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**19-07-2013 : Andromeda J, outbound from Grangemouth and seen between the Forth Bridges Photo : Iain Forsyth ©**

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## EVENTS, INCIDENTS & OPERATIONS



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The **BUDAPEST EXPRESS** outbound from Antwerp at the Westerschelde – Photo : Krijn Hamelink ©

## Open Haven Dag Scheveningen geannuleerd

Het bestuur van de **Stichting Open Haven Dag Scheveningen** heeft in overleg besloten om dit jaar de Open Haven Dag niet door te laten gaan. "Met het oog op alle activiteiten rondom '200 jaar koninkrijk' die dit jaar nog in de haven zullen plaatsvinden, komt het neerzetten van een succesvol evenement van hoge kwaliteit in het gedrang.



The **GREEN MALOY** in the port of Scheveningen – Photo : Michael Taal ©

De haven staat de komende tijd bol van de activiteiten en dit vraagt zowel qua sponsoring als inzet veel van de Scheveningse ondernemers en de vele vrijwilligers die hierbij betrokken zijn", aldus het bestuur. Het lijkt het bestuur dan ook een wijs besluit om dit jaar over te slaan. De derde editie van de Open Haven Dag, op zaterdag 4 oktober 2014, zal wederom de uitstraling en kwaliteit krijgen die het evenement toekomt.

## Woeste Reddingen op Zee...

Scheepsportretten van **Rob van Assen** tentoongesteld in het **Nationaal Reddingmuseum Dorus Rijkers** te Den Helder **Galerie ArtBoutique** exposeert van 31 augustus 2013 t/m 5 januari 2014 scheepsportretten van fijnschilder **Rob van Assen** in het **Nationaal Reddingmuseum Dorus Rijkers** in Den Helder. **Rob van Assen** is een zeer getalenteerde, veel te bescheiden, fijnschilder van maritieme schilderkunst. Het liefst laat hij alleen zijn penseel spreken...



**Rob van Assen** is op 20 december 1944 geboren in Leiden. Zijn vader schilderde en de jonge Rob trad al snel in zijn voetsporen. Al op 14-jarige

leeftijd legde hij zijn liefde voor water vast op doek met een scheepsportret van de sleepboot 'de Zwarte Zee'. Zijn talent ten spijt wees, in het begin van de jaren zestig, de kunstacademie van Den Haag hem af. Ze vonden zijn romantische toets smakeloos ouderwets en niet van die tijd. Inmiddels weten wij wel beter en wordt de realistische schilderkunst weer volop gewaardeerd. Een aantal van zijn schilderijen zijn in de loop der jaren door verschillende musea aangekocht.



**Van Assen** heeft een speciale band met schepen. Hij groeide op achter een scheepswerf in Leiden en was daar vaak te vinden. Daar werd de basis van zijn interesse voor de scheepvaart gelegd. Als hij een schilderij van een schip maakt gaat dat veel verder dan alleen de compositie. Hij weet dan al veel over de achtergronden, specificaties en bijzonderheden van het schip en soms zelfs bij wijze van spreken welke motor er in een schip ligt. Het zeer imposante, scheepsportret van de zeesleepboot de 'Holland' en reddingboot de 'Brandaris', rond de ondergang van de **Ecuador** in 1956, is een mooi voorbeeld waarbij hij 'het hele verhaal' rond een scheepsramp op het doek weergeeft. Dit indrukwekkende doek van de scheepsramp is maar liefst 130 x 180 cm!

De schilderijen van **Rob van Assen** passen uitstekend in het **Nationaal Reddingmuseum Dorus Rijkers**. Hij heeft onder andere een aantal schilderijen van het Nederlandse Reddingwezen geschilderd, met schepen als de **Carlot**, de **Insulinde**, de **Neeltje Jacoba**, de **Kurt Carlsen** en de **Gebroeders Luden**, en die zijn ook weer in diverse modellen en verhalen terug te vinden in het Nationaal Reddingmuseum. Het schip de **Insulinde** is vast onderdeel van de collectie, en ligt als varende erfgoed voor het museum, alwaar er nog regelmatig rondvaarten mee plaats vinden.

Het **Nationaal Reddingmuseum** is een interactief museum, leuk voor jong en oud en is bijzonder geliefd bij kinderen vanwege het hoge 'doe-gehalte'. Er is veel te zien en te doen, en er is een mogelijkheid tot het maken van een rondvaart. Op de bovenste etage, in een prachtige ruimte, zal gedurende vier maanden de tentoonstelling van **Rob van Assen** te zien zijn. De tentoonstelling is vrij toegankelijk voor museumbezoekers. Bij de tentoonstelling is ook een speciale editie ansichtkaarten te koop, met de afbeeldingen van de schilderijen die tentoongesteld worden. Bij verkoop van een schilderij schenkt galerie **ArtBoutique** 10% aan het **Nationaal Reddingmuseum Dorus Rijkers!**

### Expositie-info:

Locatie: **Nationaal Reddingmuseum Dorus Rijkers**, Willemsoord 60 G, 1781 AS Den Helder

Periode: van 31 augustus 2013 t/m 5 januari 2014

Openingstijden en informatie: Tot en met 3 november en de gehele kerstvakantie dagelijks geopend van 10u-17u, van 4 november tot en met 20 december iedere zondag geopend van 10u-17u.

[www.reddingmuseum.nl](http://www.reddingmuseum.nl) Informatie Rob van Assen: [www.scheepsportretten.nl](http://www.scheepsportretten.nl)



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Smit lamnalco tug **LAMNALCO PUMA** on here way out of Freetown port. Photo : Barry Fredriksz ©

## ISS appointed port agent for London Gateway

**Inchcape Shipping Services (ISS)**, the world's leading maritime services provider, was recently appointed by DP World as port agent for the vessel **M/V PICTOR** which arrived at DP World's London Gateway. Chartered by DP World, the **M/V Pictor J** berthed at London Gateway ahead of the first commercial vessels which will arrive after the official opening in Q4 later this year. This was the first vessel **DP World** have brought into London Gateway under their own stewardship and will be used as a training vessel to teach operational skills to staff at the port.

ISS handled all the arrival formalities of the container vessel, which travelled from Germany and will also be handling all husbandry requirements over the charter period, including reporting requirements, stores, crew changes, crew welfare as well as acting as the interface between the port and the ship. Welcomed to port by new Harbour Master, Colin Hitchcock and Deputy Harbour Master, James Hannon, London Gateway will use the vessel to teach operational skills at the port. With an investment of £1.5 billion, London Gateway will combine the UK's newest deep-sea container port with Europe's largest logistics park and facilities will include six quays and a total of 24 cranes. ISS also provided port agency for the arrival in March of the giant quay cranes at London Gateway on the heavy-lift vessel operated by **Shanghai Zhenhua Shipping Co**, the **Zhen Hua 26**. These quay cranes, the largest in Britain are bigger than the London Eye and weigh 2,000 tonnes each.

## ARAB REPUBLIC OF EGYPT - SUEZ CANAL AUTHORITY

An explanatory note for Circular number 2/2011 Regarding the [Heavy Lift Carriers/ Semisubmersibles](#)

As a clarification to what has been stated in Item (1) of the first Article of Circular number 2/2011 regarding collecting extra tolls amount to 50% of the transit dues of the vessels whose cargo contains units; one of them is 250 tons or more, provided that such vessels have cranes onboard with a capacity of 250 tons or more, Except for that the rules of the semisubmersibles which are collecting extra tolls amount to 125% of the transit dues and an escort tug shall be applied. **Director of transit Dept. - Eng. Mohammed Ahmad El Mankhly**

## VROON INVASION IN DEN HELDER PORT



Simultaneously moored in the seaport of Den Helder the suppliers [VOS Producer](#), [VOS Power](#), [VOS Prominence](#) and the diving support vessels [VOS Sweet](#) and [VOS Shine](#). Leaving is the supplier [Base Express](#). –

[Photo Paul Schaap ©](#)

## APL PHOENIX (8,500 teu) delivered



[APL](#) has taken delivery of the 8,500 teu vessel [APL PHOENIX](#). The vessel was built by [DSME](#) of South Korea. The new ship is to phase into the Far East to North American West Coast loop 'SAX' (#231), where she will replace the 6,966 teu [APL WASHINGTON](#). The new [APL PHOENIX](#) is the fourth of 12 sister ships that APL has ordered. She follows the [APL BOSTON](#) (as seen at the photo above), delivered in July. Originally ordered in July 2010 as part of a ten-ship series of 17-row-wide standard 8,500 teu ships, APL later opted to change the type's design. In June 2011, the Singaporean carrier and the Korean shipyard agreed to build the ships as compact 18-row-wide units with a bulkier

hull and more compact exterior dimensions. Simultaneously, APL added orders for two more sister ships to bring the series to twelve units instead of ten. Source : linervision



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The **PRINCESA GUASIMARA** in the Mediterranean Sea (coast of Algeria) heading for Malta.

Photo : Edwin Mijwaart ©

## Pirates holding estimated 97 seafarers for ransom

While pirate attacks off the Somali shore have decreased of late, 97 sailors are being held for ransom with no one to pay for their safe return, officials said.

While most major shipping companies carry anti-piracy insurance riders that require a third party to pay off pirates who board ships and hold crew and cargo hostage, some smaller, independent ships don't have that backup plan, Voice of America reported Tuesday. Among those being held are members of the privately owned Malaysian flagged MV Albedo. The ship's Iranian owner has disappeared, leaving no one to foot the bill for a ransom payment and negotiations have come to a standstill two years and nine months after the ship was commandeered. A Pakistani businessman raised \$1.2 million to pay for the release of seven Pakistani crew members but 11 others from Sri Lanka, Iran, India and Bangladesh have no such benefactor and remain held by the pirates, said John Steed, a counter piracy expert who's been in contact with those holding the men.

Steed said negotiations have stalled because there's no revenue source. That means it's his job to talk the pirates into giving up the men and moving on -- no easy task. Jay Bahadur, author of the book "Pirates of Somalia," said it can be difficult to convince pirates they have nothing to gain in some situations because in so many cases companies pony up the money to pay them off.

"It's very hard to convince pirates that you're the one company, the one organization that doesn't have money to pay them," Bahadur said. "And more to the point, pirate gangs often finance their operations on credit. If you've put out over the course of three years hundreds of thousands of dollars to buy food, to pay your men, to buy them khat [a plant chewed for euphoria-inducing properties], you're going to owe people on land." **Source : [upi.com](http://upi.com)**



The **Heerema** fabricated **DolWin Alpha** was installed by the **THIALF** at it's position 75 kilometres out into the German North Sea **Photo : Tom van Stenis ©**

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The **HERMOD** with **BYLGIA** and **RETRIEVER** working together to place accommodation module on new **West-Franklin platform** as seen from the **OCEAN TROLL** – Photo : Ch.Eng Iemke Kooijman ©

## China tests 'most economical solution' for shipping to Europe through Russian Arctic

The Chinese are the first to pilot a container-transporting vessel through the icy Northern Sea Route (NSR), a journey from China to Europe that decreases transport time by at least 12 days compared to the traditional Suez Canal route.

The 19,000-ton **Yong Sheng**, operated by Cosco Group, left the Chinese port of Dalian on August 8 and is set to dock in Rotterdam on September 11. The projected travel time, via the Bering Strait, is 12 to 15 days less than the southern route through the Suez Canal. As Russia has been recently and significantly slowing its activity in the NSR, some experts say joining forces with China would help revive the route's economics. The volume of Russia's shipments through the NSR has gone down five or six-fold since the 1980s to about a million tonnes of cargo in 2012.

"In the meantime, operating a transport route from Arkhangelsk to Chukotka and further to Vladivostok is vital for Russia. That's why I see a solution in cooperating with China and signing a special agreement on joint exploitation of the Northern Sea Route," Andrey Ostrovsky, director of the Institute of the Far Eastern Studies, said to Russia's Free Press.

On the other hand, risks weigh of China gaining some control over the Arctic. China is openly calling itself a subarctic state and is seeking to win icebreaking contracts from Russia. In addition, China has received the status of a 'permanent observer' in the Arctic council – the body regulating access to the Arctic's huge energy resources. The Arctic's oil reserves are estimated at 90 million tonnes, or 13 percent of the world's supply, with natural gas reserves standing at 1.67 trillion cubic meters, or 30 percent of the world reserves, and liquefied natural gas weighing in at 44 billion barrels, or 20 percent of world stock. Chinese state media have described the approximately 5440 km (3,400 mile) NSR as "the most economical solution" for shipping goods between Shanghai and northern European ports. If enough ice melts to create a viable shipping route, it would provide a politically safer route from the Egypt-controlled Suez Canal, and the pirate-populated Indian Ocean. Travel distance between Shanghai and Hamburg would be shortened to 5200 kilometers, a shortcut that will save China both time and money. As the ice melts, trade routes are rapidly commercializing in the Arctic. Last year, ice covered nearly 860,000 square miles, 53 percent less than the 1.8 million square miles of ice in 1917, according to US National Snow and Ice Data.

By 2021, about 15 million metric tons of cargo could be transported on the Arctic route, according to Llyod's list, a shipping industry data firm. The cargo still pales in comparison to the 900 million tonnes of products and goods hauled through the Suez Canal in 2012. In 2012, China became the world's biggest trade nation', with net trade of \$3.87 trillion, beating out the US's \$3.82 trillion. **Source : Russia Today**

## Lock gates arrive in Panama for canal expansion

The first set of four gates that will be installed in the Panama canal's new locks, have arrived in the country.

They were welcomed by Panama President Ricardo Martinelli and members of the Panama Canal Authority board of directors, at Davis, on the Atlantic entrance of the waterway, onboard of the Marshall Islands-flagged **STX Sun Rise**.



Two of the gates are destined for the Atlantic side and two for the Pacific side

The construction of the gates, designed by Netherlands-based **IV Groep** under the direction of Montgomery Watson Harza –was awarded, by the consortium building the third set of locks, GUPC, to Italian shipyard and bridge builder Cimolai

SpA that began the fabrication of the gates in October 2011.

The 16 gates will have dimensions of up to 57.6 m x 10 m x 33 m, weighing up to 4,200 tonnes each and using 49,000 tonnes of steel for all the gates. The gate design varies between the Pacific and Atlantic locks. The gates to be used in the Atlantic locks will weigh 2,700 tonnes each, while those on the Pacific side will weigh 4,200 tonnes because of more robust seismic requirements and higher tides. The gates will continue to be shipped in groups of four, until March 2014. They will be installed in dry conditions, giving the GUPC consortium that is building the locks, the facility of installing the gates while finishing the construction of the water saving basins and locks chamber walls.

The total expansion programme of the canal was 62% completed as at the end of July 2013. The construction of the Atlantic locks will be finished and ready to be flooded in July 2014 to perform the tests, followed by tests for vessel

transits in the same locks likely to start in December 2014, and in April 2015, the Pacific locks will be ready, commented GUPC project director Bernardo Gonzalez. Source : Seatrade Global



21-08-2013 : The **CAPE MADRID** IMO 9571301, 2011/35708gt, built Wenchong Shipyard-Guangzhou China, in to Melbourne off Portsea Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©

## Head of Costa Concordia salvage job says ship could break apart

**Nick Sloane**, who heads the operation to remove and salvage the **Costa Concordia** from her perch 300 metres off the coast of the Italian island of Giglio believes the project could turn out badly. He says the ship could break apart or "fracture."

"When we raise it you will hear the noise from the wrenching and of the fracture of internal sections but we hope the external structure remains intact," the 52-year-old **Sloane**, a Senior Salvage Master with **Titan Salvage**, told media this week. Since Jan. 13, 2012 when the **Costa Concordia** was taken too close to shore and a hole was torn in her hull after hitting a reef, the ship has sat off the coast of Giglio, 65 percent of her underwater. Once they get the go ahead from the Italian authorities, **Sloane** and his team of 450 workers will raise the ship up, likely in the first week of September.

Once stabilized, they will tow the ship to the port at Piombino for scrapping. The biggest marine salvage operation in the world's history, it is being undertaken jointly by **Titan Salvage**, an American company, and an Italian company, **Micoperi**. The ship is 290 metres (952 feet) long, weighs 114,137 tonnes and has 13 decks. There were over 4200 passengers and crew onboard when she hit the reef. Thirty-two people died. The ship's captain, **Francesco Schettino**, has been charged with manslaughter, causing a shipwreck and abandoning his ship. Schettino's trial is currently underway in Grosseto, Italy. Source : digitaljournal



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20-08-2013 : HANJIN LINE container ship **HANJIN SCARLET** outbound in Vancouver - Photo : Robert Etchell ©

## All Going to Plan?

One of the hot topics this month has been the 3 Year Plan released by the Chinese government in relation to its shipbuilding industry. As the world's top shipbuilding nation (by CGT on order), this month we look at domestic shipbuilding targets in China.

### Mixing It Up:

The latest guidelines state that Chinese yards should build 25% of high-tech ships and 20% of offshore units output globally by 2015, in value terms. As the graph shows, Chinese yards have taken an increasingly diverse mix of orders. Whilst this is influenced by a general shift in the global product mix, the majority of orders for 'high-tech' units have been by domestic owners. Based on estimated contract value, Chinese yards account for 21% of the value of the global gas, large containership and chemical orderbook and have in fact sat just below this level for five years. Chinese yards output \$9.3bn of offshore units in 2012 (26% of global output) and have 20% of the value of the offshore orderbook. This is mainly due to the quantity of orders opposed to a significant presence in the high value MODU or MOPU sectors. This data suggests product mix targets may be 'realistic', but the fact Korean yards (the 2nd largest shipbuilder) have an orderbook 44% greater in value terms offers useful perspective.

### Industry Consolidation

Currently, 33% of the 445 global shipyards with a unit on order are in China whilst 4% are in Korea. A key aim of recent guidelines is to reduce shipyard capacity. Recession, limited access to finance and lower levels of ordering has seen a decline in the number of yards in China. In 2012, 73 yards took an order, compared to 212 at the top of the ordering boom in 2008. In January 2013 the government released guidelines stating the top ten domestic yards should account for 70% of Chinese output by 2015 (in dwt). In 2012 the 28 state yards accounted for 43% of output. There have been examples of consolidation at state yards with CSSC merging six of its yards into three. However, generally the Chinese industry is consolidating not due to policy initiatives but because of the financial pressures faced by smaller local yards.

### Domestic Base

The Chinese owned fleet is the third largest globally, and Chinese owners placed 21% of the 466 contracts taken by domestic yards in 2012. The latest plan reinstates a 'scrapping subsidy' of up to 20% on new orders at approved yards. It is available to domestic owners who scrap a Chinese flagged ship >1,000 GT and is dependent on shiptype. The effect however is likely to be limited; data suggests that when the scheme ran from 2010 to 2012 less than 50 scrapped vessels would have given owners the eligibility to apply for the subsidy.

### On Course?

So, the data shows that Chinese yards are at least moving closer to current 'guidelines'. However, the data shows the product mix has in fact been evolving for some time and the closure of smaller local yards have aided consolidation. Further, the effect of the renewed 'scrapping subsidy' looks limited. In this context it will be interesting to see how far future shipbuilding guidelines in China might go. **Source: Ms Sarinka Parry-Jones, Clarksons**



The **CORONA SEAWAYS** in Copenhagen - Photo : Huib Lievense / Ernst Lohmann ©



## Enclosed spaces: promoting education, awareness and training

More people die or are injured in enclosed spaces than through any other related onboard work activity – this despite numerous guidelines, safety regimes, operational procedures manuals and assurance surveys.

**The Nautical Institute** will take advantage of the opportunity presented by the inaugural **London International Shipping Week** to be held from 9 to 13 September to highlight the issues around enclosed space incidents.

As part of the London event, the Institute's London Branch is to hold a day of education, awareness and training in conjunction with Mines Rescue Marine at North West Kent College, SusCon Campus, on 11 September. This follows a well-attended seminar held by the North of Scotland Branch for the offshore industry last year, as reported in the November 2012 issue of the Institute's magazine *Seaways*.

**The Nautical Institute** continues to be at the forefront of addressing the issue at the IMO and has been leading the call for the mandatory carriage of oxygen meters onboard all vessels. Mandatory entry and rescue exercises onboard vessels will soon be added to SOLAS. In addition to its input to IMO, the Institute will continue to use the full range of its activities (including publications, seminars and web forums) to eradicate the needless deaths and injuries arising from entry into enclosed spaces.

Disseminating best practice is central to the Institute's work and the day will include a practical demonstration of the training procedures required and training for personnel who may have to rescue a colleague from an enclosed space.

Establishing set drills and procedures for entry into enclosed spaces is not enough to bring about the culture change in everyday work practice that is needed. It has to be second nature for everyone to stop, think and act safely. That

means workers must be properly trained in the risks of confined spaces and the employer must demonstrate due diligence and safety leadership when planning and assigning tasks.

Writing in this month's issue of the Institute's publication *Seaways*, Michael Lloyd FNI, Marine Adviser at Mines Rescue Marine, emphasised the need for a culture change in everyday work practice at all levels. "Perhaps placing a safety poster in the boardroom as well as on the ships, and organising a visit to a double bottom space by the Chief Executive would have more effect on dealing with this problem, and help establish a safety culture in the marine industry rather than the existing legislative culture."

In his opening remarks as chairman of the North of Scotland Branch seminar, Captain Robbie Middleton FNI commented that "it is usually during casual maintenance and repair that our eye may come off the ball and produce a danger scenario." He went on to quote the summing up made by a judge in a recent offshore platform fatality: "all of the available pieces of the safety jigsaw were available to personnel but no-one stopped to put the pieces together."

For more information please contact Harry Gale FNI, Technical Manager, The Nautical Institute +44 (0)20 7928 1351, [hg@nautinst.org](mailto:hg@nautinst.org) . Or register online at <http://nilbencllosedspaces2013.eventbrite.co.uk/>

Reports of enclosed spaces incidents are freely available in the database of the Institute's Mariners' Alerting and Reporting Scheme (MARS) at <http://www.nautinst.org/en/forums/mars/search-all-mars-reports.cfm> . Type enclosed spaces into the keyword box.



The **Damen** built **WORLD DIAMOND** arriving in Great Yarmouth - **Photo : James Peter Grimes** ©

## **Watchkeeper: Professionalism the key to MLC success**

The "fourth pillar" of maritime regulation – the **Maritime Labour Convention (MLC)** – is now in place and along with high hopes for trouble-free implementation, will be soon making its mark. Will it really make a difference?

It is worth noting the level of consensus between the parties, which worked hard to modernise and rationalise the numerous International Labour Organization (ILO) ILO documents and produce a convention appropriate to 21st century shipping. It has arrived at its present stage with the enthusiastic assent of ship owners, governments and seafarers' organisations and, it has to be said, with a great deal of goodwill. It is global in scope and ambition and is designed to provide the "level playing field" in which all parts of the international shipping industry are able to operate and flourish.

It is also designed for uniformity of enforcement, so that the internationally trading merchant ship will not face different standards and ambiguous interpretations as it moves from port to port around the world. It has a clear reporting system to keep track of progress, something that is particularly important in the early years of implementation. Its authors would seem to have covered every eventuality and of course it is supported by BIMCO, whose practical members have contributed greatly to this.

But like the SOLAS, MARPOL and STCW conventions which have preceded it, the success of the MLC will depend heavily upon the sincerity and professionalism of both the regulators and those in the industry itself. It might be suggested that the “human element”, in the shape of the MLC inspectors and indeed those being inspected, will be crucial if the new convention is to come up to its expectations.

It is clear that well-organised shipping companies, which have engaged with the processes in good time and whose processes are aligned with the convention, will have little to fear (as will those seafarers who work for them). All within this responsible and professional part of this industry will hope that the convention's impact will be positive in that it will force the less responsible and less professional elements to improve their ways, or leave the business.

It is idle to suppose that for all the high hopes, there are no worries about its implementation. There is concern about both sincerity and professionalism in those countries in which corruption is a fact of maritime life. There are worries about certificates being issued by corrupt or incompetent flag state authorities, and the possibility of inspection regimes in these places treating the MLC as just another source of income from visiting ships, with masters being harassed and ships being delayed.

There is some residual concern about some administrations “gold-plating” the convention's regulations or causing problems over their interpretation aboard special ships, or where the status of people aboard might appear ambiguous. There may be problems which will initially arise on account of the number of flag states which are still to ratify the MLC, but whose ships will, of course, be subject to inspection. It is fair to say that the industry and the ILO have anticipated these issues, with its provisions for monitoring the convention and requirements for annual “audits” of its effectiveness. Those flag states which are experiencing problems do have the opportunity to solicit advice and technical assistance from the ILO. But the MLC is in being and all sides are hoping that its introduction will be smooth and that it will really make a difference. Sincerity and professionalism are the keys to this desirable object. **Source:**

**BIMCO**



The **IRON LINDREW** anchored off Gladstone, Queensland  
**Photo : Richard Matterson - Maritime Risk Management ©**

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## Power problem grounds Princess Cruises ship

Princess Cruises has canceled the sailing of the 1,950-passenger **SUN PRINCESS** earlier this week, citing a power problem.

The 18-year-old vessel had just emerged from a \$30 million overhaul in a Singapore dry dock and had been scheduled to sail a 14-night voyage from the city to Freemantle, Australia.

In a statement sent to USA TODAY, Princess spokeswoman Karen Candy says a malfunction occurred in the ship's switchboard resulting in "limited onboard power hindering (the ship's) ability to run all hotel operations."

The **SUN PRINCESS** is the second vessel this week operated by a major cruise line that has been beset by mechanical problems. Celebrity Cruises' 2,138-passenger **CELEBRITY MILENNIUM** made an unscheduled return to Ketchikan, Alaska late Sunday due to a propulsion issue and remains docked in the port undergoing evaluation.

The problems come nearly six months after a string of mechanical issues on Carnival ships left many Americans questioning the reliability and safety of cruise ships. Princess says the **SUN PRINCESS**' next sailing -- an 11-night cruise from Freemantle to Singapore scheduled for Sept. 3 -- will go ahead as planned after repairs are made.

Passengers on this week's sailing will receive a full refund, a credit for a future cruise and reimbursement for incidental costs related to the canceled sailing, Princess says. Source : USA TODAY

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## NAVY NEWS

## Navy plans to lift submarine out of water

Indian Navy divers are taking stock of the **INS Sindhurakshak** wreck before lifting it to dry dock. Experts hope to retrieve equipment fitted in the submarine that may throw light into the reasons for the mishap.

Eighteen sailors are feared to have died in the explosion that took place early on August 13. Till Wednesday, divers have found only seven bodies. The navy will lift the submarine by blowing a balloon from beneath. "A crane may be used to lift it out of the water," said a source. "Efforts have been made to de-water the compartments using high-capacity pumps. But there has been no discernible change in the water level inside the submarine, indicating likelihood of ingress of water through openings due to structural damage," said defence minister A K Anthony in a suo moto statement issued in Rajya Sabha on Monday, on incident of major fire onboard **INS Sindhurakshak**. "Efforts have been made to identify possible areas of water ingress by inserting high pressure air. Globally renowned Professional salvage agencies have been approached and they are undertaking the survey for salvage operations. There is also an offer of help from Russia, where the refit and upgrade had been undertaken."

Preliminary probe indicate the explosion was due to ignition of armament. "The cause of ignition is yet to be established. Visual and forensic examination will throw more light into cause of ignition, but it will be possible after the sub is afloat and dewatered. A board of inquiry with all relevant specialists has been formed to investigate the accident at the earliest," said defence minister A K Anthony in a suo moto statement on Monday.

The defence minister has also ordered extensive checks on weapon-related safety systems and audit of standard operating procedures on all operational submarines of the Indian Navy.

Till Monday from the day of incident, divers entered five compartments of the sub and removed seven bodies. "From day one there was little chances of survival. At the time of incident 18 personnel -- 3 officers and 15 sailors -- were in the sub getting ready to sail on a secret mission. The divers are yet to open the sixth compartment which is engine

room. The compartment is usually very hot and noisy and nobody stays there while the sub is in harbour," said the source.

Meanwhile the families members of the personnel are still in the city. They are awaiting the DNA report, expected in a week, to identify the bodies belongs to whom. **Source : indiatimes**

## ROYAL NAVY COUGAR DEPLOYMENT



Several Royal Navy units assigned for the COUGAR 13 DEPLOYMENT arrived last Monday 19th August 2013 in Gibraltar including the **HMS WESTMINSTER F237** - Type 23 Frigate, **RFA LYME BAY L3007** - Landing Ship Dock (Auxiliary) and **RFA MOUNTS BAY L3008** - Landing Ship Dock (Auxiliary) the units berthed for a few days visit prior to entering the Mediterranean... **Photo's : Francis Ferro ©**



## Russian Navy to Receive 10 Rescue Vessels by Year-End

The Russian Navy will receive 10 advanced search-and-rescue ships and boats by the end of this year to boost its sea rescue capability, a Navy official said Wednesday. Delivery of new advanced search-and-rescue vessels is vital for the Russian Navy as it still lacks reliable means to rescue submarines and ships in distress.

"Construction of the Igor Belousov rescue ship and the **Viktor Konetsky** rescue tugboat is being completed," said the head of the Navy's search-and-rescue service, Capt. 1st Rank Damir Shaikhutdinov.

According to Shaikhutdinov, the Baltic Fleet will receive four advanced rescue boats while three multipurpose rescue vessels will be commissioned by the Black Sea Fleet. "The Caspian Flotilla will soon receive an SB-45 rescue boat," the official said.

Since the **Kursk** nuclear submarine tragedy in 2000, when Russia had to rely on the assistance of Norwegian divers to reach the vessel buried on the ocean floor at the depth of 108 meters, the Russian Navy has acquired a number of foreign-made deep-sea rescue equipment. At present, all Russian fleets have British-built Panther Plus and Tiger submersibles in service. **Source : RIANovosti**

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## Iran to unveil domestically made Fateh submarine soon

Iranian Defense Minister Hossein Dehqan says the Islamic Republic will be unveiling the domestically designed and built **Fateh (Conqueror) submarine** in the next few months. Speaking on the sidelines of a Cabinet session in Tehran on Wednesday, Brigadier General Dehqan stated that the launch of Fateh submarine is among defense achievements which will be unveiled within the next 100 days.

Iran's Navy Commander Rear Admiral Habibollah Sayyari said on July 1 that Fateh submarine will once more prove the Iranian Navy's capability to manufacture, equip and utilize its own fleet of submarines.

Iran has so far launched different classes of advanced submarines including **Fateh, Ghadir, Qaem** and **Nahang**.

In September 2012, Iran's Navy launched the super-heavy **Tareq 901 submarine**, overhauled by Iranian experts.

**Ghadir submarine** was first unveiled in 2007. The 120-ton submarine has excellent shallow depth performance and can conduct prolonged coastal missions and launch torpedoes. Over the recent years, Iran has made important breakthroughs in its defense sector and attained self-sufficiency in producing important military equipment and systems.

The Islamic Republic has repeatedly made clear that its military might is merely based on the nation's defense doctrine of deterrence and poses no threat to other countries. **Source : Press TV**

## India can currently deploy only 7-8 submarines against enemy forces

If India goes to war today, it will have just seven to eight aging conventional submarines to deploy against enemy forces. This deeply blunts the country's underwater combat edge against Pakistan, which already has five relatively new conventional submarines and is angling to get six more advanced vessels from China. Beijing, of course, is leagues ahead with 47 diesel-electric submarines and eight nuclear-powered ones.

The **INS Sindhurakshak** disaster last week, which blew a big hole in the Indian Navy's operational capabilities, has further compounded the problems. Defence minister A K Antony admitted in Parliament on Monday that "extensive checks on weapon-related safety systems and audit of standard operating procedures (SOPs) on all operational submarines have been ordered".

The minister also confirmed the "explosion" on board **INS Sindhurakshak** was due to the "possible ignition of armament" in the vessel's forward section. TOI had last week reported that "inadvertent mishandling of ammunition" on the submarine, which was all set to leave on an extended patrol with a full weapons load of 18 cruise missiles and torpedoes, had emerged as the most probable reason behind the sinking of the over 2,500-tonne submarine.

"The cause of ignition is, however, yet to be established. Visual and forensic examination would throw more light on the possible cause of ignition. This will be possible only after the submarine is afloat and de-watered," said Antony.

The minister, however, did not dwell upon the fact that the Navy is left with only 13 aging diesel-electric submarines - 11 of them over 20 years old " due to political and bureaucratic apathy in pushing long-delayed submarine construction projects under his watch.

Four of the 13 submarines - nine Kilo-class of Russian origin and four HDW of German-origin " are undergoing "a long refit" to extend their operational lives. "Two kilo-class or Sindhugosh series submarines are at Hindustan Shipyard Ltd at Visakhapatnam, while two HDW or Shishumar-class vessels are at the Mumbai naval dockyard for the long refits," said a source.

The Navy does have one nuclear-powered submarine **INS Chakra**, taken on a 10-year lease from Russia last year, but it's not armed with nuclear-tipped missiles due to international treaties. **INS Chakra** can serve as a deadly 'hunter-killer' of enemy submarines and warships with its 300-km range Klub-S land-attack cruise missiles as well as other missiles and advanced torpedoes. Pakistan Navy, incidentally, is the first force in the Indian Ocean Region (IOR) to have submarines equipped with air-independent propulsion (AIP) in the shape of three French Agosta-90B vessels.

Conventional submarines have to surface every few days to get oxygen to recharge their batteries. But those fitted with AIP can stay submerged for much longer periods to significantly boost their stealth and combat capabilities, somewhat narrowing the gap with nuclear-powered submarines. India, however, has even dithered in taking a decision to fit AIP in the last two of the six French **Scorpene submarines** being constructed for over Rs 23,000 crore at Mazagon Docks under "Project-75", which is already running four years behind the original 2012-17 induction schedule. The first Scorpene will be delivered only by November 2016. Similarly, the new programme, "**Project-75India**", to construct six advanced stealth submarines, armed with both land-attack missile capabilities and AIP, is yet to even take off despite being granted "acceptance of necessity" way back in November 2007. It will take over a decade for the first submarine to roll out under this project worth well over Rs 50,000 crore. **Source : Indiatimes**

## SHIPYARD NEWS



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## Irving Shipyard says first navy ship to be done by 2018

The company awarded the biggest slice of the federal shipbuilding project is on track to deliver the first Arctic patrol vessel in 2018, the CEO of the **Irving Shipyard** said Wednesday, but questions remain over the number of ships that will be built.

Though a contract for construction of the ships hasn't been signed with Ottawa, Jim Irving expressed confidence that his shipyard in Halifax will be ready to build the vessels allotted for the navy. "The tentative schedule today -- start cutting steel in late 2015 and 2018 is the expected delivery time of the first vessel," Irving told a news conference.

The Halifax shipyard is now undergoing renovations and upgrades to ramp up for ship construction after it won a \$25-billion contract in October 2011 to build 21 combat vessels.

The federal government has said the shipyard would build between six and eight Arctic offshore patrol ships, the first vessels to be built for the navy. But it has yet to settle on a precise number and Irving officials weren't able to say Wednesday how many would be built. "We haven't come to an agreement with Canada yet on that part of the contract," said Scott Jamieson, the shipyard's vice-president of programs.

Federal Public Works Minister Diane Finley, who also attended the news conference, would only say the government would adopt a flexible approach within a fixed budget procurement.

"We want to make sure that we design first," Finley said. "Details are yet to be determined based on the design, which hasn't yet been finalized." In March, Ottawa signed a \$288 million contract for the design of the Arctic offshore patrol ships.

The uncertainty comes as company officials said they would begin laying off part of the shipyard's workforce by the end of September as the site prepares for \$300 million in renovations.

Irving said the short-term move was necessary in order to tear down some buildings and build new ones to a tight schedule.

"We are working with our workforce to mitigate those job losses as much as possible," he said.

The company didn't reveal the number of employees to be laid off, but officials said a number of trades will be affected at the site, which employs about 900 shipyard workers. Jamieson said the company hopes many will be recalled when work on the Arctic offshore patrol vessels begins in two years.

Cliff Pickrem, president of unionized workers at the shipyard, also couldn't say how many layoffs are expected but added that the union would fight to retain as many jobs as possible. "It's going to be a little hit but hopefully we can gradually reduce it from the big numbers," said Pickrem. "It should be the last cut for us when we get built back up."

The company received a \$260 million loan from the provincial government in March 2012 to help with the shipyard's upgrades, which will include the construction of an assembly hall, painting facilities and a 47-metre high ultra hall used for larger block assembly.

Irving also plans to build a parking garage for employees that will hold 520 cars as well as a \$30-million steel fabrication facility at a site in Dartmouth across the harbour from the shipyard. The company has awarded \$127.7 million in contracts since it won the overall contract for the ships.

Under the \$35-billion federal shipbuilding procurement project, Seaspan Marine in Vancouver has also been awarded an \$8-billion deal to build non-combat ships. Construction of those vessels is expected to begin as early as 2014.

Source : [ctvnews](#)

## **Irving announces layoffs at Halifax shipyard as renovations begin**

The [Irving Shipyard](#) in Halifax will begin laying off part of its workforce by the end of September as the site prepares for \$300 million in renovations to start building a new fleet of navy ships. Scott Jamieson, vice-president of programs at the shipyard, says the move is necessary to proceed with the construction of new facilities.

Jamieson couldn't give the number of employees to be laid off, but says a number of trades will be affected at the site, which employs about 900 shipyard workers.

He says the company hopes some of those workers will be recalled when work on six to eight Arctic offshore patrol vessels begins in 2015. The company received a \$260 million loan from the provincial government in March 2012 to help with the shipyard's upgrades, which will include the construction of an assembly hall and painting facilities.

Irving has awarded \$127.7 million in contracts since it won a \$25-billion deal in October 2011 to build 21 combat vessels for the navy. Source : [Global News](#)

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The **ELVIRA** outbound from Rotterdam bound for Paramaribo - Photo : Krijn Hamelink ©

## Rules of navigation in the water area of the Northern Sea Route

The NSRA (Northern Sea Route Administration) has published the Rules of navigation on the water area of the Northern Sea Route.

### General

1. Rules of navigation on the water area of the Northern Sea Route were developed in compliance with "Code of commercial navigation of the Russian Federation" (CCN) and the Provision on the Transport Ministry of the Russian Federation and establish the order of the organization of navigation of ships in the water area of the Northern Sea Route, rules of the icebreaker assistance in the water area of the Northern Sea Route, rules of the ice pilotage of ships in the water area of the Northern Sea Route, rules on the track assistance of ships in the water area of the Northern Sea Route, provision on the navigational hydrographic and hydrometeorological support of the navigation of ships on the water area of the Northern Sea Route, rules of the radio communication of the navigation of ships in the water area of the Northern Sea Route, requirements to ships in relation to the safety of navigation and protection of the marine environment against the pollution from ships, other provisions relative to the organization of the navigation of ships in the water area of the Northern Sea Route.

### Procedure of the navigation of ships in the water area of the Northern Sea Route

2. In accordance with CCN (item 3 of article 51), management of the navigation of ships in the water areas of the Northern Sea Route is realized by the Northern Sea Route Administration established as a federal government institution (hereinafter referred to as NSR Administration).

In the water area of the Northern Sea Route the authorization-based order of the navigation of ships is in force.

3. Granting permission for the navigation of ship in the water area of the Northern Sea Route (hereinafter referred to as permission) is effected by the NSR Administration on the basis of application of shipowner, representative of shipowner or ship master (hereinafter referred to as application) with the indication of full denomination and (if any) of identification number of the International Maritime Organization (hereinafter referred to as IMO number 1), family name, first name, patronymic (if any) of the applicant, contact phone, fax, e-mail address for a physical person. The application should contain the confirmation that shipowner ensures the compliance of ship with the present Rules prior to the entering of ship into the water area of the Northern Sea Route.

The application in Russian and in English is presented in the electronic form (pdf format file).

4. The following documents in Russian and/or in English presented in the electronic form (pdf format files) are attached to the application:
5. If applicant is a physical person authorized by shipowner the following documents in Russian and/or English presented in the electronic form (pdf format files) are additionally attached to the application:
6. The application with the documents attached in compliance with items 4 and 5 of the present Rules is to be sent to the e-mail indicated in the contact information on the official site of the NSR Administration in Internet (hereinafter referred to as official site) not earlier than 120 calendar days and not later than 15 working days before the intended date of the entering of ship into the water area of the Northern Sea Route.
7. The application is accepted for consideration on the date of its reception by the NSR Administration and if the application was received on day off or on holiday - on the first day following day off or holiday.
8. The NSR Administration not later than in two working days after the reception of the application for consideration allocates information on the received application (indicating date of the reception of application for consideration) on the official site.
9. The NSR Administration considers the application within 10 working days since its reception for consideration.
10. In case of the decision of the NSR Administration to grant permission for ship to navigate in the water area of the Northern Sea Route, not later than in two working days after the decision is taken the permission is allocated on the official site providing the following information:
11. In case of the decision of the NSR Administration to refuse permission for ship to navigate in the water area of the Northern Sea Route, a notification is to be sent by e-mail to the applicant signed by the head of the NSR Administration (or by a substituting person) with the indication of reasons of the refusal to grant the permission.
12. The NSR Administration not later than in two days after taking decision of the refusal to grant the permission allocates relevant information on the official site.
13. Ship which was granted permission should not enter the water area of the Northern Sea Route earlier than on the date of the beginning of the term of validity of the permission and should leave the water area of the Northern Sea Route not later than on the date of the end of the term of validity of the permission.  
If ship cannot leave The Northern Sea Route water area before the expire of the validity of the permission shipmaster immediately informs The NSR Administration about that indicating the reasons of the violation of the requirements of the first paragraph of present item and acts according to The NSR Administration instructions.
14. When ship moves towards the water area of the Northern Sea Route from the west, 72 hours before approaching meridian 33° E (hereinafter referred to as Western boundary) and when ship moves towards the water area of the Northern Sea Route from the east, 72 hours before approaching parallel 62° N and/or meridian 169°W (hereinafter referred to as Eastern boundary) or immediately after the departure from sea port (if the navigational period of ship after the departure from sea port to the Western or to the Eastern boundary is less than 72 hours) ship master informs the NSR Administration about the planned time of arrival of ship to the Western or Eastern boundary accordingly as well as sends the following information:
15. 24 hours before approaching the Western or Eastern boundary ship master notifies again the NSR Administration of the planned time of the arrival of ship to the appropriate boundary.
16. At the departure of ship from a sea port of the Russian Federation situated in the water area of the Northern Sea Route ship master immediately informs the NSR Administration of the time of departure as well as sends the information in compliance with item 14 of the present Rules.
17. At the entrance of ship into the water area of the Northern Sea Route from inland water ways of the Russian Federation ship master informs the NSR Administration of the time of the entrance as well as send the information in compliance with item 14 of the present Rules
18. While entering the Western or Eastern boundary ship master informs the NSR Administration of the planned time of the entrance of ship into the water area of the Northern Sea Route, geographical coordinates, track and speed of ship at the moment of report.
19. At the entrance of ship into the water area of the Northern Sea Route ship master informs the NSR Administration of the actual time of the entrance of ship into the water area of the Northern Sea Route, geographical coordinates, track and speed of ship at the moment of report.
20. After the completion of navigation in the water area of the Northern Sea Route on leaving the water area of the Northern Sea Route ship master informs the NSR Administration of the actual time of leaving the water area of the Northern Sea Route, geographical coordinates, track and speed of ship at the moment of report.  
After the completion of navigation in the water area of the Northern Sea Route while ship is calling at a sea port of the Russian Federation situated in the water area of the Northern Sea Route immediately after the call of ship master informs the NSR Administration of the time of the call of ship at port with the indication of name of the sea port.

**To learn more about**

- Rules of the icebreaker assistance of ships in the water area of the Northern Sea Route
  - Rules of the pilot ice assistance of ships in the water area of the Northern Sea Route
  - Rules of the assistance of ships on seaways of the water area of the Northern Sea Route
  - Provision about the navigational-hydrographic and hydrometeorologic support of the navigation of ships in the water area of the Northern Sea Route
  - Rules of the radio communication during the navigation of ships in the water area of the Northern Sea Route
  - Requirements to ships pertaining to the safety of navigation and protection of the marine environment from the pollution from ships
  - Other provisions in relation to the organization of the navigation of ship in the water area of the Northern Sea Route
- Source: Northern Sea Route Administration (NSRA)



The Korean research vessel **ONNURI** - Photo : Harvey Wilson ©



The tug **DUTCH POWER** connecting to the **SARENS BARGE VEKA 3303**, heading for Sundsvall (Sweden). The barge loaded with a 132 mtr bridge section, is just pulled out with winches, assisted by **FAIRPLAY 4** (at the front) + **FAIRPLAY 7** (on the aft) from the loading area in Stettin (Poland) – Photo : Ion Theuerkauf ©

## Bumi Armada takes delivery of first of four PSVs

Malaysia-based international offshore oilfield services company, **Bumi Armada Berhad (Bumi Armada)** is pleased to announce that it took delivery of the first of four PSVs (\*platform supply vessels) from **Sentinel Offshore (L) Ltd** on 31 July 2013 at the Xiamen Shipyard in China. The contract for the four PSVs which is worth approximately USD80 million (RM260 million) is part of the company's fleet expansion programme. **Bumi Armada**'s Executive Director and CEO, Mr Hassan Basma, "The purchase of these four PSVs is another part of our fleet expansion programme „Steel on Water 2" which was initiated last year. Earlier this year, we had placed a USD130 million order for four DP2\*diesel-electric MPSVs (with an option for another four) and acquired a DP2 diesel-electric MPSV, the **Armada Condor**."

Through a build/buy strategy, we aim to increase both the size of our fleet to 80 to serve clients in Asia, Africa and Latin America as well as the quality of vessels; vessels that are Green, Clean, Safe and Fuel Efficient (GCSE)."

The PSV named **Armada Tuah 303**, is a 75 m long platform supply vessel which has cargo capacity of 3,300 tonnes, tanks for liquid mud/brine, base oil, dry bulk, fuel and water. The ABS-classed DP2 platform supply vessel features 700 m2 of free deck space, accommodation for 50 persons, fire-fighting capability and oil recovery Class-C. The next PSV will be delivered by the end of Q3 2013 while the remaining two PSVs will be in the fourth quarter of 2013. **Source:** **Bumi Armada**

## OLDIE – FROM THE SHOEBOX



Wagenborg's **MAASBORG**, at the time of the photo already sold to H.J.Smit. The **MAASBORG** was powered by 2 main engines of 8 cylinder each connected to a gearbox driving 1 propeller shaft, the ship was during the time 1995-1998 operating at an 14 days route from Rundvik to Amsterdam and Zaandam carrying wood **Photo : Andre Ligthart ©**

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



The **EDDA FIDES** outbound from Cape Town – Photo : Ian Shiffman ©

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