

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 240



Number 240 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 28-08-2013**

News reports received from readers and Internet News articles copied from various news sites.



TENWOLDE

MARINE EQUIPMENT & SERVICES

LOOKING FOR A POWERPACK? CONTACT US!

Hydraulic powerpacks diesel & electric of different types and manufacturers,
sales and rental.



P.O. Box 5023 - 3274 ZJ Heinenoord - the Netherlands - Tel: +31(0)186-603333 - Fax: +31(0)186-603619 - info@tenwolde.com
Visiting address: Boonsweg 19 - 3274 LH Heinenoord - the Netherlands - www.tenwolde.com



Dockwise BLUE MARLIN arrived last week with the KANTAN IV in New Zealand
Photo : Chris Liedtke ©

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



Offshore Weather Forecasts & Climatology

WEATHER FORECASTS • ROUTING • METOCEAN REPORTS • 24/7 CONSULTANCY • NOWCASTING PRO

www.meteogrouppoffshore.com • info@meteogrouppoffshore.com • Netherlands office: +31 317 399 800 • Singapore office: +65 9233 6155 • Aberdeen office: +44 1224 900 284



The C/S **CEGENO** arriving in Keelung for the Chunghwa Telecom new project "TPKM-3" cable laying operation. This project starts from Taiwan's main island to connecting other islands at a total of about 730km, would be completed at March 2014. **Photo : Peter Lee - Hu Cherng Marine Engineering C., Ltd. – Keelung ©**

Dutch back Greenpeace ship's Arctic oil-drilling protest

The Netherlands said **Greenpeace's** right to peaceful protest was "indisputable" after the environmental group defied Russian authorities by deploying an icebreaker through an Arctic shipping route without permission.

Greenpeace yesterday announced its ship, the Amsterdam-registered **Arctic Sunrise** entered the Northern Sea Route to protest against oil drilling -- despite being blocked by Russia on several occasions citing concerns about the icebreaker's ability to withstand thick ice. "Greenpeace's right to a peaceful demonstration is indisputable," the Dutch Foreign Ministry said in a statement.

It added: "According to the data the Netherlands have on the ship, there is no reason to doubt its technical state."

But The Hague added that countries bordering the Northern Sea Route were "allowed to have additional legislation for ships, to ensure safe and responsible use of the route." The Hague contacted Moscow on Friday "to see how Greenpeace in the short term could meet... requirements" but was yet to receive an answer.

"We are in constant contact with [Greenpeace](#) and the Russian authorities and we have urged restraint and good communication on both sides," the statement added.



The [ARCTIC SUNRISE](#) was heading into the Kara Sea where several vessels contracted by Rosneft, Russia's top oil firm and its US partner ExxonMobil, are conducting seismic testing to prepare for offshore drilling near the Russian Arctic National Park. The Russian transportation ministry has accused the Dutch-flagged vessel of "crudely" violating Russian and international law, with the global environmental group in turn calling Russia's move a "thinly veiled attempt to stifle peaceful protest."

[Greenpeace](#) says the plans to drill in the protected ecosystem were in contravention of Russia's own laws.

Established in 2009, the natural park is home to endangered species such as the bowhead whale and is a major breeding ground for polar bears. Rosneft, headed by one of President Vladimir Putin's closest confidants, Igor Sechin, said its offshore operations were "absolutely safe".

Russia and the United States hope that the global warming melting the Arctic sea ice will help them tap the vast oil and gas resources believed to be buried in the region. Putin has pledged to turn the Northern Sea Route into a key shipping artery, part of the Kremlin's bid to mark out its stake over the energy-rich Arctic. **Source : [IndiaTimes](#)**



24-08-2013 : [Wallenius Wilhelmsen](#) sisters [TULANE](#) and [TUGELA](#) passing each other in Le Havre harbor
Photo : [Philippe Brebant](#) ©



South Korea's Bet on Arctic Shipping Lanes

Sometime in late August, if all goes as planned, a Korean tanker will set sail from a South Korean port. Destination: Rotterdam. Nothing special about that port of call. What's unusual is the route—above Russia, in waters once clogged with ice—which has largely melted. A vessel sailing via Russia can now make this 15,000-kilometer (9,300 miles) journey in 30 days, compared with the 40-day, 22,000-kilometer trip via the Indian Ocean and Suez Canal.

The Russians have plied these waters for years, and a few European commercial ships have tested the route. But the arrival of the Koreans, with their large merchant fleet and big ambitions, could change the game. So could China's involvement: A cargo ship from state-owned China Ocean Shipping is headed for the northern route already. Hyundai Glovis, the shipping arm of Hyundai Motor, plans to start a test service on the Russian route carrying oil. The pathway is open each year for about four months until October. "We want to be one of the first to develop this in order to take a leading position when the route becomes more commercially viable," says Kim Sung Ho, an official at the Ministry of Oceans and Fisheries.

The Hyundai ship must be escorted by a Russian ice breaker: The Russians charge \$17.50 per ton of liquid cargo. Glovis has chartered an ice-resistant tanker from [Stena Bulk](#) of Sweden. "This plan looks really attractive on paper, but the risks involved are far greater," says Um Kyung A, an analyst at Shinyoung Securities in Seoul. "You need to find a cargo owner who is willing to go on this route, and you need a special type of vessel that can travel in cold temperature. All this adds up to more costs, not less."

Then there's higher insurance premiums and a dearth of repair facilities along the Arctic Ocean, unlike the southern route that passes Hong Kong and Singapore, according to a University of California at Los Angeles study. South Korea's government plans to develop ports along the Arctic Ocean route in Russia and give incentives to shipping lines that use the lane, the fisheries ministry's Kim says.

Within three to five years, the Arctic Ocean could be ice-free in the summer, according to a White House estimate. By 2050 ships may not need ice-breaking vessels in the month of September, says the UCLA study.

A third of the world's undiscovered natural gas reserves and 13 percent of its undiscovered oil lie beneath the ice cap, says the U.S. Geological Survey. Russia is developing fields in the Arctic that could be the source of gas exports to Asian countries, and Korea wants to be involved in that trade. Russia's NovaTek is building the \$20 billion Yamal liquefied natural gas facility (the Yamal Peninsula stretches deep into the Arctic Ocean). Daewoo Shipbuilding & Marine Engineering won an order from NovaTek in July to build up to 16 ice-class LNG tankers. "This is pretty much an uncharted area that holds potential," says Korea Maritime's Kim. "Resource development in Russia is one of them. Still, one needs to take careful steps." **Source : Bloomberg**



The Turkish flagged [NATALIA](#) westbound in the Sea of Marmara –
Photo : Capt. Jan de Bokx - www.compass-marine-services.nl

Container and Bulk Shipping Lines Wait Expectantly as Panama Canal Expansion Proceeds

The eyes of many executives who head up some of the world's biggest container shipping lines, not to mention bulk ocean carriers and cruise companies, are currently focused on the current expansion of the Panama Canal, and all the implications it has on the future of pan-oceanic trade. Last week saw the first four gates for the new locks arriving

from the port of Trieste, Italy to the waterway's Atlantic side on board the semi-submersible vessel STX Sun Rise. Built by subcontractor Cimolai, the first four gates measures 57.6 x 10 x 30.19 metres, and weigh an average of an incredible 3,100 tonnes.



The **ALEXANDROS II** and **POLAR** passing the Miraflores locks – Photo : Melanie de Vries ©

The steel gates will be transported to their final position using the same self-propelled motorised wheel transporters (SPMT's) that are used to load and unload from the ship. They will be installed in the middle chamber of the new locks in the Atlantic side. According to the Panama Canal Authority, the expansion programme is now 62% complete. It involves the construction of a third lane of traffic allowing the passage of Post-Panamax vessels, which will double the Canal's capacity.

Panama Canal Administrator Jorge L. Quijano said: "This is an exciting moment for the Panama Canal - the arrival of the new gates marks a great progress for this engineering project. With the expansion, we will further reinforce our position as the maritime and logistics hub of the Americas."

Photo : Melanie de Vries ©

The new locks of the expanded Panama Canal utilise water-saving basin (WSB) technology, the most efficient system to reduce the volume of water to be used by the new locks. The WSB's work as water-damming structures located adjacent to the locks and connected to them by culverts regulated by flow valves. The new locks, with three water-saving basins on each chamber, will use 7% less water per transit than the existing locks. The locks have a total of 16 rolling gates (eight for each new lock complex). The gates are being shipped four at a time from Italy and first they will be unloaded onto a temporary dock until ready for installation. Unlike the current Canal configuration, which uses miter gates, the



expanded Canal will have steel rolling gates. Top : the **STX SUN RISE** discharging August 25th the first 4 lock gates for the Panama Canal Expansion near the Gatun locks Photo : Robert de Vlamming ©



expanded Canal will have steel rolling gates. Top : the **STX SUN RISE** discharging August 25th the first 4 lock gates for the Panama Canal Expansion near the Gatun locks Photo : Robert de Vlamming ©

These rolling gates will operate from adjacent recesses located perpendicular to the lock chambers. Such a gate configuration allows each recess to perform as a dry dock, which in turn enables servicing the gates on site without the need to remove them and therefore interrupt lock operations. Miter gates, as the ones currently in operation, do not have a recess, which makes it necessary to remove and transport them to a dry dock for overhaul, a process requiring the interruption of lock operations Source : Handy Shipping Guide

BLUE MARLIN DISCHARGED KANTAN IV IN NEW ZEALAND



Last week Dockwise **BLUE MARLIN** discharged the semi submersible rig **Kantan IV** in Admiralty Bay, Pelorus Sound New Zealand - [photo's : Alan Robjohns](#) ©



**ANY SHIP OR DESTINATION...
WE DELIVER**

www.redwise.com



**Ship delivery
Crew management
Maritime recruitment**

Check our website!

Follow us!







Redwise
GLOBAL SHIP DELIVERY & CREWING

G6's Far East to Europe service 'Loop 1' returns to weekly sailings, as MOL ships re-emerge from drydock

The G6 Alliance's Far East to Europe service 'Loop 1' (#1726), operated with **MOL** and **NYK** tonnage, will return to a full weekly fixed-day coverage in time for the summer peak season. As of September, the 77-day roundtrip loop will once again deploy a fleet of 11 container ships. In June, the service had been temporarily downscaled as a consequence of the **MOL COMFORT** disaster. The structural hull failure of the 8,540 teu vessel and its subsequent loss at sea had prompted the Japanese carrier to send all of **MOL COMFORT's** sister vessels to drydock and carry out additional hull strengthening. While all of the ships of course complied with today's shipbuilding standards in the first place, MOL had decided to follow a 'better safe than sorry' approach and retrofitted the ships with extra steel plating. These emergency drydockings had forced MOL to downgrade the Loop1 on a temporary basis. Now that the ships successively return from the yards, the loop can be restored to weekly departures.

Operated within the framework of the G6 Alliance, the 'Loop 1' rotates as follows: Rotterdam, Hamburg, Southampton, Le Havre, Suez Canal (way point), Singapore, Hong Kong, Kobe, Nagoya, Shimizu, Tokyo, Hong Kong, Vung Tau (a.k.a. Cai Mep), Singapore, Jeddah, Suez Canal (way point), Rotterdam. At the moment, two of MOL's C-class ships are still at the yard: The **MOL CHARISMA** and **MOL COMPETENCE**. These two are however presently not required to fully staff the Loop 1 with ships, since MOL already took delivery of three 13,900 teu ships chartered from APL this year. These units are deployed on the Far East to Europe main lines, and their entry into service gave MOL some 'breathing space' to reshuffle its fleet temporarily. Nevertheless, both these ships are scheduled to re-join the 'Loop 1' in October and November, respectively.



23-08-2013 : The **MOL ENDOWMENT**, approaching Rotterdam –Europoort - Photo : Krijn Hamelink ©

OCEANWIDE SAFETY AT SEA



OCEANWIDE S.a.S.
Safety at Sea

HARBOUR 1357 // BRIESELAAAN 69 // 3081 AA ROTTERDAM
P.O. BOX 59053 // 3008 PB ROTTERDAM // THE NETHERLANDS
TEL NR: +31 (0)10 – 215 10 53 // FAX NR: +31 (0)10 – 423 01 36
INFO@OCEANWIDESAFETY.NL // WWW.OCEANWIDESAFETY.NL



HYPERBARIC LIFEBOATS // LIFEBOATS // RIBS // INSPECTIONS // MAINTENANCE // LIFEBOAT REPAIRS // COMMISSIONING // LOAD TESTING

BRUINVISCH VISITED VLISSINGEN



The historic salvage vessel **BRUINVISCH** participated in **Sail de De Ruyter 2013** in Vlissingen last weekend from the vessel demonstrations were given of diving in the old Standard equipment

Photo's :
Adri Lokker ©



Delving Deeper, exploring the role of pilot boats in Halifax Harbour

Every day a steady stream of commercial and industrial ships sail in and out of the Halifax Harbour. Cruise ships, oil rigs and giant container ships all frequent the port, but the bustling traffic and lucrative business wouldn't be possible without pilot boats and their crews. **Ian Wallace** is the captain of **Chebucto Pilot**. It's owned and operated by the Atlantic Pilotage Authority, a crown company that regulates all marine pilotage in the region. Wallace and his crew headed out for another day on the water. Near George's Island, they meet another pilot boat crew that is guiding a container ship out of Newfoundland. Their high tech radar tracks it. "This is all the information we have coming in right now on this vessel, the **Oceanex Sanderling**, which is going into Pier 36," says marine pilot **George Hilchie**.

Hilchie's job is to transfer from the pilot boat to the other, larger vessels and then he pilots them into the harbour. Sometimes that happens in five to six metre waves, so **Hilchie** must have absolute trust in **Captain Wallace**, who must keep the boat steady. Marine deckhand Chris Naugle is like an extra set of eyes for Hilchie.



The Cruise Ship **VEENDAM** heads out of Halifax, NS – Photo : René Serrao ©

"He'll be talking me a down a ladder, telling me how far to come down, because certainly the boats riding up and down on the swell or the sea conditions. You won't see that this morning, but I would say 25% of the time it's altogether different," says **Hilchie**. Today, the **Chebucto Pilot** is going out to meet the cruise ship **Veendam**.

"**Veendam**, she left Saint John, New Brunswick, so she's dealing with 30 foot tides, altogether different than in Halifax. We're dealing with higher traffic concentration and more shoal areas, stuff like that," says Hilchie.



Left the **Chebucto Pilot**.

Photo : René Serrao ©


As the **Chebucto** approaches the cruise ship, **Captain Wallace** is in contact with their crew and Naugle is prepping Hilchie to board. "Everything went pretty smooth," says Naugle. "Not a lot to think about, but the weather can change here in a hurry, especially in the fall and winter, winds to 45 to 50 knots and to try and embark or disembark a pilot, it gets dicey." Once

aboard, Hilchie has full control of the **Veendam's** navigation. Conditions today were absolutely perfect, however, that's not always the case. A few years back Hilchie was piloting an Israeli container ship out of the harbour. Conditions were so bad, he couldn't get off, and back onto the Pilot Boat. He spent 11 days on board and ended up in Spain. Hilchie and Wallace work in tandem to ease the cruise ship into the harbour. "I'm just navigating the boat back to base and keeping within the buoys and main channels," says Wallace. Hilchie guides the **Veendam** around the far side of George's Island and shows off his skill, as he safely moors the cruise ship to its berth. Source :

atlantic.ctvnews

See this interesting movie about the Dutch pilot service

<http://www.247pilot.nl/>


**RUYSCH**
SINCE 1935 ■ INTERNATIONAL BV

Minimize expenses without jeopardizing the quality of maintenance on diesel engines.

From stock, OEM parts suitable for:

- SWD: R150, DRO210, F240, SW280, TM410
- Sulzer: Z40/48, ZA40(S), 25/30
- ABC: DX, DZ
- Other European-built four-stroke engines

info@ruysch.nl www.ruysch.nl



UK warns citizens against ferry travel in PH

The UK Foreign Office has issued a strong warning to its citizens against the use of ferries in the Philippines following the latest maritime disaster in the country.

In a statement on its website, British visitors to the Philippines have been advised to "avoid travel on ferries if possible" in light of "major accidents" with "large loss of life." It stated: "Ferries are often overloaded, lack necessary lifesaving equipment, are not adequately maintained and have incomplete passenger manifests. Storms can develop quickly."

The most recent incident, a collision between a passenger ship and a cargo vessel near Cebu, has been widely reported in the British and international press, putting a spotlight on the country's tainted record on maritime safety.

The Telegraph, a UK-based broadsheet and news website, pointed out the recurring nature of the issue by listing previous ferry accidents in the country, including "one of the world's worst shipping disasters," the Doña Paz incident in 1987 which killed 4,300 people near Mindoro.

Impact on Tourism

Chit Afuang from the Philippine Department of Tourism in London said the British travel warning may have some effects on tourism in the archipelago "but not to a greater extent." "Most of our tourists travel via air. Only Cebu and Bohol, Manila-Puerto Galera and Iloilo-Guimaras, less popular destinations, need ferry travel," she explained.

Approximately 113,282 British nationals visited the Philippines in 2012, according to the UK Foreign Office, and most were trouble-free.

Call for action

Nevertheless, Afuang urged maritime and government authorities to better enforce safety guidelines which are already in place to avoid further incidents. "Accidents happen but it can also be prevented," she told ABS-CBN Europe. "The Coast Guard, Philippine Ports Authority, maritime and government authorities involved in sea travel should strictly enforce guidelines. There should be no permits to ships that are not seaworthy."

She added: "A penalty clause should be included in guidelines, such as bans and suspensions, to prevent these untoward incidents." Seafarer union **Nautilus International** also called for "urgent action" from Philippine authorities and the maritime community to "double standards on safety."

"This tragic accident and the accompanying loss of life is an all-too familiar story and it is time for the double standards to be brought to an end," said Mark Dickinson, General Secretary of Nautilus International. He added: "This ferry would not be allowed to operate in northern Europe, and it is scandalous that the world seems ready to tolerate second-class rules for different regions." On August 16, a passenger ferry collided with a cargo ship off the island of Cebu, killing at least 75 people with a further 45 still missing. The 2GO M/V **St. Thomas Aquinas** passenger ship was carrying 754 passengers and 118 staff from Butuan City in southern Philippines, while the MV **Sulcon Express Seven** cargo vessel had 36 crewmembers on board. **Source : ABS-CBN Europe News Bureau**

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

Chinese ports operate around the clock. Why don't America's?

It's no secret that China exports a lot of stuff, nor that the country's ports are the busiest in the world — seven of the top 10 ports by container volume are Chinese. But it's harder to get information about how productive those ports are. For competitive reasons, ports themselves don't want to disclose how quickly ships are loaded and unloaded, and most national governments don't require it.

But here's who does want to know that: Shipping lines, as well as the companies that own the goods they carry. Five years ago, a shipping trade publication called the Journal of Commerce embarked upon a project to collect that data, and convinced 17 carriers representing 70 percent of global ocean transport to turn over what they knew about how quickly containers move and how long their vessels remain in their berths. The result is a white paper ranking the world's ports by how effective they are in moving cargo for their size. Surprise surprise: U.S. ports come out looking pretty dismal.

Why are China, Japan, South Korea, and the UAE so much better at moving containers around than the United States? They're not, necessarily — it's more a matter of down time. Chinese ports, for example, operate around the clock with gangs of dockworkers who aren't paid that much or treated that well. Most U.S. ports operate only one or two shifts a day, since longshoremen's union contracts require overtime pay for working in the middle of the night (and their pay is already higher than it is for any other blue-collar trade, reaching into the six figures). So even if they're as efficient at moving containers on a per-hour basis, they'll still be less productive overall.

That has real consequences for shipping companies, since their vessels can't simply dump their cargo, pick up another load, and move on. Instead, they have to book it to the next port of call, which is less fuel efficient than moving at a more leisurely pace, costing them tens of thousands of dollars more for gasoline. In addition, it slows down the pace of goods generally, which raises costs for consumers. "It's a bottleneck in the supply chain, and it requires extra planning on the part of Wal-Mart, so they can get their goods in their stores when they need to be," says the Journal of Commerce's Peter Tirschwell, who oversaw the report. "All supply chain disruptions raise costs for the consumer, no question about it."

Not only that, but they can simply push business elsewhere. A relatively new port north of Vancouver, Prince Rupert, has been attracting ships that used to go to Seattle and Tacoma, since containers can get to the Midwest faster and cheaper from there via train than they would if they were snarled for days in a congested port. Tirschwell says that even though U.S. imports and exports cooled off during the recession, they're still rising, and ships are getting bigger. If U.S. ports don't get more productive, costs will just keep going up, putting a real pinch on the stuff we're able to buy and sell overseas. The barely-avoided longshoremen strikes last year show how difficult it can be to change how ports operate. But it seems like making it easier to work during the night would be a good way to start.

Source: The Washington Post

Too many Canals? A challenge for Panama

The viability of a second waterway between the Atlantic and Pacific Oceans and the building of a dry canal has sparked a vigorous debate in Central America.

Andres Oppenheimer, writing in Elnuevoherald.com, notes the incongruity of having so many projects, making so much effort and so much investment in order to transversely divide up Central America, rather than applying those resources to uniting their countries throughout the isthmus.

Nicaragua recently announced the signing of a contract with a Chinese company to build a canal for \$40 billion, and Guatemala has made public its intention of having its own dry canal for more than \$12 billion.

Oppenheimer from consulted Guatemala's ambassador in Washington, Francisco Villagran, on whether the government of that country supported the project and the diplomat said yes. "The government wants to provide every facility so that the project will be viable, because it is in the government's interest as well as municipal governments and the communities which this corridor would pass through," he added.

"If the projects in Nicaragua and Guatemala materialize, they would be competing with the Panama Canal as a means for transporting containers from the U.S. and Latin America to Asia, and vice versa," However, according to the former director of the Panama Canal, Alberto Aleman, this does not make much sense.

In his view, "it will be much more expensive and complicated to transport products through Guatemala and Nicaragua than through Panama, because while the Panama Canal is only 80 kilometers long, and Panama already has a highway and a transoceanic railroad, the Guatemalan corridor would be 372 kilometers long, and the Nicaraguan canal 290 kilometers long." Source: Newsroom Panama

CASUALTY REPORTING



MULTRASHIP
TOWAGE & SALVAGE

WWW.MULTRASHIP.COM
+31 (0) 115 645000 (24/7)

Ship runs aground in Palawan

A foreign vessel ran aground in Palawan on Saturday morning, according to a Philippine Coast Guard (PCG) report released late Saturday afternoon. According to PCG spokesperson Cmdr. Armand Balilo, the MT [GLENN AUSTRALIA](#) ran aground some 600 meters from the shore south of Barangay Panlaitan, Busuanga, Palawan.

The vessel, skippered by Burma (Myanmar) national Capt. Myint Swe, is said to be owned by [Glenn Defense Marine \(Asia\) Pte. Ltd.](#) and operated by Singapore-based [Shokuyo Navigation Co.](#)

Apart from the ship captain, also on board the ship were nine crew members—eight Burmese and one Filipino. PCG District Palawan Commander Erick Evangelista immediately directed PCG Station Coron to coordinate on towing operations to free the vessel. Initial investigation showed that the vessel was loaded with 1,010.794 tons of palm oil.

Balilo said there was no oil spill at the site of the incident as the ship was a double-hulled vessel. Source : [Globalnation](#)

NAVY NEWS



USS Theodore Roosevelt (CVN 71) departs Newport News Shipyard August 25, in Newport News, Va. The aircraft carrier is underway for the first time in four years, conducting Sea Trials, following Refueling Complex Overhaul (RCOH).

A week before sub tragedy, Navy started process for buying recovery system

A week before explosions and fire wrecked **INS Sindhurakshak** in Mumbai, claiming the lives of all 18 aboard, the government took the first step towards purchasing a crucial system that could help rescue submariners trapped underwater.

The Defence Ministry issued an RFI, or request for information, for a 'Submarine Rescue Bell System with LARS' on August 6, after over a dozen years of deliberation.

"It is a glaring omission that the government did not invest in a deep submergence rescue vessel (DSRV). As far as I can recall, the Navy's request for procuring such a vessel goes back to at least 14 years," Commodore (retd.) C. Uday Bhaskar, a noted strategic affairs analyst, told The Hindu.

"The rescue equipment should have been procured almost 12 years ago. The process has been on but delays have occurred at many stages. It should have culminated years ago. The Navy has been wanting such a rescue system for submarines," said Commodore (retd.) Satluri Govind, who has commanded, and served on, similar Russian submarines for three decades. While the U.S. has advanced deep sea rescue systems, Russia, China, the U.K. and even Singapore have DSRVs. "Navy should have a DSRV for each coastal flank"

The first 72 hours after a submarine accident are "vital" as trapped sailors will stand a "good chance" of survival, says Commodore (retd.) Satluri Govind, who has for three decades commanded and served on Russian submarines similar to **INS Sindhurakshak**, which was wrecked by explosions in Mumbai. All 18 sailors aboard the ship were killed.

Sailors could survive on four to five days' supply of food and oxygen in a submarine till a deep submergence rescue vessel (DSRV) reached them. He wanted the Navy to have one DSRV for each coastal flank. In the absence of a DSRV, 118 Russian personnel died after their nuclear-powered submarine **Kursk** sank in the Barents Sea in August 2000.

A week before **Sindhurakshak** went down, the government took the first step towards purchasing a system to rescue submariners trapped underwater. The Defence Ministry issued an RFI, or request for information, for a 'Submarine Rescue Bell System with LARS' on August 6. The RFI asked vendors to furnish the Navy's Directorate of Special Operations and Diving with information by September 10. Responses were invited only from Original Equipment Manufacturers (OEM)/authorised vendors and government-sponsored export agencies. Principal components of the equipment, sought to be procured, were submarine rescue bell for 12 men, launch and recovery system (LARS), associated life support systems and locator system. The system was to be fitted onboard the Navy's submarine rescue vessel.

If the DSRV was so badly needed, why did the Navy not get it till now? There are no easy answers as its purchase has so far remained undecided. "Does it take a tragedy of **INS Sindhurakshak's** nature, in which we lost 18 of our highly skilled submariners, to shake up the bureaucratic machinery out of its slumber?" asks Com. Uday Bhaskar.

Sources say the cost of a DSRV should range from \$40 million to \$60 million, which is not at all a “high” price for procuring such specialised equipment to rescue personnel trapped in submarines which are very advanced technologically but can turn into “iron coffins” when crippled.

After going through the RFI, the Navy will shortlist vendors for issue of the Request for Proposal (RFP) and only after that will qualitative requirements be framed. “This process, even if speeded up, could take up to a year or more before the Navy finally gets the submarine rescue bell system,” said a senior Navy officer.

Incidentally, it was in November 2012 that the India-US exercise, Indiaex-2012, was held off Goa where the compatibility of the submarine rescue system of the U.S. Navy with Indian Navy submarines was tested for the first time. The exercise, meant to demonstrate the rescue of personnel from a disabled submarine, was significant for the Indian Navy, which not only operates an ageing fleet of submarines but also has no DSRV of its own. **Source : The Hindu**



The Dutch LPD **L 800 Zr.Ms. ROTTERDAM** departed from Den Helder naval base for her next assignment, an 3 months exercise named **African Winds** at the West African coast - **Photo : Marcel Coster ©**

Nigerian Navy Ship to Participate in Aussie Fleet Review

Nigerian Navy Ship (**NNS THUNDER**), the navy's Offshore Patrol Vessel Class of ship, is on her way to Australia to participate in the Royal Australian Navy (RAN) International Fleet Review (IFR).



A statement issued by Commodore Kabir Aliyu, Director of Information, Nigerian Navy in Abuja on Saturday, said the fleet review would be held in Sydney from October 3 to 11.

Left : NNS THUNDER

Photo : Bob Johnston ©

It said that the IFR is a historic commemorative maritime event for the Royal Australian Navy, which includes a multi-national sea exercise to among others, showcase cordial relationships between global maritime

forces.

“As part of the diplomatic role of the Nigerian Navy, **NNS THUNDER** will conduct flag showing visits enroute Australia and showcase Nigeria’s naval prowess and potential in furtherance of the nation’s foreign policy objectives.

“Notably, the Nigerian Navy is the only African Navy participating in the event.

“This implies that **NNS THUNDER** will not only be flying Nigeria’s flag at the event but also lay credence to Nigeria’s leadership role in the security calculus of the African Continent and therefore, reinforce her quest for a permanent seat on the United Nations Security Council.

“**NNS THUNDER** departed for Australia from Calabar on August 8 after an elaborate farewell ceremony and is expected to return to Nigeria on December 18,” the statement said.

The statement said the ship had accordingly made port calls on her outbound journey to Luanda and Cape Town, South Africa, adding: She departed Cape Town on Saturday, August 24.”

It said that on her return, the ship would make port calls in Melbourne (Australia), Albany Town (Australia), Port Des Galet (Reunion Island), Durban (South Africa), Walvis Bay (Namibia) and Pointe Noire (Congo).

It stated that the ship would be deployed for a total of 133 days out of which she would spend 98 days at sea and 35 days in various harbours for port call and logistic resupply.

“It is noteworthy that the last time a Nigerian Navy ship participated in an international naval event/flag showing visit outside Africa was in 2007 when **NNS ARADU** and **NNS OBULA** participated in the Brazilian Navy Centenary Celebrations.

“Similarly, the voyage to Australia will afford the crew the opportunity to train and bond together as an efficient and effective fighting unit in line with the vision statement of the Chief of Naval Staff, Vice Admiral Dele Joseph Ezeoba.

“The voyage presents **NNS THUNDER** with the unique opportunity to positively shape international perception of Nigeria, showcase the potential of our country as a littoral nation with sea power aspirations among the comity of nations,” it stated.

The Nigerian Navy pledged that the crew of **NNS THUNDER** would remain resolute, committed and continue to display the highest level of professionalism and competence. Source : Daily Times NG

ALPHATRON
Alphatron Marine

For more information: www.alphatronmarine.com







ALPHAFIBER
COURSE
GYRO COMPASS

ALPHACONNECT
TELEPHONE EXCHANGE

ALPHABRIDGE

ALPHAMINICOURSE
GYRO COMPASS

ALPHABRIDGE
TUGBOAT VERSION

Navy rescuers fish out three more bodies from sunk sub

Rescuers from the Indian Navy extricated three more bodies from **INS Sindhurakshak** in the last three days, taking the number of victims recovered from the submarine to 10.

This was confirmed by sources from JJ Hospital, where the remains have being brought for post-mortem. Though the naval authorities said the mutilated parts cannot be counted as three bodies, forensic department at JJ hospital confirmed that they can be termed as three bodies.

“We received three bodies -- one on August 21, 22 and last Monday. All three were headless and parts of the bodies were missing. However, parts like chest, abdomen and waist were still there,” said a source from forensic department at Sir JJ Group of Hospitals.

The doctor added that because of the decomposition of the bodies, marine creatures had eaten away the bodies. “We have taken the blood and bone samples for DNA profiling of the incinerated bodies to establish their identities,” said

the doctor. The Navy medical authorities have collected the blood samples of family members of the 18 personnel who died aboard the vessel.

Eighteen navy personnel, including three officers, were on board the Russia-made submarine when a fire broke out leading to serial explosions on August 13 midnight. The navy has instituted a board of inquiry to probe the cause of the explosions and fire. It is expected to submit its report within four weeks. **Source : DNA India**

SHIPYARD NEWS

Cochin Shipyard to deliver first patrol vessel to Coast Guard in September

Cochin Shipyard Ltd (CSL) will deliver the first of the 20 fast patrol vessels being built for the Coast Guard next month. Shipyard sources said sea trials of the first vessel had been satisfactory. The vessel, which can sail to high seas, had achieved a speed of 36 knots (about 50 km/hour) during the trial as against 35 knots specified in the contract.

The 50-metre-long vessels will be used for patrolling coastal areas, preventing insurgency and protection of fisheries within the exclusive economic zone. The Rs 1,500-crore contract was signed between the Coast Guard and CSL in March 2010 and the remaining vessels will be delivered before 2017, one each in three months after the delivery of the first one. The shipyard has 25 ships on order, including these vessels, three offshore support ships for Indian and foreign owners, one buoy tender vessel for the Directorate General of Lighthouses and Lightships and the aircraft carrier for the Indian Navy.

"The fast patrol vessels will go on without much effort, as once the first set of three or four is out, one set of people will be put for that, and the rest will happen. Other than the aircraft carrier, the shipyard will be left with practically no orders by the year-end," CMD Commodore K Subramaniam said in an interview. **Source : Indiatimes**

Maine shipyard laying off 40 workers

Navy shipbuilder **Bath Iron Works** says it's laying off 40 people. The shipyard notified the Machinists Union on Thursday that 15 workers who cover pipes and 23 workers who work with insulation will be laid off effective Sept. 6.

Spokesman Jim DeMartini says layoffs were necessary to balance skills needed during ship construction. Overall, he said the shipyard has hired 370 production workers since the beginning of the year. He said another 55 workers were added to other areas of the company, and another 125 previously laid-off workers were recalled. **Source : Bloomberg**



Ship Delivery

TOS is an international service provider in crewing solutions, global ship delivery and ship management.

TOS
Energy & Maritime Solutions

in f t

Contact us: +31 10 436 62 93 • www.tos.nl • info@tos.nl

GPHA should manage Tema Shipyard

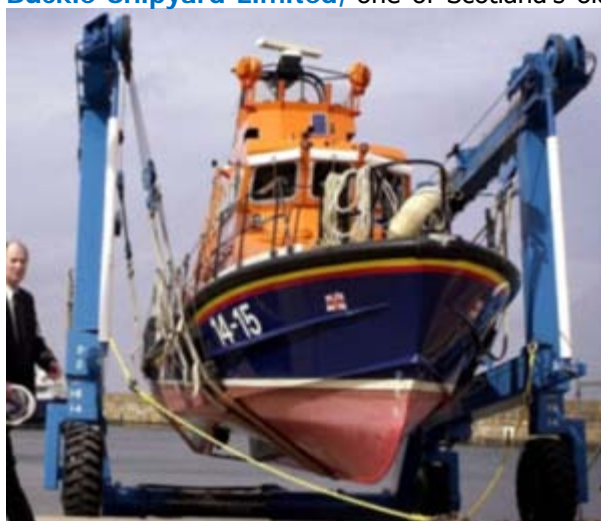
The Tema District Council of Labour (TDCL) on Friday expressed surprise at the announcement that the Government had given the **PSC Tema Shipyard and Drydock** to Tullow Ghana Limited. The oil company intends to use the facility to build the country's second Floating Production Storage and Offloading vessel. TDCL, which described the move as misplaced and unfortunate, added that it expected government to rather implement the Chris Ackumey

Committee's report, which recommended that Ghana Ports and Harbours Authority (GPHA) should operate the Shipyard. This formed part of a statement jointly signed by Mr Wilson Agana, Chairman of TDCL and Mr Ebenezer Kodwo Taylor, Secretary to the TDCL and copied to the Ghana News Agency in Accra. "We are giving Government by the end of August 2013 to give the PSC Tema Shipyard to GPHA to manage as they have all the needed resources to turn the place into a state of the art drydock and shipyard in the interest of the nation," it said. On Government's intention to increase utility tariffs, the TDCL described it as inappropriate and untimely. It recommended that the utility companies needed to collect the debt owed them and to provide better services to consumers. The statement added that an upward adjustment in utility tariffs must be on gradual basis. **Source: GNA**

Sunk after 110 years: a shipyard that employed 70 people

A shipbuilding business that dates back 110 years has gone into administration, with the loss of almost 70 jobs.

Buckie Shipyard Limited, one of Scotland's oldest specialist shipbuilding firms, was said to have suffered severe cashflow problems as a result of unsustainable costs, a marked decline in demand and intense competition in the industry. Joint administrators Iain Fraser and Tom MacLennan will first wind down the Moray-based business before closing it, while selling off the company's assets. **Buckie Shipyard** employs a total of 74 people and the latest figures showed it had a turnover of £3 million. The company designed and built ships, as well as carrying out refurbishment and maintenance work, with recent clients includes the Ministry of Defence, the Royal National Lifeboat Institution and others. As well as that, it had recently diversified its business into the off-shore wind energy industry. Mr Fraser said Buckie Shipyard's staff and directors had "worked long and hard to secure a future for the company" but added: "The financial pressures meant that administration was the only option.



"It is therefore with great regret that 68 jobs have been made redundant with immediate effect, with the balance of six being

retained in the short-term to assist with the winding-down process. "We will liaise with relevant organisations to provide staff with as much support as possible with the redundancy process. We will also now market the assets of the business for sale." **Source : Herald Scotland**

ROUTE, PORTS & SERVICES

**DISA INTERNATIONAL**
worldwide underwater solutions
Telephone : +32 14 62 04 11 (BE)
+31 10 3400 522 (NL)
Mail: info@disa-international.com
Website: www.disa-international.com



Karachi ports handle 164,390 tons of cargo

The Karachi Port and Port Qasim handled a cargo volume of 164,390 tons during the last 24 hours that included 105,969 tons of imports and 58,421 tons of exports, the two ports reported on Friday. Accordingly, the Karachi Port handled imports, including containerised cargo (33,640 tons) and oil / liquid cargo (43,368 tons). It handled exports, including containerised cargo (4,062 tons), bulk cargo (40 tons), cement (1,499 tons) and oil / liquid cargo (11,950 tons). Port Qasim handled imports, including furnace oil (688 tons), palm oil (8,570 tons) and containerised cargo (19,703 tons). It handled exports, including cement (12,560 tons) and containerised cargo (28,310 tons). Berth occupancy was measured at 50 percent at the port on Thursday, the Port Qasim Authority reported. It said that it moored four ships during the last 24 hours, which were carrying containers, wheat and palm oil. With this, a total of seven ships loaded and offloaded containers, cement, fertiliser, palm oil and furnace oil. The Karachi Port Trust said that it berthed six ships in the last 24 hours, which were carrying containers, general cargo and tankers, while another five ships, carrying crude oil and vehicles, are expected to arrive at the port in the next 24 hours. **Source:** The News International

MAERSK MCKINNEY MOLLER ARRIVED IN A DANISH PORT



It might be a little boring, but the new giant [Maersk Mc-Kinney Moller](#) has now reach a Danish port. It called Aarhus - the only port on the AE10-schedule – last Sunday at 21:00 hours in the last light on a sunny day. Thousands of people had found their way to the parts of the ports open to the public. Another group of people was invited by Fonden Jakob, owner of the former port tug [Jakob](#), a American war-built standard tug, which worked at Aarhus in the years from 1952 to 1987. It has been under restauration for a number of years and was on this special occasion ready to salute the new container carrier on its first call.

[Jakob](#) is built in 1943 by [Levingstone shipbuilding](#) in Orange, Texas and arrived in Europe as US Army [ST. 252](#). In 1952 sold to Port of Aarhus, and disposed off in 1987 and became [Haahr Trumf](#) and in 1990 [Louise Diver](#) and [Jakob](#) again from 2005, when the preservation society took over. **Photo / text :** Bent Mikkelsen - FORLAGET BETTY NORDGAS

CMA CGM reshuffles three Baltic Feeders

The French Line CMA CGM is to revise the port rotations of three of its eleven North Europe to Baltic services. The changes applied to the carrier's feeder network can be summarized as follows:

'BALT7' service (#1889), a.k.a. **'FAS Kaliningrad'**: Calls at Zeebrugge, Kaliningrad and Klaipeda are removed. A new call at Kronstadt in the Saint Petersburg area is introduced. The revised rotation reads: Hamburg, Kronstadt, Norrköping, Rauma, Gävle, Hamburg. The service continues to offer weekly sailings on a two week round trip - a rebranding should be on order, since Kaliningrad is no longer served. The changes will be applied in early September.

'FAS Danbot' (#1813): Fredericia and Kronstadt are removed. The revised rotation reads: Hamburg, Copenhagen, Halmstad, Szczecin, Hamburg. The service, which presently employs two ships and which offers sailings every three to four days, will shift down to a weekly frequency. The loop will be maintained with one 700 teu vessel instead of the present two. The changes will be applied in early September.

'FAS Klaipeda' (#1881): the weekly Poland and Lithuania feeder evolves into a Hamburg-centered butterfly with the addition of a Hamburg, Zeebrugge, Kaliningrad, Klaipeda, Hamburg leg. The new butterfly offers weekly sailings on each wing with a fleet two feeder ships. Changes on this loop become effective in Mid-September.

From a fleet employment point of view, the above modifications do not trigger any major changes. All in, the same number of vessels are employed. Despite the adapted port rotations, the overall port coverage remains essentially unchanged, with the exception of Fredericia, which is dropped from the 'FAS Danbot' but not added to any other service. The port however remains connected to German main port of Hamburg via CMA CGM's **'Femex Scandinavia'** service (#91).

On top of the four aforementioned loops, CMA CGM continues to offer unchanged connections between the European northern range and the Baltic Sea region by means of the below services:

- Rotterdam to Norway (#1600)
- Hamburg to Poland and Finland (#1856), in cooperation with Team Lines
- Hamburg to Sweden and Latvia (#2586)
- no fewer than four St Petersburg shuttles, thereof three CMA CGM operated (#1875, #1877, #1878) and one operated by FESCO (#1876)

Source : Linervision

New rules in effect for cruise-ship shopping guides in Alaska

Shopping guides aboard cruise ships that come to Alaska have new rules to abide by, following complaints that they mislead passengers.

Shopping guides aboard cruise ships that come to Alaska have new rules to abide by, following complaints that they were misleading passengers and smearing local stores. The state earlier this year agreed to a \$200,000 settlement with the three Florida-based companies that put port lecturers on Alaska cruise ships, Onboard Media, Royal Media Partners and the PPI Group. The companies run shopping programs and pay cruise lines to have their employees — known as “port lecturers” — on board the ship, Alaska Public Radio Network (APRN) reported. As part of the settlement, the companies did not have to admit any wrongdoing, but they did have to start requiring that port lecturers disclose they didn’t work for cruise lines and are engaged in advertising.

The agreement also barred them from bashing stores that don’t participate in the program or making misleading statements about sale prices and return policies. Ed Sniffen, an assistant state attorney general who handles consumer-protection issues, said local businesses had been upset, and passengers also were complaining that they were being ripped off. “ ‘Hey, I bought this diamond at this shop, and they told me that it was a two-karat something, and I paid \$20,000 for it. When I got it back home and had it appraised, it was really only worth \$5,000.’ You know, some of those kinds of things,” he said. Though port lecturers are found on cruises around the world, Alaska is the first place to crack down on their employers. None of the major cruise lines that operate in Alaska responded to mails from APRN asking about their relationships with port lecturers. Royal Media Partners and the PPI Group also did not respond. Noelle Sipos, a spokeswoman with Onboard Media, told APRN in an email that the settlement “simply formalized policies that Onboard Media has always followed.” She said the company is complying with all Alaska rules, but not applying those elsewhere. The state attorney general’s office is reviewing about 70 recordings of port lecturers in action. Sniffen said things aren’t suddenly perfect, but most of the response so far — since the new rules have taken effect — has been good.

“What we’re hearing is that generally things are better. That things have gotten a little cleaner,” he said. “Passengers aren’t saying the things that they used to say.” Cindy Dollar was given a shopping map, coupons and a tote bag before getting off her cruise ship. The tourist from Texas said there’s constant pressure to spend.

"I mean, if you let yourself, you can be barraged with the whole shopping experience on the ship," she said. It appeared to her that port lecturers are following state rules, putting disclaimers on promotional materials, and reading from scripts that describe their presentations as marketing. Source : [seattletimes](#)

MSC and Maersk revise 'Rumba' Med to Brazil service



The 8,287 **MSC ATHENS** recently joined the MED ECSA service, as part of a massive capacity increase Photo : [Jan Verhoog](#) ©

The **Mediterranean Shipping Company** and **Maersk Line** will slightly remodel their joint service from the Central and Western Med to Brazil (#2312). The loop is branded as 'Rumba' by **Maersk Line**, whereas MSC does not really give the service a marketing name but simply refers to it as Med-Brazil.

So far, the 'Rumba' service had maintained somewhat irregular southbound calls at Suape in the greater Recife area. Effective immediately these calls are suspended for good.

The planned introduction of an additional southbound (import) call at Santos has not materialised, but Santos continues to be served northbound. The service's past call at Itapoa, dropped in March, is to be reinstated in mid-September.

After these changes, the 'Rumba' service's rotation will be as follows:

Gioia Tauro, Valencia, Algeciras, Pecem (Praia Mole), Salvador, Itapoa, Paranagua, Itajai, Navegantes, Santos, Las Palmas de Gran Canaria, Tanger Med, Algeciras, Gioia Tauro.

The weekly service turns in 42 days with six vessels. MSC provides five ships in the size range from 6,700 teu to 8,800 teu, including four compact wide beam ships of 300m x 48m. Maersk Line provides the '**Sammax MK-II**' type **MAERSK LANCO**.



The '**Sammax MK-II**' type **MAERSK LANCO** leaving the builders, **Daewoo**, in South Korea in December 2012 for yard trials - Photo : [Piet Sinke](#) ©

The loop has seen a massive capacity increase this year, as many ships in the 4,000 teu to 6,000 teu size range have been replaced by bigger units. Source : [Linervision](#)

Customs areas to be split off in Saudi ports

The Saudi Ports Authority is to separate customs areas in Jeddah Islamic Port and King Abdul Aziz Port in Dammam in a bid to speed up movements of boxes in the congested ports, which has been under the spotlight for much of the year. **Source: Gulf Ship News**



Jaya Holdings charts new build DP2 Platform Supply Vessel for US\$20 million

Jaya Holdings announces it has signed a contract to charter its new build DP2 Platform Supply Vessel (PSV) "**Jaya Vigilant**" for a long term operation in the Indian Ocean, offshore Mozambique, said in the company's press release.

The two year contract, which includes charterer's options has a value of more than US\$20 million. **Jaya Vigilant**, designed as a large PSV, is now being upgraded with additional equipment required for the charter's work scope prior to delivery from Jaya's own yard in Batam, Indonesia at the end of September 2013. The work scope includes Remotely Operated Vehicle (ROV) support, survey work and core sampling in water depths of up to 2,000 metres and thus requires a 50 ton, subsea rated, deep water crane and a mezzanine deck for the ROV spread, as well as additional communications kit, survey pole equipment and enhanced passenger facilities on board. Jaya Vigilant is the second of Jaya's large PSVs.

The first vessel in the series, "**Jaya Valour**" was upgraded and delivered at the end of July this year. She is operating on fracking and coil tubing projects in South East Asia under a term contract, as previously announced. Similar to her sister ship, **Jaya Vigilant** is highly versatile and customisable with full under deck cargo capacity for rig supply work and 1,000 square metres of clear deck space for either cargo or the installation of light construction equipment. The vessel has more than 5,000 tons of cargo deadweight capacity and both brine and mud tanks, in addition to fire-fighting equipment to FiFi 1 standard. She features a gym and an internet café onboard for passengers and crew, and complies with SPS 2008. With moulded beams of 20m and 8,000 brake horse power main engines, as well as two bow thrusters and two stern thrusters, Jaya Vigilant and her sister are built with excellent station keeping in mind. 2 Jaya Holdings' CEO, Mr Venkatraman Sheshashayee, said today: "Jaya is proud to have secured this important contract in an exciting new market, where significant deep water gas discoveries have been made over the last few years.

Jaya Holdings is a leading Offshore Energy Services Group, headquartered in Singapore. The Jaya Group provides a wide range of services and solutions to the offshore oil and gas E&P domain. Specialised offshore assets are designed and constructed to exacting quality standards and rigorous time schedules in its fully owned facilities in Singapore and Indonesia (Batam). When required, Jaya also outsources construction to reputed builders whose infrastructure and quality standards have been audited comprehensively. Such outsourced construction is closely monitored and supervised by Jaya's in-house team. **Source : PortNews**

BOOKBESPREKING

By : Frank NEYTS

“Mathematics for Marine Engineers”.

Adlard Coles Nautical issued a most comprehensive and authoritative book entitled ‘**Mathematics for Marine Engineers**’. The authors are **Kevin Corner, Leslie Jackson & William Embleton**. It is Book 1 in the series ‘**Reeds Marine Engineering and Technology**’.

Comprehensive and authoritative, this bestselling series is highly regarded among maritime educators around the world. Written by leading experts, each title maps the syllabus content of the relevant Certificate of Competence (CoC) for Marine Engineering and Deck Officers, following the STCW Code, including the 2010 Manila Amendments, laid down by the International Maritime Organization (IMO). An essential resource for students and professionals in the maritime industry, each volume distils the latest maritime technology and contains up-to-date technical drawings and specimen examination questions.

‘**Mathematics for Marine Engineers**’, the exciting new edition cover the core subject areas of arithmetic, algebra, mensuration in 2D and 3D, trigonometry and geometry, graphs, calculus and statistics and probability for Marine Engineering students for the Merchant Navy OOW qualification. Initial examples have been designed purely to practice mathematical technique and, once these skills have been mastered, further examples focus on engineering situations where the appropriate skills may be utilized. The practical questions are primarily from a marine engineering background but questions from other disciplines, such as electrical engineering, are also covered, and reference made to the use of advanced calculators where relevant. “**Mathematics for Marine Engineers**” (ISBN 978-1-4081-7555-2), is a softback of 646 pages and costs £35. The book can be ordered at any bookshop, or direct with the publisher, Adlard Coles Nautical, 38 Soho Square, London W1D 3HB, UK. www.adlardcoles.com.

OLDIE – FROM THE SHOEBOX



The famous HAL cruiseliner **NIEUW AMSTERDAM** at the Nan Fong Steel breakers yard.

In 1973, having plied the oceans for 36 years, **SS Nieuw Amsterdam** was sold to Taiwanese breakers. In January 1974, she departed Port Everglades, passed through the Panama Canal, called at Los Angeles for fuel, and commenced to sail across the Pacific at slow speed. On February 25, **SS Nieuw Amsterdam** arrived at the Nan Fong Steel, breakers yard at Kaohsiung Taiwan. Work on breaking up commenced on March 16, 1974. Soon the “*Darling of The Netherlands*” had gone, as demolition work was completed on October 5, 1974. - **Photo : Karsten Petersen** ©

.... PHOTO OF THE DAY



The Dutch AOR **A 836 Zr Ms AMSTERDAM** enroute from Den Helder to Willemstad (Curacao) passing a narrow passage near Trinidad - **Photo : Crew Zr Ms Amsterdam ©**

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>