

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 232



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**The SMIT BARRACUDA, SMIT BUFFALO and SMIT BULLDOG moored in the Wet Basin of Cammell Laird Shipyard, Birkenhead (Liverpool) with in the background seen the two new Western Ferries SOUND OF SEIL and SOUND OF SOAY. Photo : Jaap Been ©**

## IN MEMORIAM

Gisteren bereikte mij het droeve bericht dat op 52 jarige leeftijd is overleden

## PETER VAN LEEUWEN

Peet kwam in 1979 als leerling wtk in dienst bij Smit-Lloyd. In 1985 werd hij bevorderd tot 2e wtk maar in 1987 koos Peet voor een baan aan de wal.

Peet werkte altijd met veel plezier bij Smit-Lloyd en ook zijn vrouw Marianne heeft mooie herinneringen aan die tijd dat Peet vanuit Velsen voer.

De crematieplechtigheid zal plaatsvinden woensdag 21 augustus 2013 omstreeks 14.15 uur in het crematorium Rotterdam-Zuid, Meaterlinckweg 101.

Wij wensen zijn vrouw Marianne en kinderen veel sterkte met dit verlies.

**\* \* \* \* \*** PEET RUST ZACHT **\* \* \* \* \***

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore

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The **STARNAV PERSEUS** operating near the **ENSCO 6004** in the Jubarte Oilfield, offshore Vitoria, Brasil

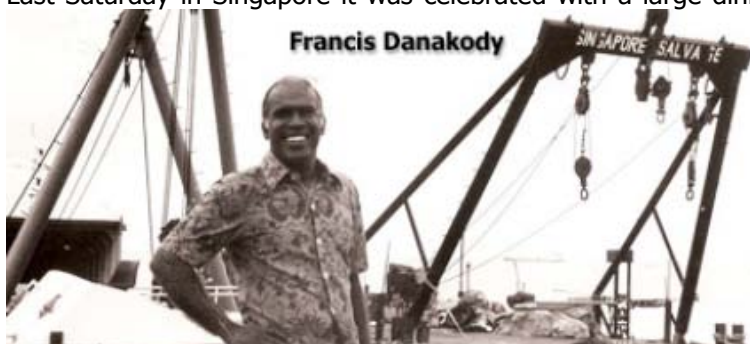
Photo : Capt. John van de Langenberg ©



## SAPPHIRE CELEBRATION FOR SINGAPORE SALVAGE ENGINEERS



Last Saturday in Singapore it was celebrated with a large dinner that **Mr. Francis Danakody** started **Singapore Salvage Engineers** 45 years ago, Mr. Francis Danakody's interest in diving dates back to his early school days. What began as a school boy's love for the sea quickly turned into a passion. After completing his education, he joined the Royal Naval Base in Singapore. Later he joined the crew at Salvage Engineers. He soon mastered marine work, underwater blasting and most importantly salvage works. His specialization extends to underwater



welding, cutting and blasting with minimal damage to surrounding wharves and installation. Such expertise is sustained only with the use of high tech equipments. Francis purchased state of the art equipments, thus keeping his company relevant and modern at all times. It was in 1968 that he ventured on his own, setting up the **Singapore Salvage Engineers Pte Ltd (SSE)** In 1969, Francis bought a 150 tonne crane barge, 2 tugboats, diving apparatus and other essential equipments for salvage works. No job was too small for him. Every job, small or big provided valuable training for his divers. Some of the projects undertaken by SSE include the cleaning of the circulating water intakes at several power stations as well as salvage works at reservoirs and mines.

The legacy of **SSE** lives on with Francis' eldest son **Ignatius Francis Danakody**. His expertise is taking the company to new heights. Both father and son share a great passion that has been turned into a career of unparalleled service in the maritime industry.

Over the years, **Ignatius** has steered **SSE** and developed a highly professional team to service a diverse range of marine engineering, consultative and marine survey activities supporting the shipping and marine insurance industry and the offshore oil and gas industry. Backed up by a wealth of experience, SSE provide a wide range of services to the maritime industry.

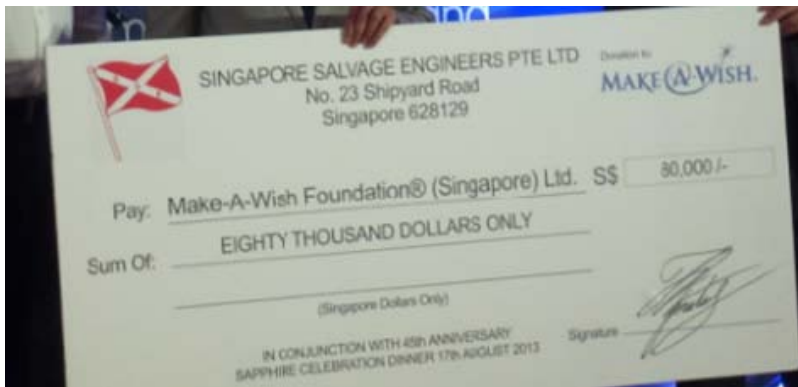


The start was made by a traditional drums demonstration followed by an excellent dinner

The celebrations commenced with a Lion dance at the **SSE** premises followed by the arrival of the Guest of Honor, **Mr Lawrence Wong** (middle) acting minister, ministry of Culture, Community and Youth & senior minister of state.







During the dinner a Charity rally was held for the **"Make a wish foundation (Singapore)"** which rally raised **80.000 Sing Dollar** and a cheque was handed over to the foundation

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From left to right **Piet. Elizabeth** (*Maasmond Maritime*), **Erwin, Peter** (*Svitzer Salvage*), **Berend-Jan** (*Mammoet Salvage*), **Bas** (*Svitzer Salvage*) and **Frank** (*Resolve Marine*) enjoying the excellent **SSE celebration dinner**





The latest fleet addition to **SSE** is the 2013 delivered crane barge **SSE JEROME** . equipped with an 150 ton SWL @ 23 mtr outreach crane , click [here](#) for the complete fleet list off **SSE** Photo's : Piet Sinke ©

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The **ATLANTIC LADY** inward bound to Gothenburgh for bunkering Photo : Lasse Uddebrant ©

## Southampton named Europe's most productive container port

**ABP's Port of Southampton** has been ranked the most productive port in Europe and the number one performing container terminal in the UK, according to an independent industry study. Based on confidential data charting more than 100,000 port calls at 400 ports during 2012, the analysis from the Journal of Commerce (JOC) put Southampton's

productivity performance among a global elite. The findings place Southampton at 20th in the world for productivity, the only port in Europe to feature in the top 20, with an average of 71 container moves per hour. This compares to 49 container moves per hour at the UK's other major container port at Felixstowe.



The **KUALA LUMPUR EXPRESS** arriving in Southampton from Colombo - Photo : Peter Hollands ©

The ranking comes as the terminal in Southampton, operated by **DP World Southampton**, is just over halfway into a four-year improvement programme, using a teamwork approach and new technology to drive performance to new heights. The terminal now operates at rates up to 177 moves per hour on the ultra large container vessels. The terminal is also the subject of a £150m expansion project designed to ensure it can continue to handle the biggest ships in the world long into the future. As well as an extensive dredging programme, the project sees the construction of a new 500m quay and the installation of four new cranes. The development is on course to open in January 2014. ABP Port Director Southampton Doug Morrison said: "While it is fantastic to be recognised as the best in Europe, this is just the beginning for Southampton.

"We have put performance and productivity at the very heart of our operation and we are all committed to driving our service to the next level. I think it is this commitment that gives us the edge. "We believe our performance is the key to retaining our existing business and, already this year, this approach has seen us successful in winning new business. "There's been a huge amount of capital investment and hard work from the team here. We are all extremely proud of the reputation for customer service we have built but no one here is under any illusions that we can afford to rest on our laurels. " Source: Port of Southampton



The **VOYAGER** departing from Oostende (Belgium) last Saturday - Photo : Willem Hoogendijk ©



## Solstad Offshore announces the sale of its CSV Normand Clough

**Solstad Offshore ASA** (SOFF) acquired the CSV **"Normand Clough"** in connection with the division of Rem Offshore ASA in 2009. The vessel has from delivery been engaged on a long term contract with **SapuraClough Offshore Pty Ltd. (SapuraClough)**. In the charterparty **SapuraClough** had the option to purchase the vessel after 5 years. This purchase option is now declared, said in the company's press release. The terms of the transaction are confidential between the parties. The booked value of the vessel is equivalent to the option price. The transaction thus results in a limited net accounting effect for SOFF but will have a positive cash effect of approx. NOK 200 mill. It is intended to complete the transaction during 4th quarter 2013. **Source : PortNews**



Four heavy lift breweries tanks discharged from **M/V.Wuyishan** in May 2013 at Onne Port Complex, Nigeria. Measuring L-22.8m x W-6.64m x H6. 8m x 36.4MT each **Photo : Sheyi.Bodunde ©**

## Pirates release oil tanker hijacked off Gabon

Turkey's ambassador to Gabon says pirates have released an oil tanker hijacked last week off the West African country's coast, leaving its 24-member Indian crew unharmed. Ahmet Riza Demirer said the Malta-flagged tanker, operated by the Turkish firm Geden Lines, was released in Nigerian waters early Monday after pirates stole an untold amount of crude oil and other oil products. Security firm AKE said last week's attack constituted "a significant expansion" of the area affected by piracy in the Gulf of Guinea, occurring 200 nautical miles further south than a previous attack in April. The International Maritime Bureau warned last week of a "worrying surge" of attacks by pirates in the Gulf of Guinea, which it says is now a greater hotspot for piracy than Somalia's coast. **Source : wlf.com**



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The **OSPREY** outbound from Rotterdam - [Monique Davis-Mulder](#) ©

## Death toll of Philippine ship collision rises to 38

The death toll of the collision between a passenger ship and a cargo vessel off Talisay in central Philippine province of Cebu climbed to 38 as more bodies were retrieved on Sunday, the military said. "The death toll is now 38," said Winiel Azcuna, chief of the Philippine Coast Guard Station in Cebu. Rescue operation suspended Saturday due to strong winds and high waves, but resumed Sunday morning. However, the oil spill has hampered rescue because it affects visibility, skin of the divers, Azcuna said. Roy Deveraturda, commander of the military's Central Command, said Sunday that full-scale underwater search for the missing trapped in the sunken passenger ship **MV St. Thomas Aquinas** is to start on Monday. Technical divers conducted a survey of the ship on Sunday in an attempt to establish a "lifeline" for the underwater operation, he added. "Hopefully, they (divers) can place markers, pinpoint entry and exit points. Then the full retrieval will happen probably tomorrow," he said. Deveraturda said a total of 870 passengers and crew were on board the ill-fated passenger ship when it collided with **MV Sulpicio Express 7** and subsequently sank near Luis Ledge in Talisay City. Of the number, 751 were listed as survivors and 82 others are still missing. The passenger vessel collided with the cargo vessel when it was about to enter the sea port in Talisay City shortly after 9 p.m. Friday.

Source : CCTV



## Fikse eis van aanklager na slapen op viskotter

Kotterschipper **Tiemen K.** hangt wegens een bijna aanvaring met een olie- en gasproductie- platform " **DE RUYTER PB-11**" voor de kust van IJmuiden een fikse straf boven het hoofd. K. hoorde afgelopen vrijdag, 16 augustus j.l., in het gerechtshof in Amsterdam een voorwaardelijke celstraf van 6 maanden en 180 uur verplicht werken tegen zich eisen. Ook wil het Openbaar Ministerie ( O.M. ) dat hem een boete van 1000,00 euro wordt opgelegd. De aanklager stelt dat de Urkse schipper zich schuldig heeft gemaakt aan een poging tot vernieling van het productieplatform.

K. zou bij een tocht over de Noordzee, eind februari 2010, tijdens een wacht in slaap zijn gevallen en op het olie- en gasproductieplatform zijn afgevaren. De viskotter kwam uiteindelijk vlak langs de boorput van de installatie, volgens gegevens die zijn vastgelegd op de GPS was dit op zo'n 20 meter afstand, stelt het O.M.



De schipper is tijdens deze manoeuvre niet wakker geworden en voer met dezelfde vaart door. De viskotter lag vervolgens ook nog op ramkoers met een containerschip, het O.M. verwijt schipper K. ook grove nalatigheid. Hij zou zich niet hebben gehouden aan een internationaal verdrag en zich geen 'goed zeemanschap' hebben getoond. Alle schepen dienen buiten een ingestelde 500 meter zone van olie- en gasproductie platform te blijven. Bovendien zou de schipper niet alleen zichzelf maar ook zijn bemanning, het schip en 16 werknemers op het platform in gevaar hebben

gebracht. Operationeel manager Eiko van Dalen van Dana Petroleum, waarin de toenmalige eigenaar van het platform is opgegaan, stelde dat de viskotter wel 'a'kelig dichtbij' was gekomen. Op het platform zelf is er direct een Emergency Shutdown uitgevoerd wanneer er gevaar dreigt. Het was al met al een "Close Call", en gelukkig is het dan ook goed afgelopen voor eenieder die in gevaar werd gebracht tijdens dit hachelijke avontuur.

## Ferry disaster is 5th for shipping firm

A COMPANY whose cargo ship was involved in the Philippines' latest ferry disaster confirmed Saturday its vessels were involved in four other tragedies that claimed more than 5,000 lives between them. The first of those accidents occurred in 1987 when the firm's Dona Paz ferry collided with an oil tanker, leaving more than 4,300 dead in the world's worst peacetime maritime disaster.

Philippine **Span Asia Carrier Corp.** chief executive and president **Jordan Go** told AFP his family's company owned the **Dona Paz** as well as the ships involved in the four other accidents. But he insisted the company's track record had nothing to do with the accident on Friday night, when his firm's cargo vessel collided with a ferry that quickly sank, leaving 31 dead and 172 missing.

"It's immaterial to what happened right now," Go told AFP when asked to comment about the firm's history of accidents. In Friday's incident, the **Sulpicio Express 7** cargo ship was trying to leave the central city of Cebu's port via a narrow channel while the **St Thomas Aquinas** ferry was trying to sail in the opposite direction, authorities said.

After the vessels collided, the ferry sank within 10 minutes while the cargo vessel was able to reach dock with its steel bow crushed in. **Philippine Span Asia** was previously named **Sulpicio Lines Inc.** In October 1988, Sulpicio's **Dona Marilyn** ferry sank off Leyte island amid a typhoon, killing more than 250 people. In 1988, another 150 were killed when the firm's **Princess of the Orient** sank in a port near Manila in similarly bad weather.

It also owned the **MV Princess of the Stars**, which set sail during a storm in 2008 and sank. Only about 50 of the 850 people on board survived **Source : AFP / Journal Online**

## CASUALTY REPORTING

### Bulk Carrier MV Smart Breaking Up After Running Aground in South Africa

A bulk carrier has run aground and appears to be breaking up along the east coast of South Africa near Richards Bay.

The 151,000 dwt bulk carrier **MV SMART** ran aground on a sandbar Monday in 10 meter swells after departing Port Richards Bay. The vessel had finished loading coal at the Richards Bay Coal Terminal (RBCT) earlier Monday.

Photos of the grounded ship show the hull has suffered structural failure at around amidships and is severely sagging.

The National Sea Rescue Institute was alerted of the grounding at about 1:30 p.m. local time. At approximately 4 p.m., the structural integrity of the ship was compromised and the captain gave the order to abandon ship, NSRI said in a statement. All 23 crew members have been rescued by NSRI helicopter crews.



A source has told us that the vessel started to break in half and at this point may be in two pieces. SAMSA (South African Maritime safety Authority) are en route to investigate and begin evaluations for salvage, the NSRI statement said. A local news report said that the vessel was no longer under pilotage and may have experienced engine failure.



The incident comes just as the bulk carrier **KIANA SATU** was pulled free from a South African beach this weekend, but is believed to be in danger of sinking in deep water. Source : gCaptain

## NAVY NEWS

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### ALPHATRON

## Submarine mishap: US, France, Germany offer help to India

Many countries including the US and France have offered help to India in its ongoing operations to bring out bodies in the sunken submarine **INS Sindhurakshak**. Navy sources here said that if there is need, assistance may be sought from these countries.

Soon after the mishap, countries like the US, France and Germany had offered help to the Indian authorities in the rescue operations of the submarine which sank after a blast with 18 people on board. The countries which have offered help have a long history of operating and building submarines and have the required expertise in such situations.

On the help to be sought by the Navy from foreign sources for salvaging the ship, the sources said the Navy has very limited in-house capabilities in this regard. India is in talks with a few international companies who have an expertise in salvaging warships. The Navy had recently hired a Dutch firm for salvaging its frigate **INS Vidhyagiri**, which had hit a merchant vessel while entering the Mumbai harbour two years back.

The sources said salvaging the submarine would also give a clear picture about the damage caused to the vessel by the blast and also help the Board of Inquiry under a Commodore (equivalent to Brigadier in Army) to ascertain the reasons behind the blast. Navy Chief Admiral D K Joshi is keeping track of the operations and had briefed Defence Minister A K Antony and Defence Secretary R K Mathur at the minister's residence, Defence Ministry sources said.

Source : Business Standard

## Somalia: FGS Niedersachsen Takes Over From FGS Augsburg in the EU Naval Force

On 14 August, whilst in Djibouti the **FGS Augsburg** has handed over the German commitment to the European Union Naval Force (EU NAVFOR) Somalia Operation Atalanta to **FGS Niedersachsen**. The handover was presided over by

Captain Stefan Pauly, Branch Head of Maritime Operations from the Joint Forces Operations Command of the German Armed Forces, as the counter-piracy duties were handed over from Commander Bernard Veitl ([FGS Augsburg](#)) to his successor Commander Kurt Leonards ([FGS Niedersachsen](#)). A ceremony was held for the handover on the flight deck of the [Augsburg](#), with senior military representatives of allied nations and international dignitaries as well as staff from the two frigates in attendance.



During their 139 day deployment within Operation Atalanta, the [FGS Augsburg](#) has travelled approximately 31,000 nautical miles in the Gulf of Aden and the western Indian Ocean. The frigate patrolled in an area approximately 1.5 times the size of Europe. During their mission [FGS Augsburg](#) provided escorts to several vessels of the World Food Programme (WFP), and through deterring piracy at sea have protected merchant ships in the region.

Left : [FGS NIEDERSCHASEN](#)  
Photo : [Gejtu Spiteri](#) ©

"The deployment has been an absolute success. Piracy is at an all time low, although not eradicated. Our constant presence off the Somali coast as well as monitoring the pirate camps has contributed to the success of the mission", said Commander Veitl. The last task conducted by the frigate was an escort of a WFP ship, from the western Gulf of Aden along the Somali coast to the Kenyan port of Mombasa; protecting 12,000 tons of humanitarian aid destined for the people of Somalia.

"Piracy off the Horn of Africa has fallen dramatically. A key reason is Operation Atalanta. The crew of the frigate [FGS Niedersachsen](#) are highly motivated and looking forward to participating in this successful operation," said the Niedersachsen's Commanding Officer after the handover. Prior to deployment the Niedersachsen has conducted intensive training to optimally prepare the ship and her crew for the counter-piracy mission off the Horn of Africa.

Following the handover ceremony the [FGS Augsburg](#) set sail on a return journey to their home port of Wilhelmshaven; the [FGS Niedersachsen](#) commences her counter-piracy patrols in the Gulf of Aden. Source : AllAfrica

## INS Sindhurakshak: Sixth body recovered, divers gain access into forward compartment

The naval divers have recovered the sixth body from the sunken kilo class submarine [INS Sindhurakshak](#), and gained access into the forward compartment by breaking open jammed hatches as the ongoing rescue operation at the Mumbai dockyard continued. The statement issued by the Navy confirmed that the divers located and brought the body of the sixth crew member and added that the assessment of the damage and state of the hull in this portion of submarine will now continue.

The samples from bodies of the six crew members have been sent to the Central Forensic Laboratory in Kalina for DNA fingerprinting. The statement added that Navy Family Support Cell has remained in contact to provide emotional support to members of families at this hour of grief and the representatives of the eighteen crew members accommodated in Naval premises here are being provided with periodic updates.

[INS Sindhurakshak](#) caught fire, after three explosions, and sank at the naval dockyard in Mumbai around midnight between August 13 and August 14. About 18 persons, including three officers and 15 crew, were on board the submarine at the time of the accident and efforts are on to ascertain the safety of the personnel and salvage of the submarine. A Board of Inquiry is being instituted to investigate into the causes of the accident. Armed with its latest



multi-role missile system, radar and electronics, the submarine was to be the backbone of the Indian Navy. The submarine was fitted with the Club-S multi-role missile system capable of eliminating targets at a distance of over 250 kilometres.

The submarine was under consideration to be equipped with the Brahmos cruise missiles. [INS Sindhurakshak](#), a Type 877EKM in Russia, was constructed at St. Petersburg in 1997. The submarine was designed to patrol and to protect naval communications, assault warships, enemy submarines, land targets and perform naval reconnaissance.

It is one of the quietest diesel-electric submarines in the world mainly intended for anti-ship and anti-submarine operations. [Source : ANI / Newstrack India](#)

## Are India's aging submarines going the MiG way?

Is India's aging fleet of conventional submarines threatening to go the MiG-21 way? The Tejas light combat aircraft (LCA), already 30 years in the making, was slated to replace the obsolete MiG-21 in the 1990s but is still at least two years away from becoming fully-operational.

Similarly, the Navy too was to induct 12 new diesel-electric submarines by last year, with another dozen to follow in the 2012-2030 timeframe. This was the 30-year submarine building plan approved by the Cabinet Committee on Security (CCS) way back in July, 1999. But the Navy has not inducted even one of the 24 planned submarines till now, and is forced to soldier on with just 14 aging conventional vessels.

"The Navy is steadily modernizing in the surface warship and aircraft arenas. But our aging and depleting underwater combat arm is a big worry. But it also must be kept in mind that [INS Sindhurakshak's](#) accident is the first such incident we have had in over four decades of operating submarines," said a senior officer.

Sources said [INS Sindhurakshak](#), after Wednesday's accident, is "a clear write-off". Of the 13 submarines left now, as many as 11 are over 20 years old. The setback comes when China and Pakistan are systematically bolstering their underwater combat capabilities, with the former being armed with over 55 submarines.

India's four German HDW or Shishumar-class submarines were inducted between 1986 and 1994, while eight of the 10 Russian Kilo or Sindhugosh-class vessels were inducted between 1986 and 1991. The last two Russian submarines "[INS Sindhurakshak](#) and [INS Sindhushastra](#) " were inducted in 1997 and 2000, respectively. Even CAG reports have alarmingly held that the operational availability of the Indian submarines is as low as 48% due to the aging fleet and prolonged refit and life-extension programmes. With the design life of a submarine being 25-30 years, projections show just six-seven of the existing submarines will be fully-operational by 2020.

Successive governments' sheer inability to take decisions in time and gross project mismanagement - with inevitable huge cost escalations" has led to this dismal situation. The first of the six new Scorpene submarines being built at Mazagon Docks will be ready only by 2016-17 at the earliest, over four years behind schedule. The other five under this Rs 23,000 crore programme called "Project-75 " are scheduled to progressively follow by 2020-21.

The next six of the remaining 18 submarines are yet to be even ordered. Despite being granted "acceptance of necessity" in November 2007, "Project-75India" to construct six advanced stealth submarines, armed with both land-attack missile capabilities and air-independent propulsion for greater underwater endurance, is still stuck in political apathy and bureaucratic red-tape.

Defence minister A K Antony says P-75I, which will cost upwards of Rs 50,000 crore now, is currently awaiting CCS approval. But the reality check is that even if the global tender for it is issued today, it will take at least three years to select the foreign collaborator. Then, after the contracts are inked, it will take another seven years for the first submarine to roll out.

Another critical concern is that the Navy has rudimentary submarine rescue facilities. The force's endeavour to procure two deep-submergence rescue vessels (DSRVs) or "mini submarines", which "mate" with disabled submarines underwater to rescue trapped sailors from depths up to 610 metres, has been stuck for over 15 years.

The Navy does have diving support ships like [INS Nireekshak](#) to help in such situations but they are useful at relatively shallow depths. In 1997, as an "interim measure" till the Navy could get its own DSRVs, India had also inked agreement with the US for its "global submarine rescue fly-away kit" service. Under it, the US Navy will transport rescue equipment "within 72 hours" if an Indian submarine got disabled deep underwater. The Indian and American navies had conducted an exercise just last year to practice this drill. [Source : Indiatimes](#)

## SHIPYARD NEWS



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## Sredne-Nevskiy Shipyard to build 6 tugboats and 2 minesweepers in 2014-2016

**Sredne-Nevskiy Shipyard (SNSY, Saint-Petersburg)** plans to build 6 tugboats and 2 minesweepers in 2014-16, IAA PortNews journalist cites the shipyard's technical manager Aleksey Pishchugin. According to him, push-towboats of project 81 (length of 25 m, breadth of 10 m, draught of 3.2 m) are being built for a Russian company and will be delivered in 2014-2016, IAA PortNews journalist says.

Base type minesweeper of **project 12700** for Russian Navy and harbor type minesweeper of project 107509 for a foreign customer will be delivered in 2014-2016. **Sredne-Nevskiy Shipyard** (Saint-Petersburg) was founded in 1912. It has already built over 500 ships and vessels to 43 different projects for RF Navy and foreign customers. Currently, the shipyard builds missile boats, minesweepers, passenger and work vessels of different purposes and is getting ready for a large-scale construction of the new generation mine countermeasures ships for RF Navy and foreign customers. *Source : PortNews*

## Austal celebrates keel laying for Cape (CCPB 03)

Demonstrating the rapid progress of the **Cape Class** Patrol Boat Program, **Austal** August 15<sup>th</sup> hosted the keel-laying ceremony for the third vessel, **Cape Nelson**, one of eight 56-metre patrol boats that Austal is designing, building and supporting for the Australian Customs and Border Protection Service, said in the company's press release. Keel-laying traditionally marks the first significant milestone in a ship's construction. Historically this was the "laying down" of the main timber making up the backbone of a vessel. Austal's advanced shipbuilding techniques means fabrication of ship modules begins well before they are actually joined. So today Austal celebrates keel-laying when modules are brought together for final assembly.

Although Austal's design and manufacturing approach is thoroughly modern, the ceremony retained long held shipbuilding traditions. This included placing three specially minted coins under a keel block as a symbol of good fortune and to bless the ship. These coins will be removed just prior to the patrol boat's launch. The three coins were placed by Michael Pezzullo, Chief Executive Officer, Australian Customs and Border Protection Services; David Brekenridge, Chief Engineer Australian Customs and Border Protection Services; and Graham Backhouse, President and General Manager Austal. In doing so, the keel block was formally positioned by two of Austal's high achieving apprentices, Wes Ramshaw and Jacob Kerr.

Speaking at the ceremony, Mr Backhouse remarked "This is another special occasion and indeed milestone that is made possible by the passion, dedication and strong bond of collaboration between our Customer, our staff, our partners and indeed our many suppliers. A collaboration that in a short space of time has also taken this program from



only one vessel being in production to now five vessels in production supported by a workforce, including additional apprentices, that has increased by some 100 over recent months.

Great achievements that we believe positions Austal well to provide state of the art Maritime capability to the Commonwealth of Australia either through more additional **Cape Class** vessels or indeed the early replacement of Armidale Class Patrol Boats”.

**Cape Class** is a program of work that underpins Austal’s strategy as a global defence prime contractor of Ships, Systems and Support. It’s a program that has also enabled Austal to reposition and strengthen the Henderson facilities as a defence-focused operation. This total solution capability represents the future of the Australian business as Austal continues to expand and enhance the strategic industry capability necessary to meet the current and future defence needs of Australia and other nations. In doing so, the **Cape Class** Patrol Boats play a significant role in protecting Australia’s borders from multiple maritime threats, and have been designed to have greater range, endurance and flexibility, as well as enhanced capability to operate in more severe sea conditions than the current Customs and Border Protection fleet.

### Project Background

**Austal** was awarded the contract for the design, construction and through-life support of the **Cape Class** patrol boats for the Australian Customs and Border Protection Service in August 2011. The eight 58 metre aluminium monohulls are due to be delivered between March 2013 and August 2015.

The support contract extends for a minimum period of eight years and encompasses a full range of intermediate and depot level maintenance activities. Further options can be exercised by the Australian Customs and Border Protection Service for In-Service Support for the life of the **Cape Class** Patrol Boat Fleet.

The **Cape Class** Patrol Boats will have greater range, endurance and flexibility in responding to maritime security threats than the current fleet. These vessels will also have enhanced capability to operate in higher sea states and survive in more severe conditions.

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## Kenya: 50 Percent of New Mombasa Port Terminal Complete

The construction of the second container terminal at the port of Mombasa is halfway done. The project which is expected to be completed in 2016, will add a capacity of 15 million tones to the port. KPA boss Gichiri Ndua says the

terminal will enhance Kenya's campaign of becoming a trans-shipment port and also expand container handling capacity. Source : AIIAfrica



Invited offshore marine industry personnel participated in OSV's section of **R&D Roadmap 2025 focus group** discussion at **NUS**. The objective of this roadmap is to guide the **Singapore Maritime Institute** (SMI - [www.maritimeinstitute.sg](http://www.maritimeinstitute.sg)) and relevant funding agencies to allocate resources, prioritise R&D and capability development funding for the chosen areas, and also help guide the local research community (IHLs and A\*STAR RIs). The roadmap will be announced on 23 Oct during SMI Forum. Photo : Ey Kuet ©



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The **FORZA** operating in Greek waters - Photo : Reinier Jansen ©

## Evergreen becomes slot partner on CMA CGM's and CSAV's WCCA feeder

**Evergreen Marine** will start slotting on the joint WCCA feeder service (#357) of CMA CGM and CSAV. The Taiwanese carrier will join the weekly two-ship service as of early September and it will brand the new offer as its 'WCA2' loop.

The loop is based at Lazaro Cardenas, from where it serves Puerto Quetzal, Acajutla, Corinto, Caldera and Puerto Quetzal, before returning to Lazaro Cardenas. It turns in 14 days with two vessels. CMA CGM provides the 1,730 teu



**JOANNA** and CSAV brings in the 1,740 teu **HS SMETANA**. At Lazaro Cardenas, the new partner Evergreen will offer transshipment options to and from Asia with the 'WSA2' service (#2743), offered in partnership with Wan Hai, Coscon and PIL. Source : Linervision



The **MIGHTY SERVANT 1** moored in Cape Town - Photo : Aad Noorland ©

## Pacific Basin secures Japan Export Credit Financing for two Handymax Vessels

**Pacific Basin Shipping Limited** announces that it has finalised terms of 12 - year post - delivery export credit agency ("ECA") financing in respect of two Handymax vessels, said in the company's press release. These two Handymax vessels are already part of the Pacific Basin newbuild fleet and scheduled to deliver by the end of 2013. The facility, which amounts to US\$ 50.9 million, has been arranged with Japan Bank for International Cooperation ("JBIC"), with Citibank Japan Ltd. ("Citi") participating as co - financing lender.

Citi's portion will be secured by insurance from Nippon Export and Investment Insurance ("NEXI"). Mr. Andrew Broomhead, Chief Financial Officer of **Pacific Basin** said: "This loan represents an attractive opportunity for us to access additional Japanese ECA financing with a 12 year repayment profile at a time when we are committed to growing our fleet of owned ships. This US\$51 million facility is in addition to the US\$85 million 12 year Japanese ECA facility announced in April. We are continuing to work actively to secure additional ECA and commercial bank financing with long tenors and associated favourable repayment profiles that we consider beneficial to our shareholders."

## Maersk Line increases capacity on Thailand – Straits – Africa loop

**Maersk Line** will soon have completed the upgrade of its Southeast Asia to East Africa service. The Danish carrier is phasing-in three 4,360 teu full panamax vessels of the '**Sealand Champion**' series that will trade next to four 3,604 teu '**Nedlloyd Europa**' type open-top ships. Compared to a year ago, when vessels of 2,700 teu were commonly deployed on **Maersk's** East Africa service, the loop's capacity will have increased quite significantly by September.

The capacity upgrade goes hand in hand with **Maersk's** decision to extend the former Straits to East Africa loop to Thailand. This was done as part of a wider initiative, which saw the creation of two direct links from Africa to Laem Chabang. At the occasion, the service's round trip time was extended from 42 to 49 days, to accommodate the new Thailand leg. A seventh ship was added to maintain weekly sailings.

Maersk's Thailand - Straits - Horn of Africa service now trades as follows: Laem Chabang, Tanjung Pelepas, Jebel Ali, Djibouti, Jeddah, Port Sudan, Djibouti, Laem Chabang.

**Maersk's** upgrade underlines that carriers see a high potential in East Africa, a trade lane that promises to be among the growing trades of the near future.

In the not too distant future, further cascading in Maersk Line's fleet might well replace the carrier's peculiar open-top container vessels of the '**Nedlloyd Europa**' design on the Thailand to Africa route. Originally built by Japan's Mitsubishi Group for Nedlloyd, a company that merged into **P&O Nedlloyd** in 1996 and that was then again taken over by **Maersk** in 2005, the ships were managed by Germany's **Blue Star** since 2004 as part of a sale and leaseback deal. As part of the consolidation among German non-operating owners, the ships came under control of **E.R. Schiffahrt** of Hamburg about one year ago. Given their size, unique design, low reefer intake and old age, these 3,604 teu vessels are likely candidates for recycling, once replaced on their current loop.



## Gadani ship breaking: a glimpse into the abyss

Life at Gadani is not an easy one. At the world's third largest ship breaking yard, the work of dismantling a ship for steel and iron and scrapping the trash is done by Pakistan's most desperate laborers, who earn a meager amount in return and are provided only rudimentary benefits. As some ship-breaking laborers put it, it is a gruelling and dangerous pursuit.

The atrocious accidents that occurred a few days ago leave one in a state of despair. In a ship breaking yard most of the accidents that take place are a result of toxic gas explosions and heavy steel metals. At Gadani the entire scrapping process is manual. The workers bear the brunt as ship-breaking entails carrying heavy sheets and metal chunks. In many cases the weight they carry far exceeds what is allowed by the Factories Act. Numerous workers have also lost their lives either by being struck by falling objects or by hazardous substances including asbestos fibres.

The workers in the ship-breaking industry of Pakistan are usually illiterate, very poor and hence not aware about their safety and the dire repercussions of poisonous chemicals. Many workers are also not imparted any training on the dismantling process and most of them remain oblivious of the hazards they are exposed to.

Another issue is that there is no formal employment contract between the employer and the employee. Workers are not given an appointment letter and so there is no aspect of permanency in their jobs. Children are the main victims of such injustices. Not only are they denied their rights but they are also threatened if they raise their voice or challenge the status quo.

In spite of signing and ratifying the Basel Convention in June 1994 and the Rotterdam Convention in 2005, the ship-breaking industry in Pakistan continues to be a source of human casualties. These conventions require that parties strictly protect human health and environment against the adverse effects which may result from the generation and management of hazardous wastes. The Gadani incident is a clear indication of the poor implementation of these international law commitments.

Therefore it is vital to address the issue of ship-breaking in Pakistan and its negative impact on the health and environment. It is important to not only adhere to the international commitments regarding ship-breaking but also adhere to international guidelines set out by the International Finance Corporation (IFC). The issues at Gadani can be only resolved if the state does away with providing financial assistance to operations that are in contravention of the Basel Convention, such as operations involving ships with extensive asbestos. It is crucial for Pakistan to also look at International Labour Organisation (ILO) guidelines to ensure that safety standards are met when employing labour in



the ship breaking industry. The country must work towards introducing a policy in line with ILO guidelines that includes the control of the import and preparation of ships for breaking, rights of the workers in the ship breaking industry and ensuring proper working conditions at the ship breaking site. All laws and regulations in Pakistan must reflect the information provided on ship breaking by International Labour Organisation (ILO), the International Maritime Organisation (IMO) and the Basel Convention.

Moreover, the laws have to specify that the employer of a ship breaking facility has a responsibility for the protection of the workers with regard to their health and safety. Workers must be trained about their personal safety to control any risk. Workers must be given the right to report any accident or injury to health which arises in the course of their work. The employers must be willing at all times to cooperate with the employees. As the National Union Federation Secretary says "The ship breaking industry has become a goldmine for investors but it is nothing but a death trap for workers". It is important to realise that the availability of relatively inexpensive labor should not allow this industry to blithely compromise on workers' safety. Gadani needs to learn to value human life. The writer is a lawyer and a researcher based in Pakistan and holds a law degree from the University of London. **Source: The Express Tribune**



16-08-2013 : Antarctic research vessel **JAMES CLARK ROSS** arriving at Dundee. **Photo : Maurice Napier ©**

## **Energy-rich Turkmenistan to build \$2 bln Caspian Sea port**

Energy-rich Turkmenistan launched a \$2 billion project to build a new port on the Caspian Sea designed to boost exports. Turkmen President Gurbanguly Berdimukhamedov and Turkish Prime Minister Tayyip Erdogan took part in a ground-breaking ceremony in the western town of Turkmenbashi where the new port will be built by Turkish construction firm Gec Insaat. An 800-km (500-mile) pipeline is already being built from the country's giant Galkynysh gas field, the world's second-largest natural gas deposit, to Turkmenbashi to lessen dependence on exports to Russia. Turkmenistan, which neighbours Iran and Afghanistan, holds the world's fourth-largest natural gas reserves and possesses vast reserves of oil in the Caspian, estimated at 12 billion tonnes. It is also a major producer of cotton. Over the two decades of independence from the former Soviet Union, the mainly Muslim Central Asian nation of 5.5 million has invested billions of dollars on industrial infrastructure to process its hydrocarbons and cotton. The new port in Turkmenbashi will be used to export oil products, liquefied gas and textiles. Imports already reach Turkmenistan via Russia's Volga-Don Canal but Berdimukhamedov said the new port would make it quicker for European countries to export to markets in the Middle East and would boost capital investment in the region. A Turkmen government official said that four port terminals - including one for passenger ships - and a ship-building yard would be built within four years. Annual freight turnover at the port is expected to grow to 25 million tonnes by 2020 compared with 10 million tonnes now, according to Turkmen government data. The town of Turkmenbashi already hosts a Soviet-era oil refinery, the country's largest. **Source: Reuters**



Arrival of another self unloading bulk carrier for the African Minerals project in Sierra Leone. The 2009 Sietas yard built BELTNE owned by REEDEREI HANS-JURGEN HARTMANN. Photo : Barry Fredriksz ©

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## Siemens Charters Two New Offshore Wind Service Vessels

**Siemens Energy** has signed a chartering agreement with ship owner **Esvagt A/S** for two new offshore wind service vessels that will incorporate significant advancements in logistics, efficiency and operational capabilities. The vessels are being commissioned specifically for Siemens' service operations at the Butendiek and Baltic II offshore wind power plants in Germany, both of which are scheduled to come online in 2015. **Siemens** and **Esvagt A/S** met this week in Esbjerg, Denmark, to commemorate the project start and sign the chartering agreement. As the industry leader in offshore wind service and recognizing the benefits a specialized logistics concept could provide, Siemens has provided input to help in the vessel design and specifications over the last several months. Rather than the floating hotels that use smaller vessels or helicopters to access the turbines, the new vessels will provide direct access using an advanced hydraulic gangway system that will work to stabilize and provide safe access to the turbines at varying wave conditions. They will also include accommodations for more than 30 technicians for several weeks at a time, enabling them to live and work at the project site and to spend less time traveling to and from shore. With its ongoing focus on intelligent innovation, Siemens Energy is embarking on this new design concept that, when completed, is poised to be the new standard for offshore wind service. Ship owner Esvagt A/S plans to construct the two highly advanced offshore service operations vessels (SOV) from the ground up incorporating the latest in advanced logistics, design and safety for providing service and maintenance at offshore locations, particularly those located very far from shore. The vessels will serve as floating offshore accommodation platforms with spare parts storage and on-site office space. The vessels will be strategically positioned in close proximity to the wind turbines for easier access and more streamlined operations. Via the hydraulically stabilized gangway technicians are enabled to literally "walk to work". Moreover, an SOV has the ability to stay in the field for several weeks at a time, only needing to return to port for fueling and the replenishment of supplies and equipment. Customers will benefit from Siemens' emphasis on more effective use of resources and personnel, as well as better accessibility with less time lost waiting for a suitable weather window. Within the framework of providing service for both wind power plants via long-term service agreements, Siemens signed the chartering contract with **Esvagt A/S** for the use of both service operation vessels. The construction of the vessels is scheduled to start this month at the Havyard Shipyard in Norway with launch anticipated for early 2015. When completed, each vessel will measure 84 meters in length with a maximum speed of 14 knots. Both vessels will be built with a continuous main deck and superstructure where the accommodations for the technicians are located. Modern cabins, meeting facilities, an exercise area and entertainment options also contribute to the comfort of the service technicians who will live and work on the vessel. Each vessel will carry spare parts for wind turbine maintenance in standard 20-foot containers on the ship's cargo deck. Siemens' BlueDrive™ propulsion system will be used to reduce CO2 emissions and fuel consumption. **Source: Siemens Energy**





The THSD Alexander Von Humboldt during dredging in the "Westerschelde". - Photo : Yolanda Beerens ©

## Brittany Ferries pulls freight ship from Poole

**BRITTANY Ferries** is to withdraw its freight ship **Cotentin** from the end of September in a double blow to the port of Poole. This comes hard on the heels of the decision by the ferry company to halt sailings of the passenger ferry **Barfleur** early next year. The loss of the freight ferry has been described as disappointing by Poole Harbour Commissioners, whose income will suffer. The freight ferry, which can carry 120 trucks, had its route expanded earlier



this year when a freight-only service was started between Poole and Bilbao in northern Spain in March, supplementing the weekend service to Santander and the Cherbourg route. Now the ship, which was launched in 2007, is to be withdrawn and it is not known when or if she will return to Poole. Chris Jones, Brittany Ferries spokesman, said: The current plan is to lay up **Cotentin** after the end of next month, so she does not currently feature in our freight timetables after September. We have made this decision in response to the current downturn in our freight business.

Left : The **COTENTIN** Photo : Ben Schaap ©

It is difficult to say whether or not she's leaving for good she may well come back but no firm decision. Jim Stewart, chief executive of Poole Harbour Commissioners, said: Naturally PHC are disappointed that the **Cotentin** service will finish at the end of September. We have been in discussions with **Brittany Ferries** to see if a deal could be found to reverse the decision, however regretfully the state of the Spanish and Portuguese economies was a deciding factor.

He said they also regretted that despite recent strong passenger volumes, the **Barfleur** would not be operating for 12 weeks, but looked forward to welcoming her back at the end of March. Source : Bournemouth Echo - Ferries of Northern Europe

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



The **Zr Ms BONAIRE** in drydock in Den Helder - **Photo : Geert Woord ©**

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