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**The KOREX SPB No1 loaded with 2 living quarters modules and 2 helidecks for the PETROBRAS 66 and PETROBRAS 65 (see photo's below) anchored off Singapore loading bunkers last Sunday afternoon Photo : Piet Sinke ©**

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The **EDITH MAERSK** arriving in Rotterdam-Europoort – Photo : Ria Maat ©

## Royal Caribbean must decide about fourth Oasis-class cruise ship by December

Last December, Royal Caribbean made headlines when it ordered a third Oasis-class cruise ship and then went on to order 3 Quantum-class cruise ships. It turns out Royal Caribbean might not be done ordering new cruise ships. UBS Investment Research cruise industry financial analyst Robin Farley says Royal Caribbean currently has an option for a fourth Oasis-class order. If ordered, that fourth Oasis-class ship would be delivered in mid-2018. Royal Caribbean must decide relatively soon, as the option for the fourth Oasis-class ship expires in December. Farley feels lower prices to build new ships, thanks to lack of new ship builds recently, are what may compel Royal Caribbean to consider yet another new cruise ship order. **Source : Royal Caribbean Blog**

## Successful shipping industry vital for NZ economy



The **RATTANA NAREE** departing Shakespeare Bay, Picton, New Zealand. 12th August 2013 - Photo : John Henderson ©

A strong and successful shipping industry is vital for this country's prosperity, says the new head of New Zealand's International Container Lines Committee, Noel Coom. Coom, General Manager of ANL New Zealand, the local arm of French shipping group CMA CGM, says the New Zealand economy is "more dependent than most" on sustainable links to customers and markets around the world.

"Primary goods make up half New Zealand's total exports, and that is likely to remain the case for a long time to come, so reliable shipping services are essential," he said.

"If the container lines are to continue to give New Zealanders the level of service they need, and at the same time satisfy our shareholders, we need to look at how we can work with each other and with our customers to maximise our efficiency and our contribution to the economy."

Coom said the intensely competitive nature of the container shipping industry had sometimes made effective co-operation difficult in the past, but that was beginning to change.

"In the Northern Hemisphere, alliances such as the one proposed between Maersk Line, MSC, and CMA CGM are increasingly seen as a way companies can continue to provide high levels of service cost-effectively, while maintaining a genuinely competitive market for customers. This type of solution is even more applicable in New Zealand: we are a long way from anywhere else, and we simply don't generate sufficient volumes of cargo to support a whole raft of competing services." Coom said it was important the shipping industry contributed to the debate around regulation affecting it and its customers, and the Container Lines Committee was an effective vehicle for that. Source : Scoop

## New hydrofoil ship may revive Russian shipping

The Russian shipbuilding industry has introduced a new project: the high-speed hydrofoil Comet-120M. These ships could revive passenger and freight service between major Russian cities and the regions.



For the first time in 20 years, the Russian shipbuilding industry has introduced a new project: the high-speed hydrofoil ship, **Comet-120M**. This was announced last month at the International Maritime Defense Show held in St. Petersburg.



The arrival of these ships could revive passenger and freight service between major Russian cities and the regions, which practically ceased after the collapse of the Soviet Union.

**Paradox of a large country**  
Many Russian cities on the Volga River are not bound by regular passenger river routes, and some locales—Kaliningrad Region, Kamchatka and Sakhalin—are

practically or physically cut off from mainland Russia. A decrease in transportation has led to the degradation of the economy of these regions. The development of a high-speed transportation system would not only bring these regions closer to the mainland, but also significantly contribute to their economic development. The only problem is that, until recently, the construction of hydrofoils was prohibited in the country.

### Lost leadership

Not so long ago, Russia was considered a leader in the design and construction of high-speed boats and ships. In Nizhny Novgorod, there is a construction bureau for hydrofoil vessels. At one time, the bureau was designing and building a large series of well-known river vessels in Russia and abroad. In the Soviet Union, the first high-speed passenger hydrofoil was the Rocket project commissioned in 1957—five years after hydrofoil pioneers in Switzerland, and five years ahead of United States hydrofoil projects.

Next came **Meteor** in 1959 (capacity of up to 128 passengers), **Comet** in 1961 (capacity of up to 118 passengers) and **Voskhod-2** in 1979 (capacity of up to 71 passengers). The so-called **Alekseevsky ships** are known worldwide. They were bought for the U.S., the U.K., Italy, Greece and the Middle East.



Of course, in parallel with the civil vessels, military ships and hydrofoils were also built.

One of the last civil projects involving hydrofoil river vessels commercially under construction in the Soviet Union was **Polesie**. These vessels were made between 1984 and 1996. The last hydrofoils that were built on the territory of Russia were for fulfillment of Chinese orders in 2000 and 2005, and they went along the Yangtze River.

The hydrofoil **HERMES** in Sochi, Russian Federation, sailing mainly between Georgia and Sochi with tourists. **Photo : Dirk van Uitert ©**

On the domestic Russian market of high-speed vessels, ships built at the turn of the

last century are still operating.

### More comfortable than aircraft

The current head of the Nizhny Novgorod bureau for hydrofoil, Sergei Platonov, said that the new Comet-120M is designed to carry 120 passengers; it was also designed in two models, for use in fresh water and salt water, with different corrosion protection and wings size.

The vessel's top speed is up to 60 knots (about 70 miles per hour). The control room of the **Comet-120M** is similar to the cockpit of a modern airliner. The new project widely uses wireless communication connection and management, and passenger comfort is better than on passenger airplanes.

According to developers, the vessel is very economical. The payback period is five years, and the life of the vessel is at least 25 years. Andrew Tretelnikov, an analyst at Rye, Man & Gor Securities, notes that the market segment of the hydrofoil in Russia today is limited to hiking trails, primarily in St. Petersburg and Sochi. On the international market, Ukraine is even competition for the Russian producers of the Comet vessel, as well as the Japanese company Kawasaki, which currently delivers such vessels to the Asian market.

"It is necessary to understand that these ships are made for speed: When compared with other vessels, they are less economical to operate. This load is reflected in the price of the ticket," Tretelnikov said. "The fate of civic projects largely depends on the support of the state," said the editor of the Moscow Defense Brief, Mikhail Barabanov. "Military ships are built in the framework governmental programs, under the civil market demands. What is it today? Who are your competitors? What is the volume of traffic? These are questions that, so far, have no clear answer. So, the fate of all projects in the field of civil high-speed shipbuilding is vague."

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The **EUROCARGO LIVORNO** arriving in Malta – Photo : Mario Schembri ©

## **Sinotrans Shipping shuns CSC Phoenix**

The Hong Kong-listed dry bulk arm of Sinotrans & CSC, **Sinotrans Shipping**, will not purchase vessels from indebted sister firm CSC Phoenix anytime soon, said Li Hua, executive director of the company. Currently, **Sinotrans Shipping** has around \$920m cash in hand, and will use some of them to purchase eco-newbuilds and secondhand tonnage in the second half to increase capacity, however it will not take over the financially troubled **CSC Phoenix'** s ships, Li stressed. Source : SinoShipNews

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## KOREX SPB NO 1 FOR BUNKERS IN SINGAPORE



The 152 mtr long the [Korea Line Corp](#) owned [KOREX SPB No1](#) loaded with 2 living quarters modules and 2 helidecks for the [PETROBRAS 66](#) and [PETROBRAS 65](#) anchored at Singapore Eastern anchorage for bunkers last Sunday , [KOREX SPB No 1](#) is built under yard number 8803 at the [Samjin Shipbuilding Industries Co Ltd - Weihai SD](#) in China and delivered during 2012 - photo's : [Piet Sinke](#) ©



## CSSC Shipping orders three 16,800 teu ships for CMA CGM at Jiangnan Changxing and Waigaoqiao

An undisclosed owner at the end of last week placed firm orders for three ultra large container ships with the Chinese [CSSC Shipyard group](#).

Though not officially confirmed, the orders are believed to have been placed by the Hong Kong-based [CSSC Shipping](#), the recently established ship leasing branch of China's [CSSC shipbuilding group](#). The vessels are said to be earmarked for long-term bare boat charters to the French Line [CMA CGM](#).

Two of the ships will be built at **Jiangnan Changxing Shipyard**, whereas the third unit is to be constructed at Shanghai Waigaoqiao Shipyard. Both yards are part of the **CSSC group** and they are actually located within a few kilometres from each other on the outskirts of Shanghai. The vessels are scheduled to come on stream in 2015, with estimated delivery dates in September, November and December of that year.

The deal is part of CMA CGM's efforts to increase its fleet of 16,000+ teu super jumbo vessels from three units to nine. In addition to the three vessels from **CSSC**, the Marseilles-based carrier is also believed to have firmed-up in July three 16,000 teu vessels at South Korea's Samsung Heavy Industries.

CSSC did not disclose any technical specifications of the planned vessel trio, but it seems reasonable to assume that the ships will be built to a design developed by the **Shanghai Merchant Ship Design & Research Institute**. This vessel design bureau, better known by its acronym SDARI, is a subsidiary of the **China Shipbuilding Industry Corporation (CSIC)**, which is the second large state-owned shipyard group in China next to CSSC.



The London registered **CMA CGM MARCO POLO** moored in Rotterdam-Europoort - **Photo : Paul Gerdes ©**

Of note, the super jumbo design that SDARI has been marketing for some years proposes somewhat larger ships than the vessels that **CMA CGM** ordered in Korea. With a length of 399.00m and a beam of 56.40m (22 rows), the ships are actually one row wider than the DSME-built **CMA CGM MARCO POLO** types and the similarly sized Samsung 16,000 teu design. At 16,872 teu, the SDARI ships have a container intake that is 800 teu greater than the capacity of the French Line's present flagships.

**Waigaoqiao Shipyard** has not yet built any container vessel in the past. So far, the yard is a prolific builder of large tankers and bulk carriers. The **CSSC group** as a whole however does have extensive experience in building large container ships and it delivered vessels of up to 8,888 teu to various domestic and international owners. The largest container ship types so far built in China are Japanese-designed 10,020 teu and 13,368 teu Coscon series built by the **Nantong Ocean Ship Engineering Company**, a joint-venture of the Cosco and Kawasaki groups.

**CSSC Shipping (Hong Kong)** was established by the CSSC Group in June 2012. Its main businesses include ship leasing, ship trading and ship management. The purpose of the new vehicle is to increase the orderbook of CSSC yards in times of weak demand or when potential buyers need help with the funding of newbuildings. **Source : Linervision**



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HAL's **RYNDAM** departing from Dover – Photo : David Stearne ©

## Ferry captain fired after accident

The captain of a ferry involved in last week Wednesday's accident on the James River has been fired. VDOT spokeswoman Lauren Hansen said the decision was made to let Captain Jack Goolsby go due to results of their preliminary investigation. Goolsby has been with VDOT since September of last year. The Jamestown-Scotland Ferry began pulling away from the pier around 8 p.m. last week Wednesday as vehicles were still boarding. One of those vehicles fell into the James River as a result. "The Coast Guard is taking this incident very seriously," said Capt. John Little, the commander of Coast Guard Sector Hampton Roads. "We are conducting an investigation to help ensure that situations like this do not happen again." The woman behind the wheel, 19-year-old Emma Fretts, spoke exclusively to WAVY News 10's Lauren Compton Friday. Fretts explained how she managed to stay calm and eventually escape from her sinking car. "It was crazy at the the time, but I don't know, I just tried to stay calm about it I guess," Fretts said. Wednesday night Fretts' car was halfway on the boat when it started to move away from the pier. "I hit the gas thinking maybe I could get on the ferry before but there was too much space," Fretts said. "As the ferry kept moving, the back of my car fell off the ramp, and the back end of my car fell into the water first," Frett said. She tried to press the window button, but hit the door lock button instead. In hindsight, she realizes rolling the windows down would have brought water rushing into the car. "As soon as the car went under I thought it was going to stay under," Fretts said. " Maybe that's why God let me hit the lock button so many times. If I had, it probably would have been a lot worse." For a second Fretts said she felt defeated, thinking she would die in her car. But she says skills she learned as an athlete, namely dealing with pressure, took over. "When I calmed down, I realized it was going to be fine, and I just figured a way to get out," Fretts said. She finally got the window button to work and climbed onto her car's roof as it sunk to the bottom of the river. Her father, Tom Fretts, believes a higher power was looking over his daughter. "I'm feeling very blessed," Tom Fretts said. "I do believe the Lord was looking over her and gave her the clarity of mind to understand what was going on and how to respond." Emma and her father have some peace about what happened, mostly because the ferry captain felt so bad about what happened. "He apologized. He was very apologetic, and he took responsibility for it," Emma Fretts said. " He thought he saw one of the employees give a signal that it was time to go." Source : Ferries outside Europe



Van Oord's **NORDNES** passing the Singapore straits Westbound last Sunday – Photo : Piet Sinke ©





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## CMA CGM believed to have firmed up three 16,000 teu jumbos at Samsung

The French Line **CMA CGM** is believed to have firmed up three 16,000 teu jumbo container ships at Samsung Heavy Industries of South Korea. Though an official confirmation is still missing, the deal should have taken place at least one month ago already. The sister vessels, Samsung hull numbers 2092, 2093 and 2094, are slated for delivery in March, May and July of 2015.

The ships are thus scheduled to come on stream in addition to three 16,800 teu units that **CSSC Shipping** of Hong Kong has ordered from **Jiangnan Changxing Shipyard** and **Shanghai Waigaoqiao Shipbuilding** and which are expected to join long-term bare boat charters with CMA CGM. The French shipping line, presently the world's number three container carrier, would thus receive six 16,000+ teu ship between February and December of 2015.

CMA CGM's deal with Samsung has taken quite some time to materialise since it is an order with a back story and linked to earlier orders for large container ships that Hamburg's non-operating owner Claus-Peter Offen had placed on behalf of CMA CGM. With the exception of two ships, these vessels were never delivered. The order cancellations however remained a bone of contention between CMA CGM, Offen and Samsung, until the matter could be sorted out earlier this year.

Technical specifications of the new ships are not yet in the public domain, but the in-house design for a 16,000 teu vessel that Samsung Heavy presented some years ago is for 396.00m long and 54.00m (21 rows) wide ships with a deadweight of about 180,000 dwt.

The ships of the new CMA CGM trio are expected to be built along these general parameters which, at least in terms of dimensions, are very similar to the French Line's DSME-built 16,020 teu **CMA CGM MARCO POLO** and her two sisters. Whether Samsung and the ship owner agreed to modify the original design to adapt it to today's slow steaming environment is not known. CMA CGM's new jumbo ships are earmarked for services within the framework of the upcoming P3 alliance with Maersk Line and MSC.

All three of the future super group partners have committed to ships of the next generation, which are notably larger than today's 14,000 teu 'standard' designs: Maersk Line not only has its eight 15,500 teu 'E-class' units of the **EMMA MAERSK type**, but is also gradually phasing in 20 'EEE-class' ships of 18,270 teu. MSC is to take delivery in 2014 and 2015 of six 16,000 teu vessels chartered from London-based Zodiac (four units) and Singapore's Eastern Pacific (two units). The ships are to be built at STX Jinhae in South Korea. In addition, MSC is rumored to be the charterer of three 18,000 teu ships that Hong Kong Asset Management ordered at DSME. CMA CGM already has three DSME-built 16,020 teu ships and will add the aforementioned trios from Korea and China in 2015. By the end of 2015, the French carrier will thus have nine ships of 16,000 teu or larger. **Source : Linervision**



The tug **AGILE** operating in the port of Singapore – Photo : Pieter van Beurden ©



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The **MOMENTUM SCAN** anchored off Singapore – Photo : Crew HAM 310 ©



## Co-operation with the Korean Register (KR) could yield more Asia based tonnage for the Isle of Man ship registry

More than a third of Isle of Man Ship flagged tonnage now operated by ship owners from the Asia Pacific region. The Isle of Man Ship Registry has just completed a pilot project with the Korean Register (KR) as a first step towards full recognition of the Korean classification society.

The move could mean more Korean owned and classed vessels coming onto the Isle of Man flag in future.

The recent delivery of the containership '**HANJIN BLUE OCEAN**' completed the series of nine 13,000 TEU vessels to register in the Isle of Man.

With gross registered tonnage at 141,000 for each ship, the entire series adds a healthy 1.26 million GRT to the Isle of Man's growing register. The addition of the Hanjin vessels means that at the half way mark of 2013, the total number of vessels registered on the Isle of Man flag stood at 433. This figure excludes 102 commercial yachts, making 535 commercial vessels in total amounting to 15.28 million gross tons.

The co-operation between the Korean Register and the Isle of Man flag was today hailed by KR's Chairman and CEO, Dr Chon Young-kee.

He said: "KR worked very closely with the Isle of Man flag on this project and we were impressed by the high international standards, the technical expertise and the professionalism of Isle of Man flag officials which were observed by KR throughout the building of the nine ships.

"I have no doubt that KR will work with the Isle of Man flag again and on this basis, the flag can become a registry of choice for a growing number of Korean shipowners."

And today the Isle of Man flag revealed that due to the rapid expansion of the global merchant shipping fleet in Asia Pacific in recent years, 35.3% of the flag's total tonnage now comes from that region. The delivery of the Hanjin Blue Ocean was the culmination of a project which enabled the Isle of Man flag and the Korean Registry to work closely together for the first time.

Nine containerships operated by Hanjin and classed by KR are now flagged by the Isle of Man registry.

Until this co-operation, the flag did not have any formal agreement with KR to act as a Recognised Organisation for statutory surveys, but it now intends to work closer with the Korean market to offer flagging facilities supported by KR for statutory matters.



Isle of Man flag director **Dick Welsh** (left) added: "The pilot project working with KR has gone extremely well for both sides. We were deeply impressed with the approach taken by KR which demonstrated once again that it is one of the world's leading classification societies.

"The Isle of Man flag believes this could be the first step towards a deeper working relationship with KR and the Korean shipping community in general."

All nine boxships were classed with KR which oversaw the construction and delivery on behalf of the Isle of Man flag. Each of the nine ships is owned by Isle of Man entities, all administered from the island.

The emergence of global shipping hubs in Asia and the rise of the economies in the region have meant the Isle of Man flag has benefitted from increasing numbers of Asia based owners choosing the flag.

And according to Mr Welsh, the increasing support for the Isle of Man flag among Asian operators is also due to the efforts the flag has made in raising its profile in key Asian maritime nations such as South Korea and Singapore.

These initiatives include regular visits to the region by senior flag officials, setting up a representative office in Singapore and building a comprehensive network of surveyors in major shipping centres in the region.



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The **CARIBBEAN PRINCESS** outbound from the Cromarty Firth 17 Jul on a glorious Scottish summers evening. The picture is taken from the headland called the South Sutor some 140 meters above sea level. The Sutors of Cromarty are two opposing headlands which mark the entrance to the Cromarty Firth. The Sutors stand guard over the firth, and many stories have been told about them, Sutor is the Scots word for shoemaker, and one story tells of two giant shoemakers, the sutors, who used the two cliffs as their workbenches, and tossed their tools to and fro between one another. **Photo : Emma Kate Mackay ©**

## Mitsui O.S.K. Lines, Ltd. : Update (No.2): Safety Enhancements on Sister Vessels of the Containership MOL Comfort

**Mitsui O.S.K. Lines, Ltd.** (MOL; President: Koichi Muto) reports that itself, other concerned parties, and Lloyd's Register (LR)(\*1), which MOL appointed as technical consultant, have conducted a thorough investigation into the causes of the mid-June 2013 hull fracture of the MOL-operated containership **MOL COMFORT** on the Indian Ocean. Also, MOL has extended and will extend all possible cooperation to the Committee on Large Container Ship Safety, which was launched by the Ministry of Land, Infrastructure, Transport and Tourism (MLIT). MOL began preventative measures (\*2) to enhance the safety of six sister vessels immediately after the incident. Measures taken to reinforce the hulls of **MOL CELEBRATION**, **MOL COURAGE**, and **MOL CREATION** were recently completed (\*3), and these vessels return to Asia-North Europe service beginning August 10. The work done on the three containerships aimed to strengthen the hull structures to approximately twice that required by Nippon Kaiji Kyokai (ClassNK), Japan's classification society, which conforms to the safety standards of the International Association of Classification Societies



(IACS)(\*4). ClassNK has confirmed that the work done on these three vessels was executed according to plan. Further, LR expressed its opinion that the structural reinforcement completed for the vessels is considered to be the best preventive measure against a similar failure at present.

**MOL CHARISMA** and **MOL COMPETENCE** among three remaining three sister vessels are already at the dockyards of **Mitsubishi Heavy Industries, Ltd.** and their hull reinforcement will be completed by the end of September to beginning of October. The work for **MOL COMMITMENT** which was newly delivered this June will be completed by February 2014.

(\*1)Lloyd's Register, located in London, is an expert body in vessel design certification and shipbuilding inspection. It has abundant experience in approving design drawings and inspecting - both during and after shipbuilding - more than 100 containerships (with owners from various countries/areas such as Denmark, Switzerland, France, China, Taiwan, Chile and Singapore) larger than 8,000 TEUs. Please refer to the press release on July 4: MOL Appoints Lloyd's Register as a Technical Consultant to Determine the Cause of the Incident Involving Containership **MOL COMFORT**.

international unified standards (including hull strength) Source: Mitsui O.S.K. Lines, Ltd.

## World's largest container ship crosses Egypt's Suez Canal

Egypt's vital waterway Suez Canal witnessed last Friday the crossing of **MAERSK MCKINNEY MOLLER**, the world's largest container ship to continue it's first voyage from the Far East to Europe, the company stated. The 400 meter-long Danish Vessel breaks the record of the **EMMA MAERSK** container ship by adding 16 percent to the height.



Last Friday the **MAERSK MCKINNEY MOLLER** welcomed onboard canal senior officials and the head of the Suez Canal Authority Mohab Mamish, who checked the ship's workflow and praised the capacity of the Egyptian waterway and its employees to receive such ships. The first pilot embarked at 0445hrs and **MAERSK MCKINNEY MOLLER** commenced the transit. From Ismailia until Port Said the Chairman of SCA and SCA officials joined to experience the Triple-E class. The crew received a cake from the Chairman which they had on the bridge after lunch. A very good cake indeed



When the **MAERSK MCKINNEY MOLLER** passed the Great Bitter Lake they met the **CHASTINE MAERSK** who was at anchor on her southbound voyage. - Next stop is **Rotterdam 16th August. ETA Pilot Maas 1230hrs.**

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I have been working at sea for 26 years now and I always said that I would never spend time at sea in my time off. This summer Holliday however we decided to make our first ever cruise. This under pressure from my wife who wanted to do this for a long time. You know how persistent women can be. So as a grumpy old man I boarded HAL's **NIEUW AMSTERDAM** in Venice a few weeks ago with my wife and 5 year old son for a 12 day cruise, thinking I would rather spend my time off somewhere else. The following 2 weeks proved how wrong I was and we enjoyed a fantastic holiday! I want to thank my wife for being so persistent and the crew of the ms **NIEUW AMSTERDAM** for an unforgettable experience. **Capt. Loek Fernengel - Master/OIM Sevan Driller ©**

## BP to keep Frontline-linked company's VLCC on lease until 2015

Oil major BP will continue to keep one of the VLCCs taken on lease from Frontline-owned **Independent Tankers Corporation Limited** until 2015, the tanker company said Monday. While the lease of 2000-built **British Purpose** to BP Shipping will be extended until July 14, 2015, the shipping arm of the oil major will re-deliver the **British pride** back to ITCL on July 30, 2014, the Bermuda-based shipowner said in a statement. ITCL operates six VLCCs and four Suezmax tankers, which are mostly on long-term charters to subsidiaries of BP Shipping Limited and Chevron Transport Corporation, or Chevron, according to the company's website. The Suezmaxes include **Cygnus Voyager**, **Altair Voyager** and the **Sirius Voyager**, while the VLCCs are the **Pioneer**, **Ulriken**, **Phoenix Voyage**, **British Progress**, **British Pride** and the **British Purpose**. Source : Platts

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## USS Freedom's "Blue" Crew Gets Ship Underway from Singapore

**USS Freedom's** "Blue" crew got the ship underway for the first time Aug 8., days after completing a crew swap with the "Gold" crew.



The morning began with command quarters and an awards ceremony for a junior Sailor: Culinary Specialist 3rd Class Christian Diaz was awarded the Navy and Marine Corps Achievement Medal and a Letter of Appreciation. Then LCS crew 101 kicked into full gear: shore power disconnected, engineering and command and control spaces manned and equipment secured for sea for the first underway of their deployment to Southeast Asia.

"With all the training and preparation we completed prior to getting underway," said Damage Controlman 3rd Class Jessica Brigrance. "I believe we are more than capable to put Freedom on the map and show people what LCS is all about." Brigrance, from Conway, Ark., has been in the Navy for one year on this day exactly and says this deployment will be a great and challenging experience for her. This is her first time at sea.

This initial underway gives the crew an opportunity to exercise command and control functions, damage control, as well as visit, board, search and seizure (VBSS) operations. Scheduled events during this underway will include: flight operations, aircraft and main space firefighting drills, rigid-hull inflatable boat (RHIB) launch and recovery movements, compliant boarding exercises, and 57mm and 30mm fire control exercises.

"We will be conducting maritime interception operations with a 12-man boarding team," said Chief Gunner's Mate Joel Hernandez. "This deployment will give our team the opportunity to refine the team's tactical knowledge and techniques." "Getting underway is a proud moment for our Sailors," said Freedom's Commanding Officer Cmdr. Pat Thien. "We have a great feeling of accomplishment after all the training and work we completed prior to arriving in Singapore. We are finally doing what we need to do."

Fast, agile and mission-focused, littoral combat ships are designed to operate in near-shore environments and employ modular mission packages that can be configured for surface warfare, mine countermeasures, or anti-submarine warfare. **Freedom** deployed to Southeast Asia March 1, and completed a crew swap Aug. 6, marking the midway point of the deployment. **Freedom** will return to her homeport in San Diego at the end of the year. **Source : US Navy**



The Dutch AOR **A 836 AMSTERDAM** departed from Den Helder naval base bound for Willemstad (Curacao) where the navy vessel, equipped with an **NH-90 helicopter** will be operating as Caribbean guardship with coast guard duties for the next 4 months **Photo : Ron Damman – [www.newdeep.nl](http://www.newdeep.nl) ©**

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## Navy submarine **INS Sindhurakshak** catches fire at naval dockyard in Mumbai

A diesel-powered Indian submarine exploded and sunk Wednesday in a Mumbai dock, killing an unknown number of 18 crewmen on board and setting back the navy's ambitious modernisation drive. The fully-armed **INS Sindhurakshak**, returned by Russia earlier this year after a major refit, is nose-down in the water, with just a small part visible above the surface, the navy said.



The disaster is thought to be the worst for the Indian navy since the sinking of a frigate by a Pakistani submarine in 1971 and India's defence minister described the explosion as the "greatest tragedy in recent time."



"I feel sad about those navy personnel who have lost their lives in service of the country," Defence Minister A.K. Antony told reporters in New Delhi without saying how many had died in the fire.

The blast came days after New Delhi trumpeted the launch of its first domestically-produced aircraft carrier and the start of sea trials for its first Indian-made nuclear submarine.

The world's biggest democracy has been expanding its armed forces rapidly to upgrade its mostly Soviet-era weaponry and react to what is perceived as a growing threat from regional rival China. Grainy amateur video footage taken by a witness showed a fireball in the forward section of the Russian-made **INS Sindhurakshak** where torpedoes and missiles are stored as well as the battery units.

see the explosion at : [http://www.youtube.com/watch?v=S9oY0s993ss&feature=player\\_embedded](http://www.youtube.com/watch?v=S9oY0s993ss&feature=player_embedded)

"There were two to three explosions and the night sky lit up briefly," said eyewitness Dharmendra Jaiswal, who works in a public toilet near the dockyard and was sleeping there overnight. "There was a lot of smoke and I thought it was some major repair work," he told AFP near the scene of the disaster on the southern tip of the Mumbai peninsula.

P.S. Rahangdale, an off-duty firefighter who rushed to the scene, told a local television channel that the **INS Sindhurakshak** "was totally on fire" and was berthed next to another submarine.

"Because of timely intervention of my team and resources and navy's resources we could save that second submarine," he said. The navy stressed that the cause of the explosion was not known and divers were working to enter the stricken hull of the vessel, which is resting on its nose on the seabed eight metres (26 feet) down.

While the number of dead is not known, other sailors stationed on vessels berthed nearby were admitted to hospital with burn injuries. "Some sailors and other personnel who were in the vicinity of the submarine have been admitted to INHS Asvini (naval hospital) with injuries," said navy spokesman PVS Satish. "Eighteen sailors were on board the submarine, they have not been evacuated yet," Satish told AFP.

The submarine was fully operational and was therefore carrying a "full complement of torpedoes and missiles", he said. In February 2010, the **INS Sindhurakshak** also suffered a fire while docked in Visakhapatnam city in southern India, killing a 24-year-old sailor and leaving two others with burns. An inquiry into the cause of the explosion has been ordered and Defence Minister Antony was due to visit the scene later in the day.

One senior navy officer, speaking on condition of anonymity, said the "needle of suspicion" was on the battery system as the source of the fire, but he stressed that these were early assumptions.

A spokesman for the Russian Zvyozdochka company which overhauled **INS Sindhurakshak's** weapons, navigation and power generator systems said that India raised no objections about the vessel when it was returned earlier this year.

The submarine, whose name means "Protector of the Seas" in Hindi, is still covered by a Russian warranty and eight Zvyozdochka employees are still in Mumbai, the spokesman said. "Zvyozdochka is prepared to render its full assistance in the investigation and search for the causes of the accident," the spokesman told the ITAR-TASS news agency.

The submarine was built in 1997 at the Saint Petersburg's Admiralty Wharf.

Arun Prakash, a former Indian navy chief, said that the "it looks like a pretty massive explosion" and said the prospect of survivors appeared unlikely. "There is a possibility that these 18 crewmen may have sealed themselves off in some

part of the submarine and they may still have survived," he told the CNN-IBN news channel. "Otherwise with this massive explosion chances don't look very bright," he added.

Rahul Bedi, a defence expert with IHS Jane's Defence Weekly, told AFP the 16-year-old submarine lacked some modern safety features common to newer vessels. "They don't have escape routes in the event of accidents unlike some of the modern submarines," he said. The Indian navy says it has a total of 14 submarines but only between seven and nine are operational at any point because of regular repair and refitting operations.

The disaster had echoes of a tragedy in Russia in 2000 when the Kursk nuclear submarine sank in the Barents Sea with the loss of all 118 crew on board. **INS Sindhurakshak** is a kilo-class submarine which normally operates with a crew of 53 people and can sail on its own for 45 days, the Indian navy website says.

Russia is still the biggest military supplier to India, but relations have been strained recently by major delays and cost over-runs with a refurbished aircraft carrier, the **INS Vikramaditya**. Source : Yahoo 7 News

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## India to emerge as next hub of ship-building industry: G K Vasan

Union Minister G K Vasan today claimed India would be the "next hub" of ship-building industry among the emerging economies, though the industry is still reeling under the global economic slowdown. "A robust ship-building industry is a vital component of any strong economy," Vasan told reporters here.

The Union Shipping Minister, while giving examples of USA, western European countries and Japan and South Korean in Asia, stressed that "India would be the next hub of ship-building industry."

When asked if his ministry is looking forward to global orders in the wake of the Cochin Shipyard's success in building **INS Vikrant**, India's first indigenous aircraft carrier, he said the strain on the world economy remains an issue and it is likely to continue for a year.

On a positive note, Vasan said that 87 per cent growth was witnessed in tonnage capacity in shipping industry globally which would be helpful for Indian ship manufacturers as well. "We have long term plan for shipping industry," the minister said, emphasising that Cochin Shipyard Limited has demonstrated its status globally by successfully taking up the challenge of **INS Vikrant**.

CSL's chairman-cum-managing director Commodore K Subramaniam said his shipyard has redeemed the trust and faith put in it by the government in substantial measure with the launch of **INS Vikrant**.

The indigenous aircraft carrier has enabled India to join the elite club of nations with the capability of designing and building a warship in the over 35,000-tonne class.

The launch of warship, which has a length of 260 metres and is 60 metres wide, is behind schedule by three years. It is set to go for extensive trials in 2016 before being inducted into the Navy by 2018 end. Fighter aircraft--Mig-29K, Light Combat Aircraft and Kamov-31 helicopters--will be deployed on board the carrier which will also carry an array of other weapons system Source : Indiatimes

## ROUTE, PORTS & SERVICES



On Saturday 10th August 2013 the **Talisman Sinopec Claymore Compression Module** was loaded out onto the barge. The Claymore module built by **HSM Offshore** was loaded out at the HSM yard located in the Wilhelmina harbour (Schiedam) under supervision by **Mammoet** unto the **Ugland barge UR98**. The module will be installed by **Saipem vessel S7000** on the **Claymore platform** at end of August or beginning of September 2013

Photo : Pieter Koning ©

## VARD signs contract with DOF Subsea and Technip for four Pipe Lay Support Vessels

**VARD** announces the signing of new contracts with joint ventures of DOF Subsea and Technip for the design and construction of four Pipe Lay Support Vessels (PLSVs), said in the company's press release. The contracts constitute the largest order in VARD's history, with an aggregate order value of approximately USD1.1 billion (NOK 6.5 billion).

Two of the vessels, of VARD 3 05 design, will be delivered in 2Q 2016 and 3Q 2016 respectively. The hulls of these vessels will be built at Vard Tulcea in Romania and outfitted at Vard Søviknes in Norway. The other two vessels, of VARD 3 16 design, will be delivered from Vard Promar in Brazil, in 4Q 2016 and 2Q 2017 respectively.

The award of these prestigious contracts reinforces VARD's position as a leading provider of large and complex Offshore Subsea Construction Vessels (OSCVs). Through this order, **VARD** is able to capitalize on its track record, experience and world-class design capabilities in Norway as well as its long-standing presence and investments in the Brazilian market.

The new designs have been developed in close cooperation with **DOF** and **Technip**. The Norwegian built vessels will carry pipe lay towers rated at 650 tons, among the largest ever in the industry. At 340 tons, the Brazilian built vessels will be among the most complex vessels ever constructed in Brazil. Topside equipment for all four ships will be delivered by **Huisman** of the Netherlands. CEO and Executive Director Roy Reite commented, "I look forward to working with **DOF** and **Technip** on these milestone projects. **VARD** yards in both Europe and Brazil being chosen to build these vessels illustrate the value of having a global presence when working with international clients, and bringing leading edge technology to new markets." **Source : PortNews**

## 10 new pipelay equipment orders for Huisman



**Huisman**, the worldwide specialist in lifting, drilling and subsea solutions, has secured new contracts for 10 pipelay systems with various major offshore pipelay contractors. The new contracts include three 550mt



Tilttable Lay Systems (TLS) and one 325mt Vertical Lay System (VLS) for Subsea 7, two 650mt TLS and two 340mt VLS for Technip-DOF, one 275mt VLS and one 570mt Multi-lay System for Ceona. The equipment will be built at the various **Huisman** production facilities in The Netherlands, Czech Republic, China and Brazil. Delivery of these pipelay systems is scheduled between the end of this year and early 2017.

The orders for the 3 x 550mt TLS for Subsea 7 and the 2 x 650 and 2 x 340mt TLS for **Technip-DOF** are all part of their contract with **Petrobras**. The three **Subsea 7** TLS will all be equipped with a sophisticated Huisman squeeze system to accurately control squeeze loads. Moreover, all tensioners will be retractable, which allows for safe and efficient installation of large subsea infrastructure components such as umbilicals, risers and flowlines. The vessels for Subsea 7 will be built by IHC, The Netherlands. **Technip-DOF's** order for two TLS includes baskets and 2 x 50mt SMST knuckle boom cranes, which allow for deck handling and deep water operation. The vessels for the 2 x 650mt will be built by VARD in Norway and the vessels for the 2 x 340mt will be built by **VARD** in Brazil. Delivery of the final pipelay system for these orders is scheduled for early 2017.



An additional contract for **Subsea 7** includes a 325mt VLS for their new built DP3 Heavy Construction and Flexible Pipelay Vessel, which will be built by Korean shipyard **Hyundai Heavy Industries Co. Ltd. (HHI)**. Besides the pipelay system, **Huisman** will also deliver a 600mt AHC subsea crane for this vessel. Delivery is scheduled for 2015.

The orders for **Ceona** include pipelay systems for their vessels the **POLAR ONYX** and the **CEONA AMAZON**. The latter, a multi-function, dynamically positioned construction vessel, will be built based on a **Huisman** vessel design. The highly integrated and fully optimized vessel will have exceptional sea keeping characteristics, with a maximized deck area and a weather window with limited vessel dimensions. This design includes a project area of 4600m<sup>2</sup>, which allows for further storage of line pipe and standard flexible installation reels. The pipelay system consists of an inclinable lay system with a top tension of 570mt and a rigid pipeline firing line system. The vessel can lay rigid pipelines, flexible pipelines and umbilicals, and can install large subsea structures using one or both of her 400mt subsea cranes, also built by **Huisman**. The **CEONA AMAZON** will be built by **Lloyd Werft**, and the Huisman equipment is scheduled for delivery in 2014. The 275mt VLS for the **"POLAR ONYX"** will be delivered in 2014 as well.

**"Dirk Leenheer**, COO of **Huisman**: "These new orders are a confirmation that our innovative and high-quality designs and products are valued in the market. It has been no problem to fit all new orders into our current order portfolio, due to our worldwide production capacity. Additional new projects can also be accommodated". **Source :** **Huisman**

## Eilat port closed amid terrorist threat

Voice of Israel website stressed that the precautionary action taken by Israel to close Eilat port yesterday came upon notification from the Egyptian side to exercise caution.

The website said that Egypt informed Israel about terrorist groups' threats in Sinai to attack Israeli targets from Sinai with missiles of a range of 70 km. Egyptian authorities have taken preventive measures to pre-empt this terrorist plot to be implemented starting from the second day of Eid al-Fitr. **Source : Gulfshipnews**

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The classic Coaster **MV MISTRAL**, passing de Gastanker **MT ODIN** during the passage of the Drogden channel in Denmark **Photo : Sjaak Broere - Chief Engineer, LPG/C "Odin" ©**

## **Ms-Renata transporting containers in Rotterdam.**

See : <http://www.youtube.com/watch?v=nk72q801ACw>

## **Nepal seeks foreign trade through Visakhapatnam Port**

Nepal is keenly looking to open Visakhapatnam Port in Andhra Pradesh as an alternative route to do business with third countries. At present, its foreign trade is hugely dependent on the Haldia Port in West Bengal.

In 2009, the Indian government had approved Visakhapatnam Port as a second shipment point for handling container cargo from Nepal.

"This port is efficient, effective and ultra-modern, fully equipped with computerized system," said Sushil Mulchandani, chief operating officer of Visakha Container Terminal Private Limited, addressing the Nepal-India Business Conclave on "Visakhapatnam Port: Additional Gateway for Nepal's Export Import Traffic" here.

He said the port would be more feasible for Nepali traders in terms of efficiency and cost compared to Kolkata port. He also claimed that the Nepali traders could check the status of their containers inside the port from Nepal by visiting the company's website.

Mulchandani said his company could arrange road and rail transportation up to Nepal's border from the port, adding, "there will be no additional or hidden charges to Nepali containers".

Given the increment in the volume of Nepal's trade and the appropriateness of the Visakhapatnam port, he explained, the governments of Nepal and India should include the port in their trade treaty.

But Nepali officials maintain that the Nepal-India Transit Treaty, which was renewed last year without any changes, made it impossible for Nepal to use the port. Former commerce secretary Purushottam Ojha said that for all the advantages the port boasts, Nepali traders are not in a position to use it with no letters of credit yet being exchanged between the two governments to implement Railway Service Agreement and Nepal-India Transit Treaty.

While preparing for the renewal, Nepal had asked India to provide access to five more trade and transit routes between Vishakapatnam sea port and four major customs points, rail route between Birgunj dry port and Vishakapatnam, and Rohanpur-Singhabad-Jogbani and Phulbari-Banglabandha routes. But the treaty was renewed in the first week of this January without any changes. India and Nepal are locking horns over Additional Lock System (ALS) that India has been imposing on Nepal-bound cargo for more than two years which is one reason that the Nepali side could not benefit from the Indian offer.

India had requested Nepal to formalize the additional lock system it had begun on cargo bound for Nepal from third countries via its Kolkata/Haldia ports and vice-versa beginning Aug 1, 2011, arguing that such cargo were often found "tampered with and locks broken". For its part, the Indian side had demanded that the goods be moved from one part of India to another via Nepal through a simple customs undertaking. The Nepali side was positive on this proposal. Since 1993, India has allowed the movement of goods from one part of Nepal to another via India through the same process.

As both sides failed to amend the Transit Treaty addressing each other's demand and concern, Nepal and India could not exchange the Letters of Exchanges (LoE) on these issues. As a result, Nepal could not use the Visakhapatnam Port immediately. Nepal's transit trade is routed through 22 designated routes from India-Nepal border to the port of Kolkata/Haldia. In addition, Nepal's trade with and through Bangladesh also transits through India. **Source :** **Newstrack India**

## **Surging grain imports to buoy bulk rates, say Asian shipowners**

**By Keith Wallis**

Soaring imports of wheat by China and Pakistan are set to drive up freight rates for smaller dry bulk cargo ships in the next few months, Asian shipowners say.

The potential hike in wheat volumes could fuel an increase of as much as 50 per cent in the number of charters for Panamax-size ships, shipbroker figures show. "We think there will be a positive impact on rates," said Mats Berglund, chief executive of Hong Kong's Pacific Basin Shipping, describing China's need for higher imports.

China is estimated to need an extra 10 million tonnes of wheat import wheat to make up a shortfall caused by crop failures linked to the weather.

That would be in addition to the more than 3 million tonnes of wheat it was already due to import in the year to June 2014. Pakistan is set to require up to 1 million tonnes of wheat in the year to March 2014 after domestic production was hit by several factors, including a delay in planting. Grain shipments favour smaller Handysize, Supramax and Panamax ships, varying between 32,000 and 76,000 deadweight tonnes, rather than large Capesize vessels that are almost exclusively used to haul iron ore and coal.

One Panamax-sized cargo, equal to 66,000 tonnes, would need to be shipped every day between August 1 and December 31 if China is to import an extra 10 million tonnes of wheat this year, said Khalid Hashim, managing director of Thailand's Precious Shipping.

By comparison, more than 50 Panamax ships, carrying grain, coal and iron ore, were chartered in July, according to figures from Clarkson Research Services, a data provider widely relied on by the global shipping industry.

Hashim, whose company operates 40 dry cargo vessels, added: "I am sure that this will have a positive impact on the (dry bulk) markets." Dry bulk freight rates would be buoyed by a strong North American grain harvest, Berglund added



While the Chinese wheat crop failure "is a straw of hope for the dry bulk market, we have not seen much impact on the Handysize and Handymax vessels trading in the Pacific," said Tan Chin Hee, executive director of Pacific Carriers, owned by the Kuok Group, which has interests in commodities, property and newspapers.

Charter rates for a 32,000 deadweight tonne Handysize ship were down to \$7,867 per day on Friday, against an average of more than \$8,000 per day in July, according to Clarksons data. Thailand's Thoresen Shipping thought freight rates would start to climb in the next two months as China-led grain demand augmented very good harvests in North America, said managing director Ian Claxton. But Tan said the firming in bulk rates caused by increased China demand would be shortlived, as the continuing oversupply of tonnage across all bulk sectors took its toll. Dry bulk ships equivalent to 17.8 per cent of the current dry bulk fleet are on order to be delivered between now and 2016, Clarksons data showed. Cancelled deliveries and ship scrapping this year have cut growth of the global dry bulk fleet to 3.8 per cent from the figure of 10.4 per cent for all of last year, Clarksons said. **Source : Reuters**

## Technology to take down the pirates

**No longer a regional threat, it's time to look at a multi-layered strategy for tackling piracy**

Mention piracy and thoughts will typically turn to Somalia and its pirates, who have terrorised the waters of the Gulf of Aden in recent years. Various measures have been taken to combat piracy in the region, many of which have centred on human intervention in the form of navy patrols and armed guards keeping watch on open deck.



According to the International Maritime Bureau's (IMB) latest quarterly report on 'Piracy and Armed Robbery Against Ships', the number of acts of piracy reported off Somalia has significantly decreased in the first few months of 2013. Despite the drop-off in attacks off Eastern Africa, the report served to remind the industry of the global nature of the piracy threat; ship hijackings were recorded in the Gulf of Guinea off Western Africa whilst Indonesia ranked highest for the number of reported attacks with 25 incidents.

Although private security personnel and international navy patrols appear to have deterred Somali pirates, the International Maritime

Organisation's (IMO) Best Management Practice advice on Somalia based piracy preaches the employment of additional physical measures. In addition to human resources, ship operators are advised to reinforce defences with tangible deterrence and prevention devices to counter pirate incursions.

And as pirate activity seems to have intensified beyond areas of notoriety such as Somalia, relying solely on the protection provided by security personnel can no longer be regarded as an adequate strategy for defending a ship from attack.

Speculating that financial belt-tightening could be leading some owners and operators to limit their outlay on protection measures, Pottengal Mukundan, director of the IMB, says: "The use of armed guards should not exclude other means, recommended for example under the Best Management Practices (BMP) to be used on board. It is recommended that armed guards are always deployed in addition to and not in place of other anti-piracy measures."

Taking the lead in advancing the role played by non-lethal physical anti-boarding devices is GAC Maritime Security Services. Over the last 12 months, the company has partnered with several manufacturers of innovative physical protection products, ranging from perimeter razor wire to water cannon.

### **Water cannon**

Recommended as part of the IMO's BMP for combatting piracy, the services of Swedish based water cannon manufacturer, Unifire AB, have been enlisted by GAC. For Unifire, the concept of using high-pressured streams of water to deter potential assailants has developed out of their existing portfolio of cross-industry products, including water cannons for professional fire-fighting use.

Dealing with a threat as unpredictable and volatile as piracy, the flexibility and user-friendliness of an anti-piracy system is paramount to its success. These are characteristics that Unifire has kept at the forefront of the design strategy behind its anti-pirate water cannon system, SeaSerpent.

At the heart of the system are two principle components; firstly, remote control water cannons that are mounted over the ship's railings, enabling them to provide full protection against approaching ships and, secondly, advanced control systems that allow an operator to easily and accurately control the direction and spray pattern, open and close valves,

record and play pre-programmed sequences, and even interact with other ship systems (such as radar, infrared cameras).

With a vessel exposed from all sides in open sea, the system is flexible enough to allow ship operators to choose a configuration that covers all angles of attack. Roger James, the company's Director of International Sales & Marketing, says: "A network of water cannons can be installed around the vulnerable areas of the perimeter of a ship, all of which can be customised to operate off one joystick if desired. However, a single joystick might not be practical, as you might want more than one person controlling multiple cannons, such as when two or more skiffs attack simultaneously.

"Unifire has also developed special mounting pipes, which enable the cannons to aim not only at skiffs up to 80 meters out, but also to aim straight down along the ship's side to protect against a skiff that may have reached the ship in an attempt to ascend to the deck. Coupled with rotational capacity of up to 350 degrees, the cannons can be directed in almost any direction, thereby covering any angle of attack."

Integral to a device such as water cannon is consideration of the operator's safety given the armed nature of most pirate assaults. This is uppermost in the IMO's best practice recommendations, in which it is advised that manual operation is not conducted from an exposed position. This is a factor that has been fully considered by Unifire in the design of the SeaSerpent. "The system is operated remotely from a safe haven such as the bridge and the water cannons can even be operated semi- and fully-automatically. Unifire also offers wireless radio remote controls and other custom integrated control options," says James.

### Razor wire

Critical to the effectiveness of non-lethal protection devices is their visibility on the vessel, which Mukundan believes is why water cannons and razor wire represent the way forward in vessel protection: "Technologies such as razor wire and water cannons are valid because they are visible. When the pirate sees something like this, they may go for a vessel that appears to be less obviously protected, unless they're sure they can overcome these measures."

At the end of 2012, GAC gave its backing to Mobile Defense Systems' (MDS) anti-grapple razor wire solution, called PirateFence. The modular-based perimeter protection system consists of separate coil segments, designed for application in sections to handicap any pirate attempt to peel away the system in its entirety.

The system uses razor wire with a galvanized steel core that is resistant to cutting, except with high quality bolt cutters. The wire is also sharpened with razor blade-like edges; however, its easy-to-use 'roll' design ensures that the risk of crew injury is virtually eliminated during installation or transportation of the cylinder units.

Managing director and founder of MDS, Danielle DiBruno, explains the choice of material: "The razor wire we chose to use is called Razor Ribbon as it is brand and type used by every high-security prison in the United States to prevent prisoners from escaping. It is both a highly visual and physical deterrence and based on my knowledge is not currently used in maritime applications."

### Innovative engine disabling

Perhaps the most intriguing of all the vessel protection technologies acquired by GAC, Netherlands-based **Westmark BV's P-trap** engine disabling device has attracted significant attention from the industry. A winner at the **Safety at Sea International Awards** as well as a finalist in categories at the **Seatrade Awards** and **Lloyd's List Awards** in 2011, the **P-trap** device is also designed to offer non-lethal protection to a vessel.

Designed to create a security zone around the ship, **P-trap** consists of a set of long, thin lines that can be deployed overboard to act as a barrier to prevent unidentified vessels from approaching too close. The lines are carried on side booms that can extend up to 10 metres from the ship's bow on both sides of the ship just below the water surface.

Describing the process involved in disabling the engine of an oncoming vessel, **Maurits F. Westerbeek van Eerten**, Director of **Westmark BV**, says: "The weak link in the P-Trap lines will ensure that the system behaves in a non-lethal manner. When another vessel comes too close to be comfortable, the external vessel sails into the line spread. The engine's propeller will get trapped, a weak link will activate, and the vessel is released including the P-Trap line."

Looking for an additional edge in an increasingly competitive market is a critical factor in the design of vessel protection devices. Westmark believes that the P-Trap can offer this edge by alleviating vessels of the need to implement one of the IMO's suggested BMPs when threatened by a pirate vessel.

"Contrary to the BMP, heavy manoeuvring will not be necessary under an attack. Heavy manoeuvring is done to keep the attackers away from the side of your own vessel", says Westmark. Due to the P-Trap's creation of a security zone, the threat of pirate vessels approaching the side of a ship is automatically mitigated. **Westmark** says: "P-Trap enables captains to keep their maximum speed and not lose 25 per cent of their own vessel speed as a result of heavy

manoeuvring. The captain will not have to focus on immediately changing its course but on the efforts of getting the crew to the mustering stations for preparation to evacuate into the Citadel."

**Newbuild design**

However, as innovative and adaptable anti-piracy solutions continue to flood the industry, Mukundan is keen to emphasise that consideration of the piracy threat should start at the design stage of building new vessels as well.

"It is much better that these measures are implemented at the time when the ship is built rather than subsequently when it becomes much more expensive. At this stage there are some simple and effective options. For example, when the pirates try to board a ship, they try and hook ladders onto the gunwale; so if you can design a wider gunwale, then it makes it more difficult for them to hook the ladders on. It is also much more cost effective to design an efficient citadel when the vessel is built rather than later," Mukundan says. **Source : [marineoffshoretechnology](#)**

## **MARITIME ARTIST CORNER**



The **STAD AMSTERDAM** is the latest painting made by **Frans Romeijnsen**  
[www.galeriemarkant.nl](http://www.galeriemarkant.nl)

## **.... PHOTO OF THE DAY ....**





**UNION MANTA** operating in the Gulf of Mexico together with the **BALDER** from Heerema  
Photo : crew **UNION MANTA** ©

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