident indicator that may give investors a clue to the future outlook of a country's economic growth rate is the interbank repo rates. Rising or high repo rates often spell problems within the financial sector, which is a vital part of the economy that moves money between savers, lenders, and borrowers. If the financial sector collapses, it can limit loan growth. So it can also mean a negative implication on demand growth for dry bulk shipments.

An elevated interest rate

Following the PBOC (People's Bank of China)'s public announcement to calm the market down and to inject liquidity (money) into banks, China's three months interbank repo rate, expressed in annual terms, has fallen from a record 13% on June 20, which has relieved some investors. However, it still remains higher than the average of 4.0% earlier this year, standing at 5.3% on July 30.1. High or rising rates are generally negative, as they reflect a cash squeeze or cash crunch—a condition of high demand or low supply of cash available in the financial system—just like when people in the United States weren't able to find money to pay off record interest on their mortgage debt when the housing bubble began collapsing in the late 2000s.

Economic growth risk

As we've seen, rising repo rates also present a risk for the economy because they often mean not enough money's available to flow through the financial system. Without the flow of money, nothing can be done. Companies that rely on banks to run their daily operations—such as paying suppliers and workers as well as purchasing new equipment—will not be able to use banks' services as usual. As these bills go unpaid and purchases are postponed, the economy will fall into a recession or weaker growth. This happened back in 2008 in the United States.

High repo rates follow high repo rates

History shows that volatile increases in interbank repo rates have preceded persistently high or volatile rates. In late 2007, for example, the interbank three months repo rate spiked from ~3.0% to 6.0%. Although it came down to 3% for a few days, it went right back above 6.0% a few days later. This zig-zag action continued until the first quarter of 2008. Even as volatility fell, the repo rate remained above 4.0%. Generally, interbank repo rates rise because of over-investment in the economy, which coincides with high inflation, so the central bank doesn't have the tools to bring interest rates down by injecting liquidity into banks, which increases the cash reserves and liquidity of banks. As the problem unravels and spreads to other parts of the economy, industrial output cools and so does demand for dry bulk shipments. Only after inflation cools does the central bank move to bring interest rates down in order to halt a decline in economic growth. Shipping rates, often known as the leading indicator of the world's economic activity and trade, for example, eventually collapsed. While standing above 4,000 at the beginning of January 2008, they fell to below 1,000 by the end of the year.

China curbing excessive lending

However, central banks will sometimes let rates stay high to punish banks that irresponsibly issue loans that may be uncollectible in the future, as well as companies that over-invest, anticipating that the central bank will bail them out in the end and create a bubble along the way. This is what we're seeing now: as China prepares itself for an economy led more by private enterprises and consumer spending, it's trying to discover and expose excessive lending so that it can correct this practice. Many financial companies in China predict that rates will stay high, as Governor Zhou Xiaochuan (People's Bank of China) calls for a correction to excessive lending. In addition, a high rate would increase the opportunity cost for these financial firms to move money back into the real estate sector, thereby reducing investments in the short term.

Possible impact for dry bulk shippers

The move has a negative impact on China's economy in the short to possibly medium term, because economic growth could remain restricted. China's June money supply growth was also negatively affected by the central bank's move, and HSBC's latest flash manufacturing PMI (Purchasing Managers' Index) pointed towards further deterioration. This could negatively affect dry bulk shipments such as iron ore, coal, and grain, hurting companies such as DryShips Inc., Diana Shipping Inc., Eagle Bulk Shipping Inc., Knightsbridge Tankers Ltd., and Navios Maritime Partners LP.

But, as always, it's important for investors to follow other key indicators such as Australia's iron ore shipments and China's steel output to get a sense of whether high repo rates are affecting other sectors of the economy at the moment. Plus, since all news is no news the moment it's published, the market has likely already priced in the news and may be forming a bottom over the next few months, as the Chinese government will likely step up reform to maintain its economic growth target for the year. **Source: Market Realist**

Product tankers have evolved into the sector's most coveted assets

The product tanker market has been the "talk of the town" since late in 2012, bucking the positive trend during the first half of 2013 as well. In a recent report, Mcquillig Services noted that MR tankers in particular, have captured the attention of market participants around the world. Between the growing orderbook and substantial amount of time charter deals concluded in the first half of the year, it is clear where confidence resides.

"Beginning with the largest of the clean ships, LR2s found support early in the year from the growing naphtha trade to the East. As a result, rates have traded an average of 6 WS points higher than last year's numbers. Spot rates did decline in Q2 due to overcapacity in the market. LR1s on the same trade have not been as active as LR2s, however, rates have managed to hold their ground for the majority of the first half and have traded about 10 WS points higher year-on-year. Lengthy tonnage lists have forced LR1 rates downward in Q2.

Growth in the LR2 segment is trending slightly above our expectations at the beginning of the year as six ships have been delivered to the trading fleet through June, compared to our forecast of five. Demolitions have been minimal, as just one vessel has been sent to the breakers so far this year. Conversely, there has been no fleet growth in the LR1 sector as the two deliveries recorded have been balanced by two demolitions", Mcquilling said.

It added that "MR tankers, as mentioned earlier, have been in the spotlight since the start of 2013. MRs have dominated the orderbook as these small clean tankers have accounted for nearly 64% of all tanker orders placed through June. On top of this, 25 MR2s have been delivered to the trading fleet since the start of the year, just slightly below our expectation of 26. With strong demand in the beginning of the year due to regional product imbalances on the back of refinery maintenance, ships on the Continent/USAC route traded at an average high of WS 171 in February. Since the start of summer driving season, however, rates have fallen off and in June traded at an average of WS 118, down 53 WS points from their peak. The backhaul USG/Continent route also found its peak at the beginning of the year, dipped into a lull around March and April on the back of limited demand, and has finally found ground again this summer. Overall, as regional product supplies have increased in-line with refinery utilization, clean tanker market fundamentals appear to be losing balance" the analyst concluded.

Meanwhile, in a separate market outlook provided by product tanker specialist Capital Product Partners this week, it was noted that "overall, product tanker spot earnings in the second quarter of 2013 continued their positive momentum as average earnings in the second quarter of 2013 remained at elevated levels for the season. Demand for product tankers benefited from a strong transatlantic market early in the second quarter and from exports out of the United States to Latin America and to Europe on the back of increased U.S. refinery utilization. The product tanker period market remained active during the course of the second quarter of 2013, as more charterers entered into time charter contracts and at slightly higher time charter rates compared to the previous quarter.

On the supply side, the product tanker order book continues to experience substantial slippage during 2013, as approximately 51% of the expected MR and handy size tanker newbuildings were not delivered on schedule. Analysts expect that net fleet growth for product tankers for 2013 will be in the region of 3.7%, while growth in overall demand for product tankers for the year is estimated at 4.6 %. We believe the improving demand and supply balance of the product tanker market should continue to positively affect spot and period charter rates going forward.

The Suezmax spot market remained at seasonally low levels, as increased vessel supply continued to put downward pressure on rates. Slippage for the Suezmax tanker order book increased over the last few months and continued to affect tonnage supply as approximately 27% of the expected Suezmax newbuildings year to date were not delivered on schedule. Industry analysts expect the crude tanker order book slippage and cancellations to increase going forward due to the historically weak spot market, the soft shipping finance environment and downward pressure on asset values. Suezmax tanker demand is expected to grow by 3.2% in the full year 2013 with net fleet growth projected at 8.5%" the ship owner concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **XIN PU DONG** (9270440) outbound form Melbourne **Photo : Dale E.Crisp ©**

The Parksluizen(locks) in Rotterdam



The outer door (Nieuwe Maas side) of the large Park Lock had to be replaced because of a collision caused by a ship. The first plan was to replace the door by a spare door during the weekend of the 20th and 21th of July. Further investigations learned that the guidance rails on which the rolling doors open and close, were damaged too and had to be replaced as well.

The replacement door was scheduled to be placed before August 6. Until that time the locks were out of use. On August 3, the replacement of the guidance rails was ready and the temporary door would be placed. Alas, the replacement lock door was found to be over an inches wide.

The replacement door was put back on the pontoon and taken back to the yard. Today, August 4, the original lock door will be placed back in the locks (with new guide wheels underneath, but still with a dent in it). As a result, the lock will hopefully be operational again before August 6th. **Photo's : Paul van Oort** ©

Half-year profit of Port of Tallinn increased by a third

The unaudited half-year net profit of Port of Tallinn (AS Tallinna Sadam) reached 17,4 million euros, showing an increase of one third in comparison with same period last year. According to the press release, the company's turnover grew by one sixth to 55 million euros in the first half of the year.

Despite increasingly stiffer competition in the Baltic Sea and a somewhat lower cargo throughput, the company's operating income and profitability have shown a significant increase," notes Mr. Marko Raid, the Chief Financial Officer of Port of Tallinn.

According to Mr. Raid, new services such as those offered by the new icebreaker Botnica had a positive impact on the half-year turnover. Profit grew further due to the handling of additional types of goods – in May, a logistics park was opened in Muuga where the handling of products with added value creates more work and more profit for the ports.

The operating expenses of Port of Tallinn reached 25,6 million euros in the first half of the year, showing an increase of 14% in comparison with same period last year. The increase was mainly due to the expenses incurred in relation to the acquisition of the new icebreaker **Botnica**. The volume of cargo handled in the ports of Port of Tallinn totaled at 14,93 million tonnes in the first six months of the year, showing a decrease of 6% in comparison with same period last year. This June, the cargo volumes of Tallinna Sadam showed an increase for the first time in the past year and a half.

In the first half of the year, the passenger volume of Port of Tallinn reached 4,2 million people, which is 4% more than during the same period last year. The number of cruise passengers grew the most, increasing by 25%.

In the first six months of the year, the ports of Port of Tallinn welcomed 3446 ships, of which 1000 were cargo and 2446 passenger ships.

Port of Tallinn is the largest cargo and passenger port complex in Estonia. Port of Tallinn consists of five harbours: Old City Harbour, Muuga Harbour, Paldiski South Harbour, Paljassaare Harbour and Saaremaa Harbour. Port of Tallinn, a state enterprise, was founded in April of 1992; in 1996 it was transformed into a public limited liability company with the Republic of Estonia as the sole shareholder. **Source : PortNews**



Dockwise **TRANSSHELF** during the seafastening of the **KEY HAWAII** prior departure from Singapore West Jurong anchorage **Photo : Capt. Neil Johnston – Master Salviscourt ©**

.... PHOTO OF THE DAY



The sisters **MULTRATUG 26** and **MULTRATUG 27** returning to Terneuzen upon completion of the first assistance done together

Photo : Richard Wisse – www.richard-photography.nl (c)

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