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The beautiful yacht SEAWOLF (ex CLYDE) approaching the IJmuiden locks Wednesday, enroute Amsterdam, as seen from Iskes tug TELSTAR - Photo : Marcel Coster ©

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The **OVERSEAS SANTORINI** leaving the IJmuiden locks bound for New York - Photo : Simon Wolf ©

Thousands of Indigenous mariners to be trained on donated tug

THE Maritime Union of Australia has joined forces with an Indigenous empowerment body to prepare young Aboriginal and Torres Strait Islanders for maritime careers on a tugboat donated by towage company **SVITZER Australia**. The tug operator has pledged the 30-metre vessel **WANDILLA** to help the MUA deliver vocational training in cooperation with Redfern's Tribal Warrior Association. It, despite having very few resources, has already prepared about 2,000

Indigenous youngsters for maritime careers since its mentor programs began in 2003, and the donated tug will help increase the nautical value of them. The Adelaide-built **WANDILLA** is Tribal Warrior's first fully dedicated training facility afloat and will equip trainees for seagoing careers by giving them sea hours during training.



The tugboat Wandilla

SVITZER's donation follows an idea that MUA Assistant National Secretary Ian Bray first shared with Tribal Warrior Association Chief Executive Shane Phillips three years ago. The realisation of their vision was marked when the **WANDILLA** was handed over in an official ceremony in Darling Harbour yesterday (Thursday). The **WANDILLA** was moored at the Maritime Museum's Main Wharf in Darling Harbour and handed over in a traditional smoking ceremony.

Photo's : Angelo Soulas

SVITZER Australia MD Mark Malone said his company had donated the 42-year-old working boat - in a pledge worth more than \$250,000 in total - to support Indigenous participation and renew a highly experienced workforce.

"Tribal Warrior's mission to train young mariners is a great start that dovetails nicely with our employment needs moving forward, especially due to the relatively high average age of our tug crews," Mr Malone said. "When we were approached by Ian Bray, it was a logical decision for us to make and we view this as more of an investment in young Aboriginal and Torres Strait Islander mariners than a donation." Mr Bray said the project was an extension of the MUA's work to identify, develop and support initiatives that help address disadvantages experienced by young Aboriginal people.

"This project enables them to take full advantage of employment opportunities across the maritime industry," Mr Bray said. Tribal Warrior head Shane Phillips said he was excited about the opportunities the project would bring to young Aboriginal people. "It will be good to give them back a sense of ownership to caring for country and we are very grateful for the donation from **SVITZER**," Mr Phillips said. "This project is going to provide work experience, skills development, and potentially create employment to benefit the young Aboriginal to build strength to their communities."



Fairmount Sherpa delivered accommodation barge offshore Angola



Tug **FAIRMOUNT SHERPA** has delivered accommodation barge **AYANG 2** offshore Angola. The barge was towed from Romania to a location offshore Porto Amboim. The **AYANG 2** is an accommodation and work barge owned by the offshore division of Korean group **Daewoo Shipbuilding & Marine Engineering**. The 115 meter long and 32 meters wide barge, which can accommodate over 350 people, had undergone an upgrading at DSME's Romanian shipyard in Mangalia, located at the Black Sea coast.



For this towage job **Fairmount Marine** was contracted by **Daewoo's** logistics team. Tug **FAIRMOUNT SHERPA** hooked up with barge **AYANG 2** and towed her to the location offshore Angola over a distance of 6,100 miles within 30 days at an average speed of 8.5 knots.

An advertisement for Vlierodam B.V. featuring a collage of images: wire ropes, a crane, and a ship. The text includes the company name, services, address, and website.

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THOME SEPTEMBER NEWSLETTER

Thome Group is pleased to share the September issue of their **Thome Group News**. To view it, please access the link below: <http://www.flippingbook.sg/index.php/book/36-tgn-september-2013/2-portfolio.html>



The **TOLMI** assisted by **Iskes** Tug **SVEZIA** into the IJmuiden locks
Photo : Peter Maanders – Iskes Towage & Salvage ©

Policy central theme at Russian-Dutch high level conference

New public policy priorities, government support and legislation for navigation on inland waterways in Russia, as well as fleet modernisation and waterways infrastructure will be discussed during the conference 'Russian-Dutch Bilateral Year 2013: the Strategy of Water Transport'. Key speaker during the conference will be Mr Viktor Olersky, deputy Minister of Transport. The conference takes place on **September 24th, 2013** in pavilion 7 of the Lenexpo in St. Petersburg.

The conference will be co-chaired by Mr Olersky and Mr Siebe Riedstra, Secretary General of the Dutch Ministry of Infrastructure and the Environment. Speakers include Mr Konstantin Palnikov (Director of Department of State Policy of Maritime and river transport, Ministry of Transport), Mrs Tineke Netelenbos (Chairman Royal Association of Netherlands Shipowners), Mr Alexey Klyavin (President National Chamber of Shipping), Mr Arie Kraaijeveld (Chairman Dutch Maritime Network), Mr Alexander Davidenko (Director Rosmorrechflot) and Mrs Jeannette Baljeu (Vice-Mayor of Rotterdam, responsible for ports and transport).

The conference will be followed by Round Table sessions on the subjects:

- Priorities and Areas of Public Policy
- Strategic Dimensions and Growth Factors of River Traffic, and
- Development of Infrastructure of Waterways and Ports.

The goal of the conference and round table sessions is to exchange insights on modern maritime policy, with the involvement of governments as well as leading firms. After the conference, possible ways of further bilateral collaboration will be worked out. According to the Consul General of The Netherlands in St. Petersburg, Mr Jennes de Mol, this conference is a valuable part of the Netherlands-Russian co-operation year: 'Maritime affairs have been one of the cornerstones of bilateral co-operation in the past centuries, and will continue to play a vital part in the future'.

After the closure of the conference, a network event is hosted by Ambassador Van Dartel and Vice Admiral Borsboom, which will be held on board of the frigate "**de Zeven Provinciën**" of the Royal Netherlands Navy. This network event starts at 18.00 hrs. The conference is organised by Admiral Makarov State University of Maritime and Inland Shipping, maritime consultancy Bloem Doze Nienhuis BV and The Consulate General of The Netherlands in St.-Petersburg. It will be sponsored by **Royal Dutch Shell, Royal Wagenborg, IHC Merwede, Damen Shipyards, Peters Shipyards, Van Oord, Smit Lamnalco, Dutch Maritime Network** and **MARIN**.

info@nexumcm.nl
www.nexumcm.nl
Contact: Ad de Kock
M: +31.653.813178



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Chinese Navy escort for ships evading menace from Somali pirates



The 14th and the 15th Escort Taskforce of the Chinese Navy escort three vessels which are from Hong Kong, Singapore and Somalia and sail through the Gulf of Aden. This is the first implementation of the joint convoy mission of the 14th and the 15th Escort Taskforce of the Chinese Navy. **Photo : XINHUA PHOTO - LIANG SHUN**

Cebu Declares Calamity as Sunken Ferry Leaks Oil in Pristine Waters

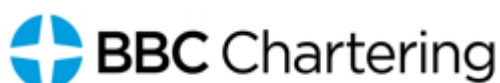
The central Philippine province of Cebu, famous among divers around the world for its clear waters and coral reefs, declared a state of calamity on Monday as an oil slick from a ferry that sank late last week spread to about 20 percent of the coast. A 40-year-old ferry owned by **2GO Group Inc** sank about a kilometre offshore on Friday after a collision with a cargo vessel. At least 52 people were killed and 68 were still missing, officials said.

The ferry was also carrying 120,000 litres of bunker fuel, 20,000 litres of lube oil and 20,000 litres of diesel fuel when it sank. The **2GO Group** said it believes only the lube oil and diesel fuel were leaking.

The oil slick had reached Cordova municipality and Lapu-Lapu City, both on Mactan island, home to five-star beach front resorts. Lantao town in Cordova, known for its seafood restaurants, was now surrounded by oil, said its mayor

Adelino Sitoy. A sheen of oil also covers at least 10 to 20 hectares of mangrove plantations in Cordova, and a member of a local marine watch group said rehabilitation of the area would be costly. "We have no livelihood now because no one will buy the fish we haul, with a lot of bodies still in the water and oil in the sea," Ernesto Cabiso, 49, a Cordova fisherman, told Reuters. Authorities were using chemicals to disperse the oil.

Coast guard teams were conducting manual clean up in areas affected by the oil spill, said Commodore William Melad, head of the coast guard district in the central Visayas region. The 2GO group has brought in international oil spill experts to help in the clean-up and deployed a 400-litre oil spill boom in the area, said Lito Salvio, an assistant vice president at the shipping firm. **Source : Reuters / MAREX**



The **BBC CANADA** after loading in Singapore seen eastbound in the Singapore straits last Wednesday bound for Japan **Photo : Piet Sinke ©**

Miclyn Secures Significant Vessel Contract as subcontractor to Subsea 7

Miclyn Express Offshore is pleased to announce that its subsidiaries **Express Offshore Solutions Pte Ltd** and **Samson Express Offshore Pty Ltd** have been awarded a significant vessel contract by **Mermaid Marine Australia Limited** to provide tug and barge support for the **Subsea 7** Heavy Lift & Tie-in scope of work on the Chevron-operated Gorgon Project.

The total contract value is in excess of A\$28 million. The contract will commence in late 2013 and is due to complete in the 2014 calendar year. MEO will provide a fleet of minimum two (2) Anchor Handling Tugs and nine (9) Barges to support the Project's subsea installation works. All vessels involved with the works will be delivering equipment to the Gorgon and Jansz-Io field's offshore Barrow Island.

The two (2) Anchor Handling Tugs, **Magellan I** and **II**, and three (3) Barges will come from MEO's fleet. The remaining Barges will be sourced from subcontractors. The three (3) MEO Barges involved in the project include the two newly constructed 400 foot Balastable Barges built in MEO's Batam Shipyard as well as a 330 x 120 foot Barge that was recently purchased. The barge fleet will be managed by EOS, MEO's 70% owned project transportation business. The Anchor Handling Tugs will be operated by Samson, MEO's Australian subsidiary. The capacity of MEO's Batam Shipyard will also be utilised. Commenting on the award, MEO Chief Executive Officer, **Mr Diederik De Boer**, said: "We are very pleased to be involved in this important Australian project. This is the third large scale Australian transportation project MEO has been awarded and we are committed to delivering on our work-scope in a safe manner, as well as supporting local opportunities." "We are able to leverage off our project execution expertise through EOS, our Australian operating capability through Samson, and our Batam Shipyard facility capabilities and knowledge to provide solutions for clients," Mr De Boer said.

The Gorgon Project is operated by an Australian subsidiary of Chevron and is a joint venture of the Australian subsidiaries of Chevron (47.3 percent), ExxonMobil (25 percent), Shell (25 percent), Osaka Gas (1.25 percent), Tokyo Gas (one percent) and Chubu Electric Power (0.417 percent). **Source : Miclyn Express Offshore**



The **HANJIN SUR** westbound in the Singapore straits last Wednesday - Photo : Piet Sinke ©

Facebook rebuffs UN team request on Somali pirates

United Nations investigators hoped they would get some help from Facebook when they asked to see information on suspected pirates operating in Somalia. But Facebook refused. A report by the U.N. Monitoring Group on Somalia and Eritrea this month pointed out that while many private companies helped in the group's investigative work on matters such as piracy, al-Qaida-linked militants and government corruption, Facebook provided no such assistance.

"Despite repeated official correspondence addressed to Facebook Inc., it has never responded to Monitoring Group requests to discuss information on Facebook accounts belonging to individuals involved in hijackings and hostage-taking," the report said.

Facebook said in a statement Tuesday that the U.N. group had no legal authority to demand data from the company. "We therefore declined their request and referred them to law enforcement authorities," the company said in an e-mailed statement.

Facebook's refusal to share information with U.N. investigators comes as reverberations continue from the disclosure by Edward Snowden, a former contractor for the National Security Agency, that the NSA has cooperated with companies as Yahoo, Google and Facebook to access emails, video chats and pictures. U.S. officials have said the program is narrowly focused on foreign targets, and technology companies say they turn over information only if required by court order.

"Facebook has faced such pressures relating to privacy and the use of account information in various jurisdictions, even just for marketing purposes, that I would expect them to be very cautious about sharing personal information even with a U.N. Monitoring Group," said Matt Bryden, a former coordinator of the Somalia monitoring group. The nearly 500-page U.N. report said that investigations have confirmed that numerous piracy facilitators "are interlinked through various communication channels and employ social network services, such as Facebook."

In any case, two Somali pirates who spoke to The Associated Press said pirates don't use social networks for piracy work. "There are more personal accounts than general ones for the pirates," said Bile Hussein, a Somali pirate commander in Gracad, a pirate base in central Somalia by phone. "We use emails for deals."

"Many of us keep our distance away from the Internet to avoid getting tracked or captured," said another pirate, Hassan Abdi.

The U.N. Monitoring Group would have been interested in access to non-public phone numbers and email addresses that might be listed on Facebook accounts, or to see what "friends" a pirate might have, said Bryden, now the director of Sahan Research, a think tank focusing on peace and security in the Horn of Africa.

A page in Facebook's "Safety Center" titled "Information for Law Enforcement Authorities" says that a valid subpoena in connection with a criminal investigation is required to compel the disclosure of basic subscriber records. If a matter could result in the imminent harm of a child or risk of death or serious injury, a law enforcement official is asked to contact Facebook. The U.N. Monitoring Group does not have subpoena power. Bryden said international companies often resist, at least at first, assisting the U.N. group because the companies aren't familiar with its work or authority. "All it has is the force of the Security Council mandate that requests all member states and private entities ... to assist the Monitoring Group's efforts, so cooperation varies considerably," Bryden said.

Bradley Shear, a Washington D.C.-based lawyer who runs a blog focusing on social media law, noted that Facebook frequently cooperates with U.S. law enforcement officials investigating issues surrounding child safety, but he speculated that Facebook may be reluctant to help a U.N. body because the U.N. is trying to become involved with Internet regulation.

Shear said Facebook is not likely to be legally culpable just because Somali pirates or members of al-Shabab use their social media platforms. "In general, absent knowledge that illegal activity is occurring on your platform, social/digital media platforms have little legal liability for the illegal activity that is occurring on their websites," Shear wrote in an email. "However, there is a growing trend to hold social media/digital media operators accountable for the illegal content/activity on their websites if they turn a blind eye towards it." Social media use by al-Shabab militants in Somalia is common. Twitter shut down the account of an al-Shabab spokesman earlier this year after the micro-blogging site was used to post a hostage video and death threat, posts that violated Twitter's terms of service. A new Twitter handle that the U.N. Monitoring group believes is run by a British member of al-Shabab opened a short time later and remains in use. **Source : KXAN**



The **FUJITRANS WORLD** IMO 9210000, 2000/27286gt, out from Melbourne from Portsea cliff top late light 28-8-2013 **Photo : Andrew Mackinnon – www.aquamanships.com ©**

An advertisement for Multraship Towing & Salvage. The top half features the company logo, which consists of a stylized blue and yellow 'M' followed by the text 'MULTRASHIP TOWAGE & SALVAGE' in bold blue letters. Below the logo is a photograph of a tugboat, the '4 BENTLEY', moving through the water and creating a large white wake. The bottom half of the advertisement contains the website 'WWW.MULTRASHIP.COM' and the phone number '+31 (0) 115 645000 (24/7)' in large blue letters. In the bottom right corner of the photo, there is a small credit: '© Jan Plug'.

Cruise industry 'needs boost'

COMPANIES involved in the booming cruise ship business have long lobbied for access to the naval base at Sydney's Garden Island, arguing that it is vital for the multi-billion-dollar industry to expand. NSW Premier Barry O'Farrell reacted angrily yesterday to Kevin Rudd's proposal to relocate troops stationed at the base to Brisbane, saying such a move would be "devastating for the state's economy". Garden Island contributes about \$470 million a year to the NSW economy and employs about 6700 people, most of whom work on the base itself, Mr O'Farrell said. Cruise industry insiders, however, point to a report by consultants Deloitte last year that found it too supports several thousand jobs in NSW and is expected to directly contribute about \$1.1 billion a year to the state economy by 2019-20.

The report, commissioned by cruise company Carnival Australia, said that projected growth could be realised only "if potential impediments . . . can be appropriately addressed." The existing infrastructure in Sydney Harbour is already congested, the report found, and without access to Garden Island, growing numbers of larger cruise ships will be unable to find a berth. The military base has previously been used by commercial cruise liners unable to dock elsewhere in Sydney, but only on an irregular basis, with the navy reluctant to extend this arrangement for operational

reasons. Carnival Australia chief executive officer Ann Sherry said yesterday: "We have long believed that the long-term use of Garden Island was the only viable option to support cruise industry growth".

With conservative estimates suggesting cruise-ship passengers to Sydney will more than double, to 1.2 million, by 2030, business lobby groups gave qualified support yesterday to increased commercial access to Garden Island.



The **QUEEN ELIZABETH** moored in Sydney in February 2012 – Photo : Les Pivnic ©

"We've always argued for a sharing of the facilities", said Patricia Forsythe, the executive director of the Sydney Business Chamber, adding that the navy could only be expected to move out "for good strategic reasons". Neil James, from the Australia Defence Association lobby group, suggested any such strategic rationale had not been met. Garden Island has been Australia's principal naval base for 175 years. Mr James said that Sydney was "a deep-water harbour with plenty of room for ships to manoeuvre and immediate access to deep ocean waters and nearby exercise areas". "All of these things you can't replicate anywhere else," he said. Source : **The Australian**

The Panama Canal's expansion is set to change traditional patterns in the Panamax tanker market

The Panamax class of tanker vessels was named after the original Panama Canal, as the largest vessel size able to cross the new trade route. Fast forward a few decades later and the 99th birthday of the Panama Canal sees the famous trade crossing getting ready for its biggest expansion to date, which in turn poses an existential question for the Panamax tanker sector as well. According to the latest weekly report from Poten & Partners, "speculation on the obsolescence of the segment is a timely topic of discussion since the commission of a third set of post-Panamax locks is due in late next year, or early 2015. While historically engaged in regional, dirty trading, Panamaxers must now face a different course. The decline of the fuel oil trade in the Caribbean and the much-anticipated emergence of long-haul clean products trades presents a crossroads for the sector", Poten said in its analysis. It added that "overall fixture activity is slated to decline by 25% year-on-year largely due to lost trading volumes in the Caribbean. Not unlike their Aframax cousins, the displacement of short-haul trades to the US Gulf has dealt a heavy hand for Panamax utilization on the Caribbean side of the Canal. To add further insult, the emergence of new trades to the Far East sparked demand for larger ships such as VLCCs eroding Panamax marketshare. The expansion of the Canal will alleviate some logistical constraints for shorter-haul Atlantic to Pacific trading, but the ultimate impact on the tanker market will be dictated by large scale trade agreements between Latin American and Caribbean producers with China, generally favoring VLCCs", it noted. Poten also mentioned that "the utilization of Long-Range 1 (LR1) tankers in longer-haul refined product trades has been a much anticipated – and finally relevant – development over the past decade. Total reported spot fixtures, while just a subset of the actual market, indicate positive trends in clean product trading this year. Today we assess 60% of the total Panamax fleet (60,000 – 79,999 DWT) is involved in clean trading. This

reflects an increase from 44% in 2010". The analyst noted that "perhaps even more striking are the developments that occurred outside of the top trade lanes, notably new volumes from the US Gulf. While still a small base of cargoes, the total number of LR1 fixtures out of the US Gulf has doubled in the past few years. Some speculate that the expansion of the Canal might encourage further exports from the US Gulf to Far Eastern markets, but shore-side constraints and draft restrictions at loading will likely impede such a development on vessels larger than Panamaxes, unless infrastructure changes are addressed.



The **STOLT TOPAZ** and **ENERGY PROGRESS** passing the Miraflores locks – Photo : Melanie de Vries ©

While dirty Panamaxes are likely to remain employed in regional trading on the West Coast of the Americas in the near term, a structural shift to the use of larger vessels registers as a potential threat over time. With dirty trading options becoming increasingly niche, the vessels capable of carrying clean petroleum products will migrate accordingly. Freight rates for the benchmark Arabian Gulf – Far East trade are averaging \$12,000; with slightly higher returns achieved in the Trans-Atlantic trade. The already weak freight environment begs the question of whether the vessel supply in this market has reached a saturation point", Poten concluded.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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Analysts believes in coming recovery

Analysts in Danmarks Skibskredit prospects an increase in world trade, and thus also in the demand for ships. But the influx of new ships makes it difficult to predict market trends.



While Aarhus in Denmark is not a large port there is an interesting shipping scenery including some of the most advanced ships afloat. Sunday Aug25st saw the arrival of **MAERSK McMKINNEY MOLLER** in the late evening hours, finally arriving in her home country on her maiden voyage. She was met by **KATEXPRESS 1**, one of the most modern 112m wavepiercing fast ferries built by **Incat Tasmania**, and operated by Mols Line. **Photo : Martin Lochte-Holtgreven ©**

"The low freight rates in the tanker and dry bulk segments might persist in an extended period. There is still a relatively high level of orders on new ships and growth prospects are uncertain, particularly in China. The addition of this new tonnage makes it even more difficult for demand to absorb the over-contracting that took place before the financial crisis. As long as rates are at their current low levels, we must expect a need reduce existing agreements", wrote Danmarks Skibskredit in their half-year report. They note that the supply of ships continues to exceed demand and that the recent contracting activity has not made the outlook more positive. **Source: Danmarks Skibskredit**



The **ASTREA** arriving in Ijmuiden with painted on the superstructure the **N-Sea** logo, **N-Sea** focuses on becoming the 'number one subsea asset integrity manager' operating within the international oil and gas industry, renewable industry and civil contracting communities. The company provides a wide range of high qualified subsea specializations, "thinks deep" and aims to deliver the best solution. **N-Sea** maximizes customer value by being safe, sound and swift. – **Photo : Willem Koper ©**

NAVY NEWS

Pride of the fleet, hacked apart in a Turkish scrapyard: HMS Ark Royal cuts a sorry sight as it's reduced to tin cans and razor blades



She once ruled the waves. Now the 22,000-ton **HMS Ark Royal** is being ripped apart in a Turkish scrapyard, another victim of British defence cuts.

After a quarter of a century of service, **Ark Royal** – the fifth vessel to bear a name that dates back to victory over the Spanish Armada – will shortly be reduced to tin cans and razor blades.

This picture shows workers from Leyal Ship Recycling – which paid £2.9 million for the aircraft carrier – stripping out valuable scrap items before larger sections are torn away. **Source :** **Dailymail**

Short-sighted Submarine saga

By P K Ghosh

The second week of August sent contradictory signals for Indian Navy. While the nuclear reactor of **Arihant**, the indigenously built nuclear-powered submarine SSBN became critical and an indigenous aircraft carrier **Vikrant** was launched, explosions sank India's frontline submarine **INS Sindhurakshak**, snuffing out 18 lives of Navy's officers and seamen a few hours before she was due to proceed on a classified war patrol.

In a way the accident was ironic as the Indian navy's submarine arm had always prided itself as having a safety record with no major accidents since it acquired its first boat from the Soviet Union in December 1967. But, the enormous tragedy altered the complacent thinking drastically as it also raised serious issues regarding the depleting numbers of available submarines.

Sindhurakshak returned a few months ago from Russia after a two-and-a-half-year-long modernising and retro fitting refit under Project 08773 which cost the Indian exchequer 80 million USD (a price more than the original cost of the submarine). Losing such a platform in the wake of low operational availability of the submarines was an irreplaceable loss that India could ill afford with a mere 14-plus nuclear submarine in its inventory.

The main reason for this state of affairs has been the irregular trajectory of India's submarine acquisition programme that has been marked by short-sightedness and impulsiveness weighed by political compulsions. Commencing from the sixties when Britain did a U-turn and refused to hand over submarines at the last moment, India had to perforce turn to erstwhile Soviet Union for getting its boats. Starting from the Foxtrot class **INS Kalvari** in December 1967 Indian navy has never had adequate numbers that would match its threat perceptions.

While the Foxtrots were being slowly phased out the need to upgrade its ageing fleet led to the purchase of ten Kilo-class (Sindhughosh class) submarines, one of the quietest conventional submarines in the world that were constructed in Russian shipyards for the Indian Navy between 1985 and 2000. In the post-Cold War scenario, the requirement of

diversifying from the stranglehold of Russian suppliers led to the acquisition of the highly sophisticated Howaldtswerke-Deutsche Werft (HDW) Type 209 boats between 1986-94. Regrettably, the HDW deal was marred by a corruption scandal similar to the one that afflicted the Bofors artillery gun and this deal was peremptorily scrapped and the construction of the last two boats by Mazagon Docks Limited (MDL) was abandoned after the elaborate infrastructure to commence manufacture was ready. The four Sishumar class boats currently with the Navy have served the nation well despite the initial controversy. In the meantime the Navy's 30-year submarine building plan that was approved almost a decade and a half ago was dogged by delays in approval for the Scorpene deal, partly due to the dilution of infrastructure built for the HDW submarine construction. As a result, the first submarine of the six new Scorpene class, as part of the Project 75 currently under construction at the MDL in collaboration with the French DCNS, got seriously delayed. With the first boat due in 2015-16 the remaining five would follow at 18-month intervals thereafter, by which time about 65 per cent of the current fleet would be decommissioned or require urgent replacement. It is scheduled the last two of these boats will be fitted with the Air Independent Propulsion (AIP) which would allow a conventional submarine like the Scorpene to operate without the need to surface or use a snorkel for long periods.

With the delays and rising threat perception dawned the realisation that India needed to further supplant its depleting submarine strength. This led to the Project 75 India (P 75 I) whose primary focus is the acquisition of six new larger stealth submarines, equipped with both tube-launched missiles for land-attack capabilities as well as AIP for enhanced underwater capability. The project has been approved by the government and the request for proposals (RFPs) for the \$11.8-bn project is expected to be issued shortly. Two submarines would be acquired from a selected foreign shipyard and the remaining four would be built by the state-owned Mazagon Dock and Hindustan Shipyard.

India currently requires at least thirty submarines to fulfil its commitments but has only 15 submarines divided into three classes — **Chakra**, **Sindhughosh** and **Shishumar**. A lot of stress has been laid on **Chakra**, an Akula II class nuclear powered attack submarine, currently on lease from Russia and the Indian build **Arihant** SSBN which is undergoing sea trials and is expected to enter service around 2015.

While there is justifiable euphoria surrounding the launch of **Arihant**, it must not make us complacent as these will not carry long-range missiles. We have a long way to go before catching up with the Chinese navy. In the Asia-Pacific region, China possesses one of the largest submarine fleets comprising anything between 68 to 85 boats spread across nine different classes a far cry from the Indian inventory.

India's naval thinking derives its inspiration from the maritime strategist Mahan. The idea of projecting power across the Indian Ocean for securing Indian strategic interests is the dominant discourse in this thinking. As a corollary, India considers itself a net security provider in the entire Indian Ocean region. Many of the associated issues that Indian naval planners are presently grappling with include how to cope with Chinese power projection in the Indian Ocean, expanding Indian presence in the Indian Ocean, controlling SLOCs (Sea lines of Communication) i.e. trade routes, de facto forward basing and generating capacity for sustained operations in and around the entire region. This is a difficult task to perform with the limited number of warship platforms and mere fifteen boats.

The tragic accident of **Sindhurakshak** should serve as a clarion call for the Navy and the higher defence establishment for introspection over the institutional inadequacies and the need for re-evaluating policy decisions. A refocused attempt to rectify the growing lack of underwater platforms and warship inventory is the dire need of the hour, as we can ill afford such major setbacks to our national security.

The views of the writer are personal. The writer is co-chairman of the CSCAP International Study Group on Maritime Security. **Source : The New Indian Express**

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SHIPYARD NEWS

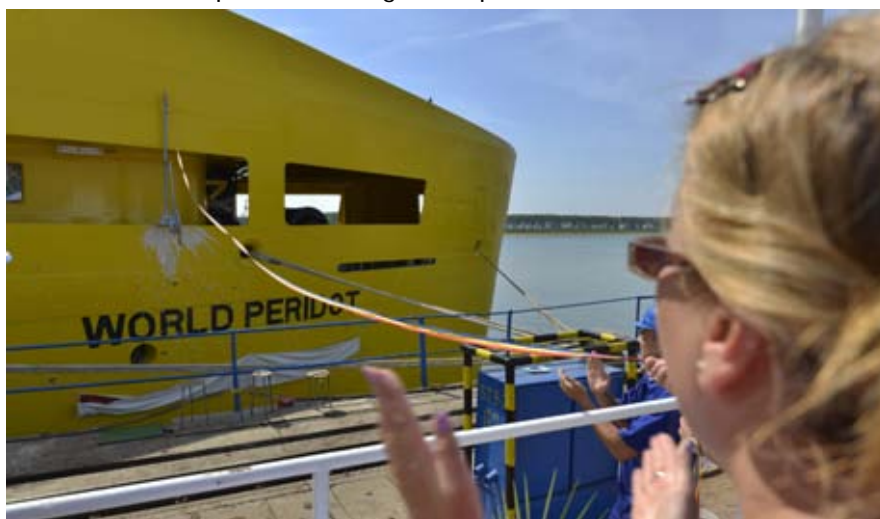


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New Damen gem for World Wide Shipping

Damen Shipyards Galati has handed over the second Platform Supply Vessel in a series order heralding a new era in offshore construction for **Damen Shipyards Group**. **World Peridot**, built to **Damen's** innovative **PSV 3300 design**, has been delivered to World Wide Supply as part of the Norwegian owner's latest commitment to cutting edge, modern tonnage. Delivery comes just seven weeks after the handover of the first of class PSV 3300, **World Diamond**, and is part of a rolling six-ship handover schedule from **Damen** for WWS.



Steinar Kulen, representing owner WWS, confirmed that the worldwide-capable PSV had been delivered on schedule and would join sistership **World Diamond** on the North Sea spot charter market. "The collaboration with **Damen** in developing and building this series of PSV has been very good, resulting in a high quality and competitive vessel," said Mr Kulen. The remaining ships in the series have already secured long term charters offshore Brazil.

The PSV 3300 features a radical design rethink, with a wave piercing bow, slender hull lines and diesel electric propulsion with azimuth stern drives combining to optimise seakeeping and fuel efficiency. The 80.1m length, 1500-tonne deck capacity vessel features DP2 capability, and has been designed to Damen's 'E3' principles - Environmentally friendly, Efficient in operation and Economically viable.



It is one of five PSV types available from [Damen](#) ranging from 1,500 dwt to 6,500 dwt. The group's expanding offshore portfolio includes completely new designs for Fast Crew Suppliers, Anchor Handling Tug Suppliers, a Heavy Lift Vessel, a 'Ro-Ro Deep Dredge' vessel, and the powerful new [Damen Offshore Carrier 7500](#).

"Our strategy is to deliver an entire range of high-tech vessels for offshore customers that are built on principles defined by reduced Total Cost of Ownership," said Jan van Os, Damen Director Offshore.

China Rongsheng posts H1 loss of \$206 million

[China Rongsheng Heavy Industries Group Holdings Ltd.](#), the shipyard seeking government financial support, posted a first-half loss after a drop in vessel orders caused sales to plunge 71 percent, said in the company's press release.

The net loss of 1.26 billion yuan (\$206 million) compared with a profit of 215.8 million yuan a year earlier, Rongsheng said in a Hong Kong stock exchange filing. Revenue at China's biggest yard outside state control totaled 1.58 billion yuan.

Rongsheng has pared workforce as it struggles with the order slump and a credit crunch in the world's second-largest economy. China, the world's biggest shipbuilding nation, this month announced a three-year plan to support the industry as a third of its shipbuilders may shut down in about five years amid a global vessel glut.

"All eyes are on Rongsheng's liquidity situation as investors need to find out how bad it really is," Lawrence Li, an analyst with UOB Kay-Hian Holdings Ltd., said before the earnings announcement. "The outlook will remain bleak."

Shares of Rongsheng fell 5.9 percent to close at 96 Hong Kong cents, the lowest in almost four weeks, in Hong Kong trading, before the earnings were released. The stock has slumped 23 percent this year. With sales plunging and few new orders coming, Rongsheng's cash and cash-equivalents decreased by 1.27 billion yuan to 871 million yuan as of the end of June. Total borrowings were 24.85 billion yuan, it said.

New 4,500 tonne Rolls-Royce Syncrolift installed in Vietnam

Rolls-Royce announced that the largest capacity Syncrolift® shiplift to be built in Vietnam is now officially open for service. The Syncrolift has been installed as a key element of a major new shipbuilding and ship repair development at New Song Thu shipyard, said in the company's press release.

Rolls-Royce designed and supplied the Syncrolift, which acts like a large elevator that raises and lowers vessels in and out of the water for dry-docking ashore. It has a docking platform 98 metres long with a width of 20 metres, and a maximum net lifting capacity of more than 4,500 tonnes. This is the eighth to be installed in Vietnam.

Andrew Smith, Director of the Syncrolift business unit in Rolls-Royce said: "We are proud to support New Song Thu as they advance their shipbuilding capabilities to a new level. We look forward to helping them make this new venture a success."

Colonel Ha Son Hai, Chairman of the Song Thu Company, said: "New Song Thu is the most technologically advanced shipyard in Vietnam today. We needed a state of the art shiplift with a proven track record for reliable, predictable and safe operation. Based on our 30 plus years experience in using Syncrolift the choice was a simple one, and it satisfied all of our requirements. This latest addition will enable us to provide the flexible and efficient docking services that meet the needs of our growing customer base in the region."

The new shiplift is the third Syncrolift installation within Vietnam's Danang area. The first was built in 1968 and is still operating efficiently. The second was installed in 2004 by the same shipyard. The hoists from their existing system were reinstalled in the new and larger Syncrolift, demonstrating the unique flexibility offered by the modular system. This third Syncrolift will be a key tool in expanding the number of vessels that can be worked on at any one time at the yard, serving both military and commercial customers. [Source : PortNews](#)

Havyard Group delivers 7th newbuild for Global Offshore

Havyard Group delivered last Friday its 7th newbuild for the Indian shipping company Global Offshore Services, the shipbuilder said in a media release. Major celebrations were held in Fosnavaag on Saturday including the naming ceremony, an open boat session and a concert.

The supply vessel «**Makalu**» is of a **Havyard 832 design**, and was named last Saturday in Fosnavaag, Norway. Bianca Kremer, who resides in Singapore, was the godmother. This was the 7th vessel Havyard has constructed and delivered for the Indian shipping company Global Offshore Services, and is newbuild no.113 from **Havyard**. This is the largest ever vessel to be named in Fosnavaag, something which justified some major celebrations, and Havyard invited everyone to an open boat session plus a free concert from the well-known Norwegian rap duo Erik and Kriss.

Like other Global Offshore vessels, «**Makalu**» was also named after a major mountain. In the Himalayas, on the border between Nepal and Tibet, you will find the Makalu Mountain. With its 8.462 metres it is the 5th largest mountain top in the world. The supply vessel now carrying the same name is accommodated for a crew of 26, and was heading straight for West Africa after the naming ceremony where the vessel will be operating for Shell. During the naming ceremony the godmother wished the vessel good fortune and success, before the bottle in traditional Norwegian fashion was broken as it hit the deep blue hull. The Indians then held a beautiful and unique ceremony, led by Sushma Garware, mother of CEO Aditya Garware of Global Offshore Services. The ceremony involves decoration of a sculpture of «Ganesh», the god with the elephant head. Also included were incense, rose leaves and candles. The crew also takes part in prayers.

General characteristics:

Design: Havyard 832

Vessel type: platform supply vessel

Length: 79.8 m

Breadth: 17.6 m

Dead weight: 4000 tonnes

Deck area: 800 m²

Accommodation: 26 crew members

The vessel is heading straight to work for Shell in West Africa. 1 year contract with 4 one-year options.

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Brisbane port ready for naval expansion

Brisbane has enough deepwater capacity to host Royal Australian Navy vessels, a spokesman for the facility has confirmed. The Port of Brisbane is preparing a 20-year plan which could include naval facilities.

Prime Minister Kevin Rudd announced on Tuesday a top-level defence committee would evaluate the plan to shift Sydney's Garden Island naval facilities to Brisbane's Fisherman Islands by 2030 if Labor was re-elected.

Queensland Premier Campbell Newman welcomed the commitment, but had doubts about its delivery.

"Frankly Kevin Rudd couldn't organise a bun fight in a bakery, so when it happens I'll believe it and I'll certainly welcome it," he said.

The Port of Brisbane regularly hosts large American naval ships. No costs have been discussed although it has been suggested the idea could cost "billions". Revenue could be generated from the sale of defence land to fund the redevelopment.

In September 2011, the then-Labor Queensland government made a submission to the Defence Department's Posture Review January 2012 study.

In that submission, the Port of Brisbane Authority was open to the idea of building naval facilities in the Brisbane port.

"The Port endorses a concept that could provide for separate deep water access for the berthing of naval ships at the Eastern end of the future reclamation area," the submission said.

"These facilities would be separate from the existing commercial port activities along the Brisbane River."

One major infrastructure project at the Port of Brisbane – Queensland's largest container port – is the ongoing reclamation work, to add an extra 230 hectares to the existing 750 hectare facility.

"The port at Fisherman Islands has seven dedicated container berths and four deep water bulk and general cargo berths," the reports says.

"It is proposed that the Port of Brisbane be considered for overflow berthage of naval vessels to support Fleet Base East."

In Brisbane on Tuesday afternoon, Mr Rudd said New South Wales Premier Barry O'Farrell was short-sighted to criticise the job losses if the naval facilities moved to Brisbane.

"Not only will jobs not be lost at Garden Island, but in the future you will have more jobs at Garden Island and around Garden Island that you have never had before," Mr Rudd said.

The Australia Defence Association lobby group's executive director Neil James said Brisbane was not a viable option for the major naval base that Mr Rudd is proposing. Mr James said Brisbane was on a flood-prone river that opened on to a large shallow bay.

"You'd have to build the base and then you would have to dredge a whole lot of channels separate to the commercial shipping channels," he said. "You'd have to dredge them in perpetuity and the environmental and financial costs would be massive."

Mr James said there would also be just one entrance, which was always dangerous for a naval base.

"It is just not a viable option for a major base," he said.

"You can put a minor base there and there used to be a naval base in Brisbane, HMAS Moreton, and it was closed down because it was too hard to use." Mr Rudd said he was thinking long-term for a navy that was rapidly expanding, including new destroyers and submarines.

"If you are taking national security seriously for the future you've got to look beyond tomorrow, you've got to look beyond the occasional grumpy premier," he said. "And make a big call for where we need to be with our navy, with our defence, and our defence industries out 10, 15, 20 years."

Mr Newman said he supported the expansion of Brisbane's port to include naval facilities when it was announced 12 months ago. However he said he had doubts that it would eventuate. "Back in May 2012 this was raised and of course I support it," Mr Newman said. "But you know what, this is just an announcement in an election campaign."

Source : [brisbanetimes](http://brisbanetimes.com.au)



HAL's **ZUIDERDAM** departing Vancouver on 24 August 2013 for a 7 day cruise to Alaska - **Photo : Paul Thomas** ©

Evergreen and X-Press Feeders modify WCCA feeder rotation

Effective early September, **Evergreen** and **X-Press Feeders** will modify the port rotation of their joint Manzanillo-based WCCA feeder loop (#2516).

The present call at Puerto Caldera (Costa Rica) will be removed after a final visit on 2 September and the saved time will be used to increase the coverage of Corinto (Nicaragua) and San Lorenzo (Honduras) from fortnightly to weekly. So far, these ports are only covered on an alternating pattern. The revised rotation reads: Manzanillo (Mexico), Acajutla, Corinto, San Lorenzo, Puerto Quetzal, Manzanillo.

Puerto Caldera will be dropped since Evergreen is to participate as a slot buyer on the CMA CGM and CSAV-operated 'Tikal' WCCA feeder (#357), which the Taiwanese will brand 'WCA2'. This loop already has a Puerto Caldera call and it will take over the Manzanillo to Caldera volumes of Evergreen. **Source : Linervision**



Recently the 1990 built **AMSTELGRACHT** was renamed in **BRIGHT SPARK** with as new owner **Allseas Engineering B.V.**, the 129.8 mtr long general cargo vessel is built at **van der Giessen-de Noord BV** - Krimpen a/d IJssel under Yard/hull No.: 954 - **Photo : René Mostert ©**

Neue Lasten und neue Chancen für die Seeschifffahrt

Verband Deutscher Reeder veröffentlicht Jahresbericht 2012

Der Verband Deutscher Reeder (VDR) hat seinen Jahresbericht 2012 veröffentlicht. Der 64-seitige Berichtsband greift die wirtschaftlichen und politischen Entwicklungen in der deutschen sowie der internationalen Seeschifffahrt aus den vergangenen zwölf Monaten auf. Damit umfasst er auch jüngste Fortschritte, wie das Inkrafttreten des Internationalen Seearbeitsübereinkommens und die Reform des Seehandelsrechts.

Schwerpunkte liegen auf den Themen Zukunft der Schiffsfinanzierung, dem Maritimen Bündnis zur Förderung von Ausbildung und Beschäftigung am Standort Deutschland sowie dem Umwelt- und Klimaschutz. Marktberichte aus allen Segmenten der Seeschifffahrt zeichnen die andauernde Krise aber auch einzelne Lichtblicke nach. Ergänzt wird der Berichtsband durch aktuelle Zahlen und Fakten zur deutschen Handelsflotte.

Den VDR-Jahresbericht können Sie auf <http://www.reederverband.de> oder direkt unter <http://bit.ly/15is7tw> herunterladen. Für ein gedrucktes Exemplar wenden Sie sich bitte an Frau Dr. Ines Lasch, lasch@reederverband.de, Tel. 040 / 350 97-241.



The **GMS ENDEAVOUR 6102** next to recently installed **Dolwin Alpha** platform.

Photo : FLYING FOCUS luchtfotografie - www.flyingfocus.nl ©

Only one cruise ship to Aalborg in 2014

The number of cruise ships that in recent years have called at the Port of Aalborg, has been steadily rising until now, when it practically seems to be over. According to present plans, only one ship is coming to Aalborg during the season of 2014. "It's obviously sad, but that's how it is when you're a small harbor. It tends to go up and down. Already in 2015 we have had seven bookings and hopefully there will be more to come", says project manager Lars Bech from VisitAalborg.

The companies that in recent seasons have visited Aalborg have found new ports and only a new company emerges in 2014. What is bad for Aalborg is in turn good for places like Skagen. Skagen can next year look forward to 10 planned cruise ship arrivals, two of which will be the largest English ships, with 2000 passengers on board.

Source: dr.dk/P4/Nord



The **BODO SCHULTE** inbound for Rotterdam - Photo : Ria Maat ©



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Ships - our flexible friends

During the 25 years of the average vessel's life, it is likely that the economic and even operational rationale which governed her owner's decision to build her in the first place, will alter – sometimes quite dramatically. Whole industries which keep ships full with their products can vanish or be developed afresh in a far shorter timespan. It is a tribute to the resilience of shipowners and the flexibility of ships that these changes will probably not amount to a complete disaster for the owners, as they will probably be able to redeploy their vessels. By contrast, fixed plant ashore – factories, or even port installations, can become valued little more than scrap as a result of such changes in demand.

Some interesting changes under way in the United States amply illustrate this matter, with the mothballing of a number of LNG import facilities which were, just a few years ago, part of the government's solutions to prevent the lights going out in a country where energy imports were soaring. Now, the "fracking" revolution and the development at astonishing speed of the internal shale gas industry has rendered all these plans for energy import increasingly redundant. The port facilities, may, in time be employed for export, rather than import, but the ships which were to be carrying the cargoes into them will be trading elsewhere as the international gas trade grows.

Shale gas, it has been suggested, could be similarly dramatic elsewhere in the world. In the UK the controversial process of "fracking" has been a major talking point all summer, with environmental campaigners and sundry anarchists besieging the modest exploratory works.

It is making those involved in the "renewable" energy nervous, with suggestions that cheap and locally sourced gas could reverse the onwads and upward march of energy prices. The opportunities have been seized with enthusiasm in a number of European countries, with Poland in particular intent on taking a European lead in this new energy bonanza.

Owners of LNG carriers might mind it a little harder to fix their ships for the delightfully long contracts once common in this sector. Life is far too complicated, energy politics impenetrable and far too many unknowns presently prevailing. The politics of the Middle East unravelling, the need for energy security, rather than necessarily cheap energy, all are issues that must occupy the minds of anyone involved in maritime transport.

History informs us that "events" have invariably shaped our commercial operations, almost as much as the ebb and flow of the economic tides. And "eventwise", there is a great deal going on at present, which will sooner or later be reflected in the demand for ships. The flexibility of ships, stemming from their mobility, their potential for conversion

to a new use in the event that events beget their redundancy in their current trade, will surely continue to make ships a good bet in an uncertain world. **Source: BIMCO**



The **SEAMARLIN** enroute Rotterdam - **Photo : Monique Davis-Mulder** ©

AAL add Xiamen call to Far East – ANZ multipurpose loop

Austral Asia Line has announced the addition of a Xiamen call to its Far East to Australia and New Zealand multipurpose liner service (#1328). As of 16 October, Xiamen will be called after Shanghai on every voyage, as part of the southbound trip. The revised rotation will be: Busan, Tianjin (Xingang), Shanghai, Xiamen, Kaohsiung, Brisbane, Newcastle, Melbourne, Lyttelton, Nelson, Wellington, Napier, Tauranga, Busan.



The **AAL BRISBANE** in Melbourne – **Photo : Dale E. Crisp** ©

The loop offers one departure every four weeks and it is maintained with three 31,000 dwt multipurpose vessels: the 2010-built **AAL BRISBANE** and two of her sister ships.

Austral Asia Line, the service operator, is a member of the Scholler Group of companies. The China Navigation Company, the shipping arm of the Swire Group, is co-loading on the loop. **Source : Linervision**

CIMC sale tripled Cosco Pacific net profit, otherwise it fell 3.6pc

COSCO PACIFIC, the terminal operator for the Cosco group, more than tripled first half profit year on year because of a one-off sale of its stake in Shenzhen box maker China International Marine Containers (CIMC). But without that extraordinary item, a gain of US\$1.2 billion, Cosco Pacific's first half net profit would have slipped 3.6 per cent to \$143.8 million.

The Hong Kong-listed terminal operator first half throughput grew 9.7 per cent year on year to 29.494 million TEU. Mainland China handled 24.4 million TEU, with Hong Kong, Singapore, Antwerp and Piraeus terminals handling the rest.

"Demand for consumer products in Europe and the US remained weak, creating a greater impact on the throughput of major container ports in the Pearl River Delta and the Yangtze River Delta in China," the company said, adding that Hong Kong's dockers strike last May also cut revenues. The 40-day strike at Cosco-HIT Kwai Chung terminal, jointly operated with Hutchison Port Holdings, reduced first half local volume 2.8 per cent to 849,819 TEU, resulting in an 18.6 per cent decline in profit to \$9.8 million.

Vice-chairman and managing director Wang Xingru said the company intended to use the proceeds from selling CIMC to fund new investment opportunities and hinted at an interest in Qingdao Port Group, which has planned an initial public offering in Hong Kong.

"Cosco Pacific used to perceive itself as primarily a port operator. However, we have realised both terminal and container leasing business bear equal importance for the company. We're considering expansion opportunities in both sectors," Mr Wang said. "We have closely and actively followed the [IPO] development of Qingdao Port Group and will make announcement in due course if any," he said.

Terminals in China's Bohai Rim and Europe outperformed other port assets held by Cosco Pacific, which also has a stake in Yangtze River Delta, Pearl River Delta, the Suez Canal, Kaohsiung and Singapore.

"Demand for consumer products in Europe and the US remained weak, creating a greater impact on the throughput of major container ports in the Pearl River Delta and the Yangtze River Delta," Cosco Pacific said.

The Piraeus Container Terminal near Athens posted double digit increase to 1.2 million TEU while its Antwerp terminal had the same growth, handling 628,771 TEU in the first half year on year.

Most promising were the Bohai Rim terminals, which posted a 12.5 per cent increases while Pearl River Delta terminals in Hong Kong, Shenzhen and Guangzhou, only grew 1.5 per cent. Cosco Container Lines, part of Hong Kong- and Shanghai-listed China Cosco, continues to be the biggest customer. **Source : Schednet**

Cathelco anti-fouling systems fitted to 14 ferries in Istanbul

Cathelco have received their largest single order for seawater pipework anti-fouling systems to protect ferries in terms of the number of vessels that have to be fitted, said in the company's press release.

The systems are being supplied for 14 ferries operated by Istanbul Deniz Otobusleri (IDO), the providers of fast sea transportation in Istanbul. Eight of the car/passenger ferries have the capacity to carry up to 112 vehicles and the remaining six can accommodate 66 cars. Vessels operating in-shore are particularly vulnerable to bio-fouling in pipework caused by the growth of barnacles and mussels. Over a period of time these can cause blockages which impair the efficiency of engine cooling systems leading to increased fuel usage.

"Although these are relatively small systems they will do an important job in preventing barnacle and mussel larvae from settling and growing on the interior surfaces of pipes", said Erdal Dincer, managing director of Industrial & Marine Supplies, Cathelco's well established agent in Istanbul. On each of the ferries, Cathelco anodes will be fitted in three strainers using nylon sleeves to simplify installation. In operation, the copper anodes are fed with a current from a control panel and produce ions which create an environment where barnacle and mussel larvae will not settle or breed. The system is completely automatic and requires the minimal attention from the crew, an important factor on small, hardworking vessels.

Cathelco are world leaders in seawater pipework anti-fouling systems with a record of more than 30,000 installations stretching back over a period of more than 50 years. These range from systems for VLCCs and container ships to cruise vessels, ferries, offshore supply craft and luxury yachts. The company also supplies anti-fouling systems for the warships and submarines of 40 navies worldwide. In addition, Cathelco design and manufacture impressed current cathodic protection (ICCP) systems which protect steel and aluminium hulls against corrosion. These have been adopted for many types of vessels including numerous high speed ferries where systems can be supplied to protect the hull, water jets and thruster tunnels. **Source : PortNews**

Cross Strait ferry to start Pingtan-Taipei service in September

MAINLAND-TAIWAN cargo-capable Cross Strait Ferry (CSF) is to launch another service from Fujian province's Pingtan to Taipei in September, Xinhua reports. Pingtan-Taipei service ran a trial sailing in November 2012. Traveling time of the journey is about three hours.

Being the first CSF service, the Pingtan-Taichung service was put on a trial run in November 2011 and became a scheduled service in March 2012. The service currently offers four round-trip sailings per week, and has moved more than 180,000 passengers as of mid-August this year. CSF started moving cargo in June 2012, offering 24-hour delivery from Taiwan to Yangtze River Delta and Pearl River Delta. The service has so far moved 2,600 tonnes of goods with a collective value of US\$150 million. Mail and packages transported by the service have amounted to 4,057 sacks weighing 77 tonnes. The service is welcomed by many shippers from both sides of the Taiwan Strait. At present, it mainly carries sea food and high value added goods such as electronic products. **Source : Schednet**

OLDIE – FROM THE SHOEBOX



Glen Line's **Pembrokehire** departing Cape Town, In 1972 she was transferred to **Blue Funnel Line** renamed **Phrontis** (2), 1982 she was sold to **Gulf Shipping Lines**, London renamed **Gulf Osprey**. 1983 sold to Islamic Republic of Iran Shipping Lines, renamed "**Iran Etjehad**". Arrived at Gadani Beach in 1995 for demolition under the name "**Dolphin VIII**". Pembrokehire was one of eight P-Class sister ships, four being built for **Blue Funnel Line** and four for Glen Line. **Photo : Ian Shiffman ©**

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.... PHOTO OF THE DAY



The MSC BETTINA arriving at Damen Shiprepair in Brest - Photo : Jacques Carney ©

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