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**The BBC FUJI anchored of Singapore last Saturday - Photo : Piet Sinke (c)**

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## EVENTS, INCIDENTS & OPERATIONS

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24-08-2013 : **SANKO LINE** tanker **SANKO BREEZE** inbound to Vancouver harbour Photo Robert Etchell (c)

## UN chief urges collective action to fight piracy, armed robbery at sea in Central Africa

Secretary-General Ban Ki-moon has called today on Central African leaders to collectively focus on conflict prevention in the subregion and to fight the threats of piracy and armed robbery at sea, as well as other security challenges.

"This meeting offers a unique opportunity to find concerted and innovative solutions to problems that threaten peace and security in the Central African sub-region," Mr. Ban said in a message to the 36th meeting of the UN Standing Advisory Committee on Security Questions in Central Africa (UNSAC), held in Kigali, Rwanda. The Committee's mandate is to encourage arms limitation, disarmament, non-proliferation and development in the sub-region. It is grouping of eleven Member States comprised of Angola, Burundi, Cameroon, Central African Republic (CAR), Chad,



Congo, Democratic Republic of Congo (DRC), Equatorial Guinea, Gabon, Rwanda, and Sao Tome and Principe. In the message, delivered by Abou Moussa, his Special Representative and head of the UN Office for Central Africa, Mr. Ban commended the Committee for its “pioneering efforts to address” piracy and armed robbery through the active collaboration with Member States and the Secretariat of the Economic Community of West African States and the Gulf of Guinea Commission (GGC).

Most recently, Western African leaders met in June at the Summit of the Gulf of Guinea Heads of State and Government on maritime safety and security in Cameroon to establish an effective framework to combat piracy and armed robbery at sea.

At the Summit, participants adopted the ‘Code of Conduct concerning the Prevention and Repression of Piracy, Armed Robbery against Ships, and Illegal Maritime Activities in West and Central Africa’, which defines the regional maritime security strategy and paves the way for a legally binding instrument. Mr. Ban and the UN Security Council welcomed the move. Mr. Ban also said that he was pleased that the Committee’s agenda included the issue of elephant poaching.

“We must fight this illegal and intolerable activity vigorously, particularly given its alleged role in the illicit financing of some rebel groups,” he noted. In his statement, Mr. Ban noted the establishment of a network to contribute to the fight against terrorism held in the DRC in December 2012. He said the “time is ripe” for a mid-year review of its activities. **Source : UN News Centre**

## **Launch of Fast Rescue Craft Gone Wrong, Man Overboard**



If there is anything worse than sheer negligence of seafarers at sea, it is the lack of common sense and knowledge to quickly act in an emergency situation arising out of such negligence. This video aptly demonstrates the lack of professionalism and seriousness among these seafarers.

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



**Hoegh Triton** sails from Lyttelton after discharging new and used vehicles from Japan on a **Mitsui OSK** charter. Along with cars the ship discharged a number of vehicles associated with heavy construction. The rebuild of earthquake damaged Christchurch has been gaining momentum resulting in a high demand for construction equipment from Asia. **Photo : Alan Calvert (c)**

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The tug **EN AVANT 20** departed from Rotterdam with a barge loaded with a leg section and spudcan of the jack-up rig **PRIME EXERTER**, the rig was cut at **Keppel Verolme** in parts for further transportation to the Caspian Sea where the rig will be re- ensembled again **Photo : Monique Davis-Mulder (c)**

## PDV Marina-tanker op Curaçao aan de ketting

Een bedrijf uit Singapore had volgens zowel Venezolaanse berichtgeving als de website Runrun.es, op een tweetal



**PDV Marina**-tankers beslag laten leggen op Curaçao wegens een uitstaande schuld van 60 miljoen dollar.

Links de **GUANOCO**

**Photo : Kees Bustraan ©**

PDV Marina is een filiaal van PdVSA dat belast is met de distributie en marien transport van ruwe olie en derivaten. Één van de twee tankers, de **Guanoco** IMO 8117512 tanker voor verscheping van asfalt, bevindt zich nog op Curaçao en ligt al ongeveer een week 'aan de ketting' in het Schottegatgebied bij de raffinaderij. De tweede tanker die bij

Bullenbaai aan de ketting lag, de ruwe olie-tanker **Terepaima** IMO 9552496, is enkele dagen geleden weer vertrokken nadat het beslag was opgeheven. Ook wilde PDV Marina beslag laten leggen op een derde PdVSA-tanker, de **Yavire** IMO 8123626, die onderweg was naar Curaçao. Deze tanker zou van de route zijn afgeweken nadat de beslagname van de bovengenoemde tankers bekend werd. Volgens Venezolaanse berichtgeving zou minister Rafael Ramirez, die als 'de olietsaar' van het land omschreven wordt, hebben gesteld dat de beslaglegging het resultaat is van zowel interne als externe sabotage van het Staatsoliebedrijf PdVSA, dat een wereldwijde campagne zou behelzen. **Bron : Amigoe**



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The **HANSA CALYPSO** anchored off Singapore last Saturday— Photo : **Piet Sinke (c)**

## Oil spill contingency plan in place

Efforts to transfer oil from the bulk carrier **SMART** that ran aground off Richards Bay harbour were underway, the department of environmental affairs said on Sunday. It said a contingency plan was in place.



"The plan is to ensure that the environment and health of marine species in the area are protected.

"At the moment, no oil spill from the vessel has been reported.

"As part of the contingency plan, containment booms have been placed around the vessel to protect the coastline against any possible pollution during the salvage operations."

**Photo : Daryl Visser**

A team of environmental, disaster management agencies and salvage experts were on standby to "boom off the uMlathuze sanctuary, Richards Bay harbour and near-by estuaries from any possible oil spills". The **MV Smart**, a 230m long vessel, was laden with 147 650 tons of coal when she ran aground outside the

port in heavy seas on Monday afternoon. The entrance to the port was not blocked.

Twenty-three crew were airlifted in four sorties from the stricken vessel late on last week Monday afternoon and none of them suffered serious injuries. The department said on Sunday that its oil spill aerial surveillance aircraft, the **Kuswag 9**, would continue to fly over the area to gather information that would be used during the salvage operations. "The aircraft will also assist with monitoring and assessment of any possible environmental threat in the area. "The department has also requested samples of the coal on board to determine the impact it may have on the marine environment." The uMlathuze sanctuary was considered important for conservation and social perspectives as a breeding and nursery area for fish species. "Plans to pump the oil out of the vessel are at an advanced stage. "It is anticipated that the removal of oil from the vessel may take anything between five and seven days, while it may take several months to remove the coal. "It's unclear at this stage how long it would take for the stricken vessel to be

removed," the department said. The department, the KwaZulu-Natal agriculture and environmental affairs department, environmental agencies and local authorities were on high alert to provide rapid response in the event of any oil pollution from the vessel.



Dutch flagged, 2,130 cum hopperdredger "**BRAGE R**", former "**HENDRIKA**", as seen at anchor at the Barito River off Banjarmasin, Borneo. **Photo : Alexander Pera (c)**

## Vietnam: Ports lying still, waiting for vessels

More and more ports have been built over the last few years, which has led to the oversupply. A lot of ports have been operating at a moderate level because of the excess of supply over the demand. The Cai Mep – Thi Vai deep water port is believed to have the capacity of 1 million tons a year. However, since too many harbors have been set up there by TCCT, SITV, Germalink, SSIT and TCIT, the designed capacity is 6 million tons per annum.

In the Mekong River Delta, tens of big ports have been developed. However, the report of the Can Tho Port Authorities, 15 harbors have been running at just 50 percent of the designed capacity. The ports of Sa Dec, Binh Long in An Giang province, and Cao Lanh port have always been deserted. According to Won Joon Lee, a senior executive of Accenture, management consulting, technology services and outsourcing company, seaport development always requires large scale investments. With the larger investment scale, the cost would be low, and vice versa. And a seaport would not be able to operate effectively if it cannot be associated with the government, customs agencies, logistics service providers, shipping firms. Especially, the ports need to be developed under a transparent port development program.

Fox Chu, also from Accenture, noted that the existing ports in Vietnam still cannot operate effectively because of the problems in the cooperation between relevant units, which have made the costs higher and the capacity lower.

In 2012, the harbors in Vietnam ran at 20-30 percent of the designed capacity, which was the main reason behind the high costs. A 40 foot container would bear the transport cost lower by 28 percent if it is carried from Hong Kong to Los Angeles than from Vietnam.

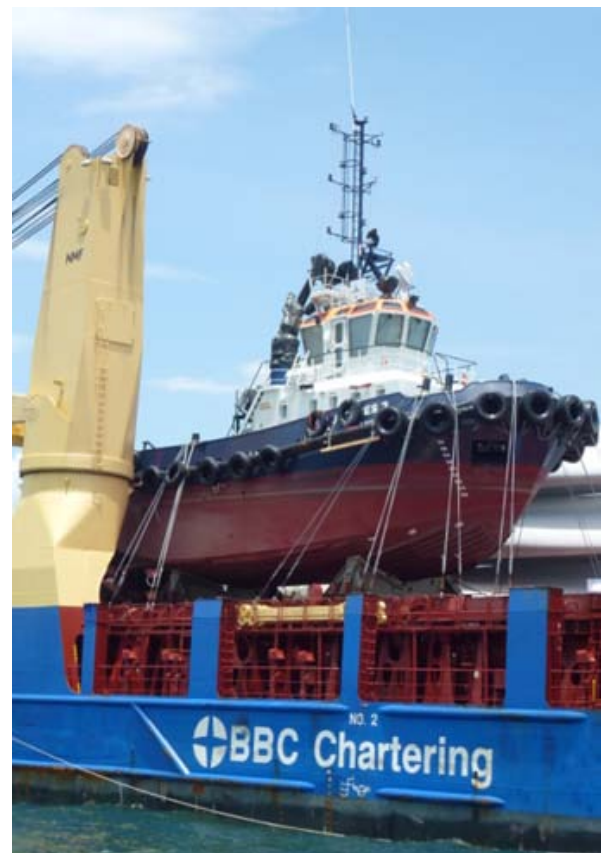
Meanwhile, a lot of ports have been left idle because of the lack of the long term vision of the developers. The Song Hau Food Company built the Tra Noc Port in Can Tho City in 2003. However, 90 percent of the company's rice has to be lightered to the Cat Lai port in HCM City for export, because the big tonnage vessels cannot dock at the port.

The My Thoi Port in Long Xuyen City of An Giang province is designed to be capable to receive the vessels of up to 50,000 tons. However, in the current conditions of the passage, it can only receive the ships with the tonnage of less than 5,000 tons. Accepting to cut the service fees, the Cai Mep – Thi Vai complex remains less competitive than the other regional ports. The number of international vessels going to/from the port complex has reportedly reduced from 16 to 7 shipments a week. A lot of big investors have to give up the port projects after realizing that port projects gobble up a lot of money. VinaCapital has announced the withdrawal from the port project it planned to develop with Dong Tam Group. The Hoa Sen – Gemadept port was scheduled to be put into operation in the first phase with the capacity of 2 million tons per annum by 2010. The second phase would kick off right after that to be sure that 4 million



tons of goods can go through the port every year. However, the plan cannot be implemented as scheduled. Source: VietnamNetBridge

## BBC FUJI WITH ONBOARD JACQUES 3 FOR BUNKERS IN SINGAPORE



Last Saturday the **BBC FUJI** arrived at the Singapore Eastern Working anchorage for bunkers and other stores, the **BBC FUJI** loaded in China blades for wind turbines, which were stored on SB side at the hatches as can be seen, located on Port Side was the in Vietnam loaded **Damen** built **STAN tug 2608 JACQUES 3**, **Damen** delivered In March 2012 the first **Damen Stan Tug 2608** named **JACQUES** to **Fedala Tug** in Morocco, followed by the **JACQUES 2**, which was the seventh **Damen** tug, Quality, builder and product reliability, as well as accurate pricing have been the main reason for the SCRA to come to **Damen** for the past 25 years. Together with their subsidiary **Fedala Tug**, a total of four **Stan Tug 2608**'s will be delivered. The tugs are intended for harbour and coastal duties., the **JACQUES 3** is homeported Jorf Lasfar **Photo's : Piet Sinke ©**



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The **STOLT TOPAZ** passing the Miraflores locks in the Panama canal – Photo : Melanie de Vries ©

## Solid second quarter slashes Odfjell first half loss by 50%

Second quarter losses at tanker and liquid storage outfit **Odfjell** fell to \$2m from a \$28m loss in the same period last year.

The results helped narrow the loss in the first half of the year to \$15m, slashing 2012's \$32m loss in half.

The end of Odfjell's joint venture with Saudis National Chemical Carriers saw 13 vessels redelivered to the Bahri subsidiary resulting in a drop of cargo volumes at Odfjell, and a jump in contract coverage to 56%. Subsequently, revenues for the chemical tanker business fell from \$269m in 2012 to \$255m this year and EBITDA more than doubled to \$30m from \$13m. Time charter rates rose 8% and freight rates rose 2% on a per tonne basis.

In June Odfjell took delivery of the world's largest chemical tanker, the 86,000 cu m **BOW PIONEER**, from Daewoo Shipbuilding and Marine Engineering, the remaining four 46,000 dwt chemical tankers being built at Hyundai Mipo Dockyard are on schedule for their January-July 2014 delivery dates. The company's tanker terminal business went into expansion mode in the quarter, Lindsay Goldbern injected \$219m in June, Founder Group signed a JV with Odfjell for a tanker terminal in Quanzhou, Fujian province and Odfjell signed a letter of intent to purchase a site in South Carolina, USA. EBITDA fell for the tanker terminal business from \$13m in Q2 2012 to \$7m this year, including one off items totalling \$3m relating to the ongoing trouble at Odfjell Terminals Rotterdam. The company forecasts only



moderate increases in profit for the second half of 2013 due to the supply overhang and general global economic picture. Improvement is expected in the next 12-24 months, however. **Source: Seatrade Global**

## We zijn toppers in bouw van superjachten

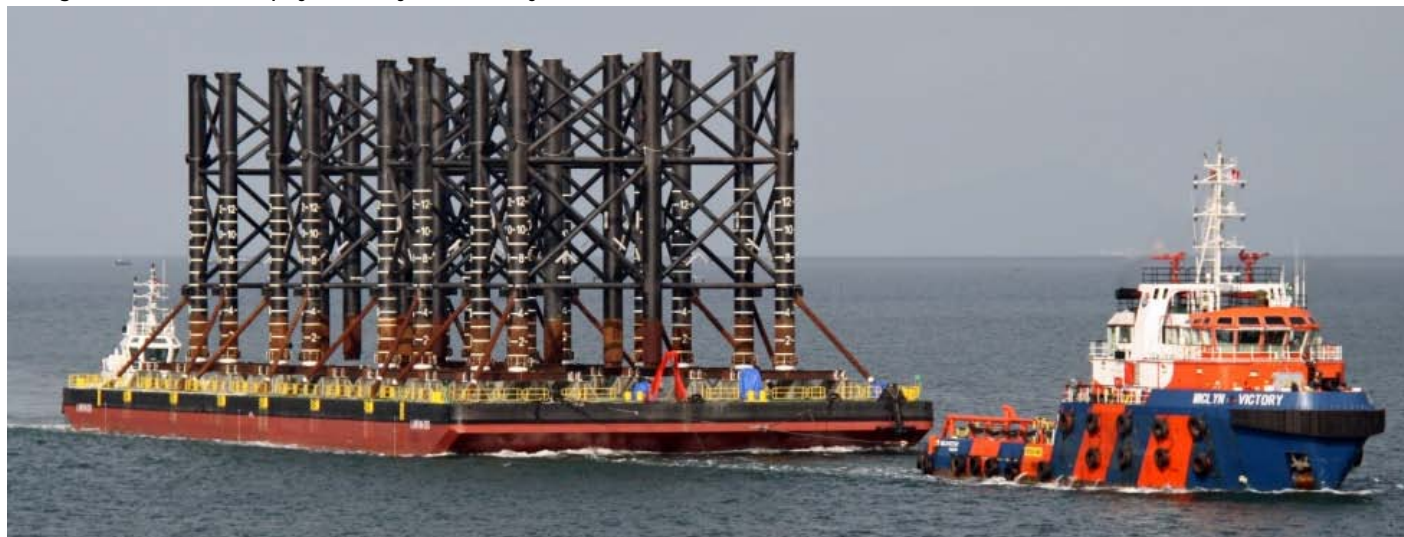
Nederland was vorig jaar koploper in de bouw van superjachten, waarvan de meeste vanaf 30 meter zijn gebouwd. Nederlandse jachtenbouwers leverden voor ruim 900 miljoen euro aan grote luxe jachten af. Dit blijkt uit een jaarlijkse



index van **Superyachting Times** en Jachtenbouwer **Camper & Nicholson's International**.

Nederlandse jachtenbouwers eindigen daarmee voor Duitsland en Italië, waar werven in 2012 in Duitsland voor respectievelijk 710 miljoen en Italië voor 670 miljoen euro aan superjachten verkochten. De werven in Nederland wisten 936 miljoen euro op te halen. Dit deden zij

door in totaal 20 jachten af te leveren, met een gemiddelde prijs van bijna 47 miljoen euro. Italië leverde opnieuw verreweg de meeste superjachten : 50 stuks voor een gemiddelde prijs van 'slechts' 13,5 miljoen euro. Jachten van Duitse makelij waarin in de regel het duurst. Werven in Duitsland maakten het afgelopen kalenderjaar 6 boten voor een gemiddelde stuks prijs van bijna 120 miljoen euro.



The **MICLYN VICTORY** approaching The Western Boarding Ground "B" in Singapore

Photo : Capt . Neil Johnston – Master Salviscount (c)

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## CASUALTY REPORTING



the Indonesian Navy's sail training ship **KRI DEWARUCI** arriving Fremantle 24/08/2013 with heavy weather damage caused by storms off the Western Australian coast near Shark Bay whilst on her voyage south earlier this week.

The **DEWARUCI** was bound for Geraldton and then Fremantle as part of her voyage to Sydney to take part in the Royal Australian Navy's International Fleet Review in early-October.

The upper topsail section on the foremast appears to have snapped and fallen over and is lashed in that position with tattered sails left.

The entire bowsprit and figurehead are missing - not sure if these have been lost or were damaged and then removed but all were missing upon arrival at previous port Geraldton.

Heavy rusting / streaking from seas around the bow. Understand repairs to be carried out at Fremantle before proceeding on her voyage to eastern Australia. **Photo's : Chris Gee ©**





The 2001 built 109 mtr long Dutch flagged **LADY CARINA** ran aground 22-08 on a sand patch at the Punda site whilst entering the port of Willemstad (Curacao) and turned due to the strong current and closed / obstructed the entrance of the port, in first the cargo vessel was pushed back by 2 **KTK pilot** boats as can be seen at the photo above, and later 1 **KTK tug** towed the vessel into port, no damage was reported **Photo top : John Smit (c)**



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

## DEADLY FIRE ON INDONESIAN FERRY

Six people died and 7 others are still missing after a ferry carrying hundreds of people caught fire in the Java Sea in Bangka Belitung province. Police said that the the MV **Express Bahari 8C** boat caught fire at 5:30 p.m. around eight kilometers from Tanjung Pandan. It was en route to the Belitung port from Pangkalbalam port on neighboring Bangka.

"There were 197 people on the boat when the incident happened, but only 189 people were registered on the list, including 13 crew," a National Police spokesman said on Friday. "The ferry caught fire after one of the passengers disposed of a cigarette into a box full of chicks," **Source : Jakarta Globe**

## NAVY NEWS

## Russia to hand over a submarine to Vietnam this Nov.

According to a press release of the **Admiraltei Verfi shipyard**, the first **Kilo 636** submarine of the six submarines for Vietnam will be handed over to Vietnam in November 2013.



The factory is fixing defects and preparing for the test of ashore hand-over," Russian newswire RIA Novosti cited a press release of [Admiraltei shipyard](#). "In November the two sides will sign a preliminary report and the submarine will be handed over to the base. The flag hoisting for the submarine will take place in the order-placing country," the press release quoted the plant's engineer Aleksandr Belyy.

Aleksandr Belyy stressed that the experiment of ashore hand-over will take quite some time. The plant engineers will check all systems and operational

mechanisms of the submarine and complete the paint job. The first phase of the trial ended on December 25, 2012. The second phase consists of factory testing and unload testing took place from 16/4 to 27/06/2013. Along with it is the training of the Vietnamese crew. "From July 4 to 17, we made and completely finished the national testing program," stressed Aleksandr Belyy. "We conducted more than 100 days of diving and all systems worked well," he said.

The contract to buy six [Kilo 636](#) submarines from Russia was announced by Prime Minister Nguyen Tan Dung in December 2009. The contract is scheduled for completion in 2016. The two first submarines are expected to be handed over to Vietnam this year. [Varshavyanka \(Kilo\) submarines](#) are the most advanced type of the contemporary world. The length of the vessel is 74 meters, and width 10 meters. Their deepest submerging level is 300 meters, and underwater speed of up to 37 km / h. The submarine can run automatically for 45 days and nights. The [Kilo submarines](#) are equipped with the "Club" missile complex which is capable of projecting power at a distance of 300 km. Particularly, the unique feature of this submarine is its extremely low noise. The Western experts call Varshavyanka submarines "black holes in the ocean." **Source : Vietnamnet**

## Surjya visits submarine victim's kin

Leader of Opposition Surjya Kanta Mishra on Saturday visited the house of sailor Malay Haldar, who has been missing since the blast of Indian Navy submarine [Sindhurakshak](#) in Mumbai. The rescue team fished out some bodies from the blast site but Haldar couldn't be traced yet. Naval officers have already collected DNA samples from his parents.

"We will try to offer whatever help is possible," Mishra said. Ironically, no leader from the ruling party has visited the victim's house at DPL Colony. A couple of days ago, CPM MP from Burdwan Saidul Haque had visited his house along with Durgapur SDM Kasturi Sengupta. **Source : Indiatimes**

## 'Navy is taking all the steps to salvage the submarine'

Seven bodies had been recovered till August 20, 2013. Remains of one more body were recovered on August 21, 2013 which have been sent to INHS Asvini for post-mortem and DNA profiling. Death certificates of earlier found seven bodies indicate probable cause as extensive burns. The seven bodies are being retained in J J Hospital till the completion of DNA profiling. Blood samples of relatives of all 18 casualties have been collected. Family support is being accorded high priority with periodic updates and proactive interaction as well as complete attention by a dedicated cell headed by a Rear Admiral. Continuous contact with next of kin of all 18 affected personnel is being maintained.

External hull survey indicates that approximately half of the submarine is embedded in silt. Survey action by salvage firms is in progress. They are: M/s [Resolve Marine Group](#), USA; M/s [Titan/GOL Salvage Services](#), Singapore; M/s [Smit Singapore Pvt. Ltd](#), Singapore; M/s [Ocean Centre Diving](#) with M/s [Svitzer Marine](#), USA; M/s [Arihant Ship Breakers Pvt Ltd](#), New Zealand; M/s [Graft Tech Marine and Engineering Pvt. Ltd.](#), India; and [Duke Offshore Ltd, India](#). Once the salvage operation is over, then comes the issue of involving Russian experts for future works. The first priority is the salvage operation. That is still going on.

During undersea investigation by naval divers, any and all material found is being logged and submitted for forensic examination. Metallic objects and partially burnt yellow colour material found near the jetty are being analysed by



Naval Armament Inspectorate to ascertain its composition. A team comprising Chief General Manager (Naval Armament Depot), Controller of Naval Armament Inspection and Commanding Officer of Missile Base INS Tunir have been asked to conduct a detailed study to assess the state of explosives onboard and quantify risks associated with salvage operations, because there is a fear of further explosion. We are trying to curb that also. In this process we are involving the state government of Maharashtra as well.

The government of Maharashtra, through the Chief Secretary, has been briefed about the ongoing actions and regular briefing of the efforts undertaken has been institutionalised with all stakeholders. That means, the Navy is taking all steps to salvage the submarine at the earliest and also to find out what was the exact reason for this explosion. Nothing is ruled out. After that, we will study how best we can salvage, at least partially, this submarine.

As honourable Members pointed out, the submarine went through a thorough refitting more than two years back, costing us a large amount. But, when it returned, it was almost in a modern condition. But, this unfortunate incident took place. In our system, there is no system of insuring the warships and submarines. We are not insuring them just like other commercial things.

This incident casts a shadow on the capability of the Navy to safeguard our interest in the vast coastline, maritime area, maritime security, especially in the emerging security scenario in the Indian Ocean region and the Asiatic region.

Actually, in the last few years, among the three Services, the Navy and the Air Force, were continuously procuring many of the most modern platforms and producing indigenously, in India also. You know the launching of our own indigenously-built aircraft carrier, Arihant. Every year, hereafter, the Navy will get five warships produced in Indian Shipyard. So, that way, every year, the Navy is adding new warships and platforms to its strength. And gradually, the Indian Navy is becoming the blue water Navy.

Actually, there is a cause of concern about the submarines. The government is also taking serious care of that. There is a well structured submarine construction programme. In phase one, **Project-75**, six submarines are under construction with **Mazagon Dock Limited**, Mumbai. This is being monitored very closely.

Proposal for construction of another six submarines (Project-75(I)) is in the advanced stage of sanction. After all the examination we have already prepared a CSE note for an additional six submarines. So, the total submarines are 12. If required the government will go in for an upgradation and life extension of the existing submarines in order to ensure that the required force levels for submarine fleet are maintained till new inductions take place. Above all, threat perceptions and required force levels are dynamic in nature. So, if needed, in consultation with the Indian Navy, the government will examine all other options to strengthen the capability of the Navy. For strengthening the capability of the Navy, the Indian Army, the Indian Air Force, the Indian Coast Guard and the government will give maximum support.

There was a time when we used to surrender a lot of money from the Defence Budget. In recent years we have not surrendered a single pie. As the honourable Members know, the country is passing through a difficult economic situation. So, we are not able to get the expected amount for the Defence Budget. We are not getting enough money according to our demands. It is an internal adjustment between the Army, the Navy and the Air Force. We are spending the entire allotted budget. At the same time, many proposals are in the pipeline. As the proposals materialise, there is no money. That is the problem. Now, in the armed forces we are realising the requirements of the Forces. You take into account the allotted money. For the budgeted amount, you have some priorities. The procurement should be on a priority basis. Actually, the Navy's importance is growing because oceans are becoming lifelines of the country. So, we have to strengthen the Navy. At the same time, we can't ignore our Army and Air Force. To some extent, we can't ignore the Coast Guard. Everything is in a kitty. If you want to give more platforms immediately, you must get more money. At the moment, because of the present economic situation, that kind of money is not coming. So, whatever budget is being given to the Armed Forces or to the Defence Ministry, we are not surrendering a single paisa. We will not do that. But, at the same time, we will continue to make efforts to get more money.

## **India, Russia Discuss Submarine-Building Cooperation**

An Indian military delegation has arrived in St. Petersburg to discuss military-technical collaboration in submarine-building, a Russian defense industry source said, days after a Russian-made sub in India's navy exploded.

"It is a routine meeting of a joint Russian-Indian working group that had been scheduled long before the explosion on the **INS Sindhurakshak**," the source said on condition of anonymity.

"The Indian delegation is headed by the Indian navy's chief of materiel, Vice Admiral Nadella Niranjan Kumar," the source added, RIA Novosti reported.

The [Sindhurakshak](#), one of 10 Russian-built Kilo-class submarines in service with the Indian navy, blew up and sank at its moorings in the port of Mumbai last week, killing 18 crewmembers.

The boat had been recently refitted in Russia and returned to service in January. Russia has offered to send a team of experts to assist India in the investigation of the accident.

According to the source, the agenda of the talks included the possibility of a second round of upgrading for India's [Kilo-class \(Project 877 EKM\)](#) diesel-electric submarines, as well as Russian participation in the Indian tender for six new diesel-electric subs and other issues aimed at boosting the development of India's submarine fleet.

The discussion of the recent accident with Sindhurakshak may also be on the agenda, the source added. Meanwhile, several Indian media outlets have speculated that the Indian navy may lease additional Kilo-class subs from Russia to maintain combat readiness of its submarine fleet. [Source : FARS agency](#)

## India's submarine production

The [Sindhurakshak](#) tragedy raises many issues, among them, the danger of close berthing of warships and submarines in the crowded Mumbai docks and the need urgently to commission the Karwar base to host most of the Western Fleet and take the pressure off Mumbai harbour and, given the dangerous depletion in submarine strength, the urgency to lease Kilo subs from, say, Vietnam, which has acquired six of them and whose submarine crews are being trained here, and move quickly on [Project 75i](#) — the supposed final step before full indigenisation of diesel submarine design and production. Strangely, while the navy's strategic-minded leadership has a firm grip on issues relating to surface combatants, confidence deserts them in in-country production of conventional submarines (SSKs). This is perplexing considering the expertise the navy has gained in designing, project management, and system integration in the programme to produce nuclear-powered submarines. As follow-on to the three Arihant-class ballistic missile-firing boats (SSBNs), a bigger, more advanced SSBN is in the pre-production phase, and a design for nuclear-powered hunter-killer submarine (SSN) is nearing firm-up.

The Navy's plan was to learn from and absorb the best attributes of the western and Russian submarines and to gain from their differing design philosophies and manufacturing techniques, and to use them to come up with a wholly new design and indigenous production regime for a diesel hunter-killer submarine (SSK) to constitute the navy's bulk sea denial force. The concept of parallel production lines realised with the selection of the HDW 209 German submersible quickly unravelled with the scam attending on that deal struck during the Indira Gandhi-imposed Emergency of the mid-'70s – a forerunner of defence scams that have blotted defence acquisitions. Its local production proceeded with the customary delays and cost-over-runs the defence public sector units (DPSUs) are habituated to until it was junked. The corpus of hard-gained production competence and industrial skills by the [Mazgaon shipyard](#) in disciplines like high-pressure welding to achieve micron tolerances, were thus wasted because successor governments, including those headed by the Congress party, distanced themselves from the taint of the original scandal. In the meantime, the Russian Kilos were acquired to fill the breach.

Some twenty years on another western submarine was chosen, Scorpene from France. A deal was finalised in 2006 by yet another Congress government and, once again, allegations of illegal payoffs surfaced. But just when the aspect of alongside production of a Russian boat came up and the Amur-class SSK identified as appropriate to the country's needs, global tendering was introduced. Russia discovered it had to compete for the Project 75i contract with a number of western suppliers, and needed to provide incentives/sweeteners to surpass whatever the competition can muster. In the event, it has made a clever offer the Indian Navy cannot refuse and which consolidates its presence.

This offer is rumoured to have the following features: Russia will lease for \$1.5 billion a second nuclear powered Akula SSN — Irbis, lying mothballed in Severodvinsk, to be delivered by end 2014; both INS Chakra and Irbis will be upgraded to Akula-III standard by incorporating the latest technology, including hull-mounted sensors to, for instance, detect thermoclines — thermal layers in the Indian Ocean that make sonar detection difficult and enable submarines to "hide" in them. These sensors will be retrofitted on the Arihant, and equip the two follow-on sister ships. Irbis SSN will moreover come equipped with the Shtil (Storm) torpedo (to also equip Chakra) that can close in on targets at uninterdictable speeds touching 280 knots, and a vertical launch system "plug" accommodating a mix of 40 K-15 land attack missiles and the first of the Indian submarine-launched K-4 ballistic missiles (SLBMs). It will in effect convert the Akulas from exclusively warship and submarine hunters into more versatile platforms able also to reach deep hinterland targets and take out littoral sites with land attack cruise missiles.

The new 75i design will boast of similar weapons profile with Indian naval designers and engineers invited to work alongside their counterparts in the Russian design bureau right from conception all the way to design and delivery



stages, thereby enhancing the Indian Navy's all-round skills and competence to handle submarine design and oversee submarine production generally. In the wake of the Sindhurakshak mishap, moreover, the additional safety of a double hull (permitting high reserve of buoyancy) and platform versatility enabling a single boat to carry out multiple missions — central to Russian design philosophy — have obvious appeal.

It is, in fact, the differences in the western and Russian design philosophies that have seriously divided the Directorate-General Naval Design-Submarine Design Group at the Naval Headquarters, stalemating for long the crucial decision on standardising the diving depth and delaying indigenisation. The differences persist, according to Vice Admiral K N Sushil (Retd), an experienced submariner and former head of the Southern Naval Command, who prefers the western single hull design, despite the fact that Western suppliers will not transfer sensitive technologies (such as optronic masts) or do a "lot of hand-holding" that diffident Indian production firms still require, that only the Russian are prepared to do.

The indecision has prevented, he maintains, the establishing of other standards such as for "the operating pressures of the hydraulics and high pressure air systems, pressure hull materials, weld normative, hydraulic and high-pressure air pipelines, manifolds, valves, etc." common (to nuclear and conventional submarines) and deterred the build-up of local capacity. Were it otherwise, the "scale" of work would prompt investment in the latest tooling and other manufacturing wherewithal to produce different types of submarines by private sector companies, such as Larsen & Toubro, Tata, and Pipavav without whose participation fully indigenised production, Sushil believes, will languish at the elementary level of assembling from imported CKD (Completely Knocked Down) kits the DPSUs are stuck at. The under-utilisation of the more capable and efficient private sector, as the regressive-minded defence production department in the ministry headed by the leftist A K Antony would have it, means the country can kiss self-reliance in armaments Good Bye. **Source : Indian Express**

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## Iran plans to equip naval vessels with longer-range missiles



Iran plans to equip its naval vessels with domestically designed air defense missile systems which have a longer range compared to previous systems, the deputy commander of the Navy announced in an interview with the Fars News Agency published on Saturday.

A naval unit which operates on the sea must be able to defend itself against missile and air attacks because if it cannot defend itself it will be destroyed easily, Rear Admiral Gholam Reza Khadem-Bigham said.

Domestically manufactured medium-range missiles, such as the Mehrab missile, which have been successfully tested during the previous war games of

the Navy have been installed on the country's naval vessels, he said, adding that the Iranian Defense Ministry also plans to design longer-range air defense missile systems for naval vessels in order to help them protect themselves against enemy attacks more efficiently. The Mehrab (altar) missile is a surface-to-air medium-range smart missile.

The Mehrab missile is equipped with anti-radar and anti-jamming systems, and if the enemy tries to jam the guidance system of the missile, it immediately identifies the source of the interference and changes its course toward the source and destroys the jammer. **Source : Tehran Times**

## US, Chinese sailors participate in anti-piracy exercise

In what could potentially be a small-scale rehearsal for the large scale RIMPAC 2014 exercise, U.S. and Chinese naval forces conducted a joint weekend counter-piracy exercise in the Gulf of Aden.

During the two-day exercise, the guided-missile destroyer **USS Mason** and the Chinese destroyer **Harbin** conducted a series of events that included members of both navies taking part in onboard search-and-seizure drills, live-fire proficiency and aviation operations, the U.S. Navy 5th Fleet said.

One of the exercises involved a combined U.S. and Chinese team boarding a Chinese oiler that was role-playing as a pirated vessel. The scenario included hostages and a mock medical emergency.

The joint exercise comes in the wake of last week's meeting at the Pentagon between Gen. Chang Wanquan, Chinese minister of national defense, and Defense Secretary Chuck Hagel, where both spoke on the importance of building a military-to-military relationship between the two nations that are often politically at odds. At the meeting, both agreed to enhance cooperation in humanitarian assistance and disaster relief, counterterrorism, anti-piracy and peacekeeping.

China is expected to participate in the U.S.-led RIMPAC 2014, the largest international maritime exercise that takes place biennially in the Pacific. The first bilateral counter-piracy exercise conducted between the U.S. and Chinese navies occurred near the Horn of Africa with **USS Winston S. Churchill** and the Chinese frigate **Yi Yang**, in September 2012, according to the U.S. Navy.

U.S. officials say piracy off the Horn of Africa remains a threat despite "significant progress" stemming from a 2009 United Nations Security Council resolution that joined 80 countries in the effort to combat piracy in the area. Since 2011 there has been a 90 percent reduction in the number of hostage-takings by pirates, and the last successful pirate attack on a merchant vessel occurred in May 2012, according to the State Department. **Source : Stars & Stripes**

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## Wuhu Xinlian delivers SCL BASILISK (18,000 dwt)

China's **Wuhu Xinlian shipyard** recently delivered the 18,000 dwt multipurpose vessel **SCL BASILISK**, the last unit of four identical ships originally ordered for Safmarine's Africa-related breakbulk and multipurpose services. While the lead ship **SAFMARINE SAHEL** and sisters two and three indeed joined **Safmarine**, the last unit was later refused by the carrier because of year-long delivery delays.

The ship has finally been handed over to **Swiss Container Line (SCL)**, interests related to **Enzian Shipping** of Switzerland. The Swiss also control a series of four very similar, but not identical, multipurpose ships from **Jiangsu Sugang Shipyard** - two of which have been chartered to **Safmarine**.

Swiss Container Line's **SCL BASILISK** is 161.50m long and 25.00m wide. The ship is fitted with three 80 ton cranes and she can - theoretically - carry about 1,000 teu in full container mode. Powered by an MAN B&W main engine of 9,900 KW, the **SCL BASILISK** is capable of a speed of about 17 knots.

The **SCL BASILISK** is presently tramping in the multipurpose market and she is not trading on a scheduled liner service so far. Source : Linervision

## Sophisticated, sensual, serene Sofia...



**Moonen Shipyards** in the Netherlands has launched the 42-metre custom motoryacht **Sofia** for a repeat client. As well as being the largest superyacht launched to date by the yard, Sofia also features a three-seat submarine, a wide range of other technical innovations, and outstanding noise & vibration attenuation. Inside and out, this highly sophisticated custom project captures the essence of why **Moonen** is among the finest yachtbuilders in the world today. A crossover between go-anywhere expedition vessels and the classic modern yachts that are **Moonen's** hallmark, Sofia was custom-designed with safety, functionality and redundancy to the fore. Built to Lloyds and MCA, she implements the latest building techniques with top-of-the-line equipment and systems.

**Sofia** also brings together some of the finest creative minds and hands in the Dutch superyacht industry. Designed by René van der Velden, Stolk Marimecs was responsible for the complex naval architecture and engineering. Frank Pieterse and Marilyn Bos - de Vaal from Art-Line then went on to develop the remarkable interior, which features a wide range of genuinely innovative features. The experts at Inoferro had their work cut out to incorporate the wealth of stainless steel detailing, as did the woodworkers and many other craftsmen across all disciplines from Moonen Shipyards. The result is a triumph.

### Custom made

Sofia was created for a repeat client with bespoke requirements based on his wide range of previous experiences. Having bought his first GRP motoryacht in 1994 and sailed several other vessels around the 80-foot range as well as an X-612 MKII sailing yacht (which he still owns today), Sofia's owner first teamed up with **Moonen** almost a decade ago. "In 2004 I embarked on a quest to find a high quality motoryacht that would allow me to cruise the world in comfort together with the sailyacht," he explains. "My research led me to **Moonen Shipyards**, where I purchased the brand-new Moonen 84 **Sofia** (now **Eleonora**). I then commissioned a new Moonen 97 to meet my personal requirements, which was duly launched in 2008.

"My experiences with **Sofia** and **Sofia II** emphasised the quality of design and build of **Moonen**. The yachts were safe, solid and reliable even in rough weather. I welcomed many experienced sailors and owners onboard, and all were impressed by the construction quality, low noise levels and immaculate carpentry work.

"When the time came to fashion my new yacht, therefore, the choice to partner again with Moonen was easily made. This third **Sofia** would be the yard's largest yacht to date and – unprecedented for her size – carry a private submarine. Although the design started with a two-seat craft, during the construction we switched to a three-seater. This decision influenced the complete design and made the challenge even greater, but Moonen responded with typical flair. "My yacht was extended and a new crane designed and installed to allow the launch and retrieval of the submarine. Although the alterations were made when the yacht was already at the first stages of construction, the yard handled the complex modifications with minimal delay. Once again, **Moonen** proved its flexibility, innovative approach and uncompromising commitment to meet and fulfil client wishes."



## EADS, ThyssenKrupp venture raided over suspected bribes in Greek order

A joint venture of **EADS** and **ThyssenKrupp** and offices of **Rheinmetall** were raided this week in Germany on suspicion of paying bribes related to an order of submarine equipment from Greece, a spokesman for the state prosecutor in Bremen said on Saturday.

The **Atlas Elektronik** joint venture and **Rheinmetall Defence Electronics** were searched as they are suspected of paying 18 million euros (\$24 million) in bribes and of avoiding taxes, the prosecutor's spokesman said.

He was confirming a report in German paper Sueddeutsche Zeitung. **EADS** and **ThyssenKrupp** both confirmed the raid on their unit, which they bought from **BAE Systems**. **Rheinmetall** was not available to comment, but Sueddeutsche Zeitung reported, citing a spokesman for the company, that it rejected the accusations.

**ThyssenKrupp** said it had discovered the matter itself "as part of a compliance investigation" and notified the authorities in 2010 about it. **Source : Chicago Tribune**

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The **ESHIPS NAHYAN** off St. Eustatius - Photo : Steve Carr ©

## Emerging Competition between Planned Eastern Canadian Super Ports

While Melford Terminals finalizes plans to develop a deep-sea container port in the Strait of Canso in Eastern Canada, a second group has stepped forward to develop a deep-water container port at nearby Sydney. Both locations are easily accessible from the North Atlantic and well protected from severe waves and powerful ocean currents. Each location offers its own unique advantages that include ease of vessel-to-vessel and rail-maritime intermodal transfer of cargo, ability to accommodate the largest ships afloat along with being conveniently located en route between east coast American ports and Western European ports. The development of the 2-Canadian East Coast super ports will

allow the largest ships afloat to feasibly carry cargo destined for northeastern American ports, by sailing via the Suez Canal. Except that most northeastern American ports are too small for the modern super ships. The option of being able to transfer cargo at one or both of the planned eastern Canadian super ports will allow shippers to move massive volumes of freight between points of origin and destination at very competitive transportation costs. Over the long-term, a canal built across Nicaragua may be able to transit the largest ships afloat.

As a result, the Canadian ports may also serve as ports-of-call for ships sailing to and from European ports, via either the Panama or future Nicaragua Canal. Each port also has its own unique selling features and its own unique drawbacks. In terms of interlining with railway transportation, Melford Terminal's location at the Strait of Canso offers reduced railway distance to major inland points of origin and destination, with possible savings in railway transportation costs. While a railway line does extend to the Port of Sydney, the additional railway distance and related costs places it at a competitive disadvantage.

A deep-water super port built at Sydney would ideally serve vessel-to-vessel transfer of cargo, rather than intermodal rail-maritime transfers. There may be enough future volume of vessel-to-vessel transfers of freight at Sydney to assure the long-term viability of the future super port. The Melford Terminal at the Strait of Canso would be equally competitive, with both super ports depending heavily on future movement of freight between older east coast American ports and ports located across Western Europe and around much of Asia. The terminals would compete for vessel-to-vessel of freight destined for and originating from St Lawrence River ports.

The presence of a tidal navigation lock in the Strait of Canso restricts the size of vessel that it could transit, requiring future lengthening of the lock to transit extended length coupled vessels that may sail between Canso super port and ports along the St Lawrence River and Seaway. Sydney harbor may easily accommodate and assemble extended-length wide-beam barge tows that tugs may push and navigate across the relatively calmer waters of the Gulf of St Lawrence (compared to the North Atlantic) and along the St Lawrence River, over the 1,000-miles (1,600-kms) between Sydney and Montreal.

While the Strait of Canso tidal lock may serve as a competitive handicap, the absence of navigation locks between Sydney and Montreal enhances future prospects for interlining between inland vessels and oceanic super ships. There may be scope to lengthen navigation locks between Montreal and Toronto, to transit tug-pushed trains of pairs of coupled 'Seawaymax' barges that sail between the Gulf of St Lawrence and several inland ports around and downstream of Lake Ontario. These ports include Toronto, Hamilton, Oshawa, Oswego and Ogdensburg along with several shallow-draft barge ports that may develop along the Seaway.

Should the length of navigation locks along the Seaway between Montreal and Lake Ontario and at the Strait of Canso remain unchanged, Sydney could gain an advantage in terms of container-on-barge (COB) operations. Barge tows that sail from Sydney and uncouple barges at ports such as Quebec City, Three Rivers and Sorel before arriving at Montreal, where barges may unload at the smaller ports. The cost of moving containers on barges between Sydney and Montreal would be competitive with railway transport. It would be feasible to move tows of 6 x Mississippi size barges a short distance upstream of Montreal.

Moving barges through 4-locks upstream of Montreal (ports of Cornwall and Valleyfield) and the Ottawa River would be cost-competitive with truck transport. To be cost-competitive with rail, barge tows would need to move 1,000-TEU's between Sydney (or Melford super port) and Lake Ontario. A tug-pushed and navigated 2-unit tow of coupled 'Seawaymax' barges could carry up to 2,500-TEU's on to Lake Ontario at do so at competitive cost provided that the navigation locks were extended to 1,800-ft while using the existing draft and beam. Upon arrival at Lake Ontario elevation, barges may be divided between multiple shallow-draft ports.

Tows of 2 x 'Seawaymax' barges may carry containers between future Eastern Canadian super ports and several older east coast American ports, especially if 'Suezmax' container ships begin to carry containers to the Canadian ports. During the Seaway navigation season, that technology could carry domestic traffic between Atlantic coast ports and several lower Great Lakes ports, and possible future service to Upper Great Lakes ports. When sections of the Mississippi are closed to navigation due to flooding and/or also due to restricted water levels, some shipments of cargo may be diverted through the Canadian inland waterway system.

### **Conclusions:**


The development of competing super ports in Eastern Canada could offer cost-competitive maritime transportation between eastern USA/Canada and several European/Asian ports, involving larger ships. It could prompt development of barge trains that may sail between the super ports and east coast American ports, also several inland ports. There may also be scope for tug-pushed barge tows to carry cargo at competitive cost between the super ports and several inland ports. **Source: Maritime Executive**



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The **EXPLORER**, operated by Semester at Sea, is a floating university primarily for American based students. She arrived at 38/9 berth, Southampton, from Lisbon on 22nd August, she departed August 24th for St Petersburg. She was originally the **Olympia Explorer** for Royal Olympia Cruises. **Photo : Chris Brooks - [www.ShipFoto.co.uk](http://www.ShipFoto.co.uk)**

## Colombo Port: South Container Terminal Opens (Sri Lanka)

On August 5th following the construction of the International **Port of Colombo South Container Terminal Project** in Colombo, Sri Lanka, an opening ceremony was held to officially open the Port for use.

President of Sri Lanka, Mahinda Rajapaksa was present at the site, as well as China Communications Construction Company's Assistant President, Song Hai Liang, **Zhenhua Heavy Industries** Deputy General Manager, Tang Qiao Liang, representatives from FHD Engineering Company and Third Highway Engineering Company along with company leaders from Sri Lankan companies associated with the project.

The maiden voyage of the large ocean liner, "**CMA CGM PEGASUS**", with a length of 363 meters and a carrying capacity of 11,400 TEU, is to date the largest container that has been anchored at the port in Colombo, therefore proving the wharf's capability of receiving goods for import and export. It is intended that the formal operation of the port be used to contribute to future upgrade of Sri Lanka's distribution hub and that it plays an important role in spurring development of the local economy.

The project contract amount is more than USD 300 million, with a construction period of 28 months. The project is divided into 2 phases, the first phase will begin operations in the middle of 2014, and the wharf will then become Sri Lanka's only large container port capable of receiving and off-loading 14500 TEU. Currently, the project department has finished section B more than 4 months in advance of the contract requirements, establishment and development works for a firm foundation for section C has begun in order to ensure the smooth continuation of the remaining construction. **Source: Port of Colombo**



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The former fast ferries **Duta Muhibbah 3** and **Duta Muhibbah Dua** moored at Papayas Beach Lodge in Labuan -  
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## Fujian to build super large ore terminal

Following the operation of the 250,000 dwt class channel at Fujian Meizhouwan, the port is planning to build a 400,000 dwt class facility, possibly ushering in the Valemax era into China finally. Meizhouwan port plans to build fifteen 50,000-400,000 dwt class dry bulk berths to achieve a total handling capacity of 117m tons.

Source: Sino Ship News



August 26th, we saw the Svitzer tug **TAMINGA** (Built 1983, 3600 bhp) arrive towing **WANDILLA** (Built 1971 ,1900 bhp). **Taminga** has worked in South Australian ports (Whyalla of late) and the elderly **Wandilla** has been laid up in Adelaide. The **Wandilla** originally was based in Sydney then to Fremantle and finished her career in South Australia. She will be donated to Tribal Warrior Group in Sydney . **Taminga** is said to be up for sale.

Photo : Ian Edwards - [www.shipphoto.com.au](http://www.shipphoto.com.au) ©

## Northern Shipping Route Opens Up in Self-Fulfilling Prophecy

In the frozen emptiness where Russia meets the Arctic Circle, a self-fulfilling prophecy is playing out.

Japanese and South Korean energy companies have begun shipping oil products through the Arctic's melting ice—adding credibility to a route that could slash costs while avoiding risks associated with ferrying cargo through the Suez Canal.

Bypassing Suez means avoiding political unrest, and lessening the reliance on a single route through such persistently volatile territory, The Wall Street Journal's Eric Yep explains. Going north can also shave as much as 10 days off a trip from South Korea to Europe—shipping rates are applied daily, so time is money.

But here's where it all becomes self-fulfilling. The U.S. National Oceanic and Atmospheric Administration said the Arctic

lost record amounts of sea ice last year. The United Nations' Intergovernmental Panel on Climate Change says some 95% of scientists now agree that human activities, chiefly the burning of fossil fuels, are the main cause of global temperature rises and, thus, of ice melt.

Melting ice doesn't just open the north to trade routes, but also to oil exploration. Russia's Rosneft and U.S. giant ExxonMobil are active in the Russian Arctic. Burning fossil fuels means melting ice means access to more fossil fuels, means more burning and on it goes.

Photo : Marcel Coster ©

The Arctic isn't open to all, though. Greenpeace says its icebreaker **ARCTIC SUNRISE** has been shut out of the Northern Sea Route by the Russian government that is no doubt wary of the environmentalist organization's



ability to drum up a good headline.

Greenpeace says the decision is a “thinly veiled attempt to stifle peaceful protest and keep international attention away from Arctic oil exploration in Russia,” as the ship in question is classified as being Arctic-ready.

With the Arctic estimated to hold up to 13% of the world's undiscovered oil, and around 30% of its untapped natural gas, there will be a whole lot more activity likely north of Russia.

### IRAQ'S EXPORT DILEMMA

On the topic of difficult exploration plays, the Kirkuk oil field in northern Iraq must be one of the trickiest onshore projects on earth. It straddles hotly disputed territory and is at the “wrong” end of the country for easy export access. Iraq has big plans for the field, which was discovered in the 1920s. Almost 100 years on and the aim is to double output to 600,000 barrels a day.

Getting all that crude out of Iraq to global markets represents a serious challenge. At the moment it runs via a pipeline to the Turkish port of Ceyhan, meaning it doesn't have to pass through the volatile Middle East or the Suez Canal.

But it does have to pass through some dangerous lands, and it has been bombed around 30 times this year, including six times in the past three weeks. The most recent attack came this week.

Consequently Iraq exported 29% less Kirkuk crude than scheduled in the first seven months of this year, Bloomberg reports. Alternative routes are fraught with difficulty, and accessing the ocean through Turkey is still a lot safer than any thought of going via Syria. Iraq needs help to boost Kirkuk output, but anyone willing will demand assurances that the improved flow of crude will have somewhere to flow to. This is an assurance that Iraq will only be able to give by engaging with the Kurds living in its north, with whom it has a series of long-standing disputes.

### MARKETS

Brent crude-oil prices on Thursday fell despite positive economic data from China, as a lack of definitive signals from the U.S. Federal Reserve meant the outlook remains far from clear. **Source: Associated Press**



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## MARITIME ARTIST CORNER



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



The **BRAVE TERN** leaving the Wiltonhaven in Schiedam  
Photo : Capt. Etienne Woerdman - Master HLV Svanen ©

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