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BC FERRIES QUEEN OF NEW WESTMINSTER in active pass in the Gulf Islands Sept 1<sup>st</sup>  
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The **SMIT SERAYA** heaving anchor at Singapore West Jurong anchorage

Photo : Capt. Suhardi.B.Susanto Master of MV. Salvern ©

## Keighley company plays major role in restoring an historic steam tug

A Keighley company has played a major role in restoring an historic steam tug to its former glory. Byworth, based in Parkwood Street, designed and manufactured a new boiler for **Challenge**. The boat was the last steam tug to work on the Thames, but is best-known for its wartime exploits when it helped evacuate troops from the shores of Dunkirk in 1940 as part of Operation Dynamo. Now the tug, following a massive refit, is in temporary dock in Southampton. Soon it will be making its way around the coast to star in the Great Yarmouth Maritime Festival, followed by the London Mayor's Thames Festival. Phil Carr, project engineer at Byworth, said the company had been delighted to produce the innovative new boiler, which was lit and tested to full pressure without a hitch in April.

"The boiler had to be designed to fit into a very tight space," he said.

"The original one had three furnaces, but ours was produced with two. The output needed is not as great because the tug no longer has to haul tankers. Our boiler is also capable of burning two fuels. A lot of people were involved in the project over a number of months and we are very pleased with the result. It has put a new heart into the boat."

Source : KeighleyNews



## DNB Bank Announces Senior Appointments to Spearhead Further Growth in Asia

- Vidar Andersen has been appointed new head of the region
- Group Executive VP praises outgoing Asia head Erik Borgen

DNB Bank, the leading international shipping and energy bank, has appointed Vidar Andersen its new Head of Asia, based in Singapore, effective from today.

In a related move, Mats Wermelin has been appointed the bank's new Head of China based in Shanghai, a post which was previously held by Mr Andersen.

Group Executive Vice President (Large Corporations and International), Harald Serck-Hanssen, welcomed Mr Andersen and Mr Wermelin into their new positions.

He said: "Vidar's understanding of the needs of Asia's markets and its business sensibilities is without peer. He is the right person to take command and spearhead our next phase of development in the region."

Vidar Andersen assumes control of the bank's operations across Asia after eight years in Shanghai. He was first Vice President of Energy, Trade & Industry then, since 2011, Senior Vice President and Head of China. During his time in China, he achieved a fourfold increase in national profitability for the bank.

Mr Andersen joined DNB in 2001. He worked in both Oslo and New York prior to Shanghai.

Mr Serck-Hanssen also thanked the outgoing regional head of DNB Bank, Erik Borgen, who has held the position since 2004 and is stepping down to pursue other interests. He noted that Erik Borgen had served the bank with distinction for 34 years in Oslo, New York and Singapore.

"Erik has been the master key to our growth and achievements in the Asia region in recent years," said Mr Serck-Hanssen. "He leaves DNB in excellent shape in Asia and well prepared for our next phase of engagement with this region and our next phase of growth. Everyone at the bank wishes him the very greatest success in his next endeavor," he added.

Mr Serck-Hanssen also welcomed Mats Wermelin as the bank's new leader in the key China market.

"Mats comes to Shanghai after seven highly impressive years as Head of Corporate Banking, Sweden, in our Stockholm office," said Mr Serck-Hanssen. "He is ready to accept this new challenge and has robust plans to drive our business further forwards while maintaining the very highest level of service to our clients in China."

Mr Serck-Hanssen added: "Asia is the world's economic powerhouse in many respects, certainly in terms of shipping and the energy markets. We do not see that situation changing soon. At DNB, we remain fully committed to the region and to safeguarding the interests of our clients worldwide who, thanks to long standing relationships, trust us here with their business."





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Splithoffs **MUNTGRACHT** loading several yachts in Rotterdam-Waalhaven – Photo : [Stephan Grol](#) ©

## Energy security unrest in the Middle East and North Africa bound to send ripple effects across most tanker ship classes

Tensions in the Middle East and civil unrest in North Africa are becoming the new factor in the tanker market, as "hot spots" are being ignited once more. According to a recent report from US-based Mcquilling Services, "the situation in Egypt has escalated faster than anticipated with the cost of human life catching many by surprise. Recent activities in the country suggest that the polarization of political colors will not abate in the near-term. Tempers have been flared during what is traditionally a time of unity throughout the region while political allies around the globe are starting to reevaluate their positions as a result of these developments.

These actions are all the more relevant to the global economy and the tanker industry due to Egypt's vital role in the world's energy market. According to the US Energy Information Administration (EIA) the Suez Canal, which connects the Red Sea to the Mediterranean Sea, and the Sumed (Suez-Mediterranean) pipeline accounted for 7% and 13% of seaborne trade of oil and LNG in 2012. According to Suez Canal Authority, some 1.4 million b/d of crude oil transited the Suez Canal in 2012 while the Sumed pipeline pumps around 2.4 million b/d from the Red Sea to the Mediterranean. As the situation in Egypt has the potential to worsen, market participants will stay tuned if the disputes

move closer towards these installations, with potential threats including sabotage to the pipeline, industrial action, or any degree of disruption to transportation activity at the Suez Canal", Mcquilling said.

In order to move forward with its analysis on the tanker implications of these events, the consultant assumed that approximately 800,000 b/d of crude oil was sent through the Suez Canal to North America and the balance around the Cape of Good Hope. For Europe, Mcquilling assumed that 1.5 million b/d transit the Suez Canal. "If there were any disruptions to transit through the Suez Canal, an additional 35 VLCCs would be required, under the assumption of a roundtrip voyage at 13 knots and five port days to these regions. Any such disruptions would not be limited to crude oil movements, and would impact a range of trades and vessel classes and tighten global tonnage availability. At present, Egypt is providing some 80,000 troops to ensure that security remains tight around the Suez Canal", said the company in its report. Meanwhile, Libya is an important market for Aframax classed tankers in the Mediterranean and the impact of the recent industrial action is clear as Mcquilling's data shows a 70% decline in fixture activity thus far in August. "Following the revolution in 2011 and the drastic fall in oil output, the rebound to pre-war production levels was rapid and returned to around 1.6 million b/d in 2012. However, since the start of 2013, various groups within the country appear to be finding ways to disagree, leading to a steady disruption of operations at ports, refineries and oil fields. Reports from Libya's National Oil Company indicate that Libya's oil production could have dropped to as low as 200,000 b/d. The latest production area to be disrupted from protests is the El Feel field. In recent weeks, industrial action at oil terminals that include Ras Lanuf, Es Sider, Zueitina and Marsa al Hariga have continued to hamper exports. The employees of the company that operates these terminals, which is a subsidiary of the National Oil Company, are demanding better working conditions and higher compensation. At the end of last week, exports from Brega resumed, with the Vallesina, reportedly sailing to Italy with a cargo of crude oil. The first VLCC shipment is scheduled to load around the end of the month. Meanwhile Es Sider, Ras Lanuf, Hariga and Zueitina remain shut. There have even been reports that a tanker was fired at while attempting to load a cargo earlier this month.

Libya's petroleum product balance should also start coming under pressure as only three out of its five refineries are operating, with a combined capacity of only 150,000 b/d. The country's largest refinery, Ras Lanuf, with a capacity of 220,000 b/d remains closed. However, the port closures could make this difficult, if not impossible", Mcquilling said.

Adding to this situation, "in Iraq, continued strikes on pipeline infrastructure are reducing export volumes through Kirkuk in the North of the country. This lower export capacity, which is discharged in the Turkish port of Ceyhan, will impact Suezmax and Aframax loading schedules. According to the EIA, Iraq exported 2.4 million b/d last year, with roughly 300,000 b/d moving through Ceyhan. Through May, the EIA put Iraq's exports at 2.9 million b/d. Iraq's exports from its two Single Point Moorings at the port of Basrah will also be interrupted in the coming weeks, perhaps by up to 500,000 b/d. This will be in order to connect new metering systems to the manifold platform. Throughout September exports from Basrah could be 1.79 million b/d, which would be the lowest level since February 2012. No time frame has been given for the upgrade completions, but reports indicate that it could last up to six months. A government representative stated that tankers in Iraqi waters will be re-routed to existing export infrastructure as others will take turns being shut down and reconnected in an effort to minimize export disruptions.

Owners of large tankers should find some solace as output should rise by 400,000 b/d in the balance of the year as the Majnoon field is set to come on stream. As Iraq continues to rebuild, and sectarian tensions are on the rise, stability is anything but guaranteed.

Syria is also a country that could have a significant impact on a variety of markets. Although the country has been mired in a civil war for nearly three years, the recent revelation that chemical weapons were used against its population, again, is almost certain to result in international action. Since the revelation, which appears to be undeniable due to various sources of video footage and first hand testimony, the US and its allies have hardened their rhetoric while Syria's allies seem to accept this new reality. Although Syria's role in the energy markets is of little significance, a serious conflict in the country has the potential to wreak havoc and inflame other regional tensions. In terms of world oil output, the Middle East accounted for 35% in 1Q 2013, according to the International Energy Agency. As stated in our previous industry note, For Good Measure, following the start of the global financial crisis in 2007, we expected the shipping markets to be immediately affected. The lesson learned was that the effects of major events take time to move through complex transport systems such as the tanker industry. Although we hope it doesn't, the current events that are heating up in various parts of the globe have the potential to provide a new measure for future forecasting reviews". **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



## HAWK LOADS ENSCO 120 IN SINGAPORE



Last Sunday OHT's **HAWK** partly submerged at the West Jurong anchorage in preparation for the loading of the brandnew **Keppel FELS Ultra Enhanced Super "A" Class** Jack Up Drilling Rig **ENSCO 120**,

the jack up with a weight of **18.600 MT** and legs with a height of 164 mtr was towed from the builders yard by the Z-tech tugs **STAR ENDEAVOUR**, **STAR DISCOVERY** whilst the tug **SKIPPER** was holding the **HAWK** in position



The 4 winch ropes were pulled across by the line handling boat and the rig was pulled by the winches under the professional guidance of loadmaster **Arne Røed** in position over the submerged deck of the **HAWK**, when in position the **HAWK** started deballasting and a few hours later the foredeck section became dry already





Time for loadmaster [Arne](#) to check the position of the rig at the pre-installed cribbing on deck and to instruct the subcontractor to start the seafastening of the rig.





The **HAWK** departed from Singapore 24 hrs after the foredeck section became dry, bound for the Firth of Forth in Scotland - All photo's : Piet Sinke ©





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## 153 Years Old Ship Wreck Identified

More than 153 years after it was lost in a violent collision at sea, government and university maritime archaeologists have identified the wreck of the ship **Robert J. Walker**, a steamer that served in the U.S. Coast Survey, a predecessor agency of NOAA.

The **Walker**, while now largely forgotten, served a vital role as a survey ship, charting the Gulf Coast – including Mobile Bay and the Florida Keys – in the decade before the Civil War. It also conducted early work plotting the movement of the Gulf Stream along the Atlantic Coast.

Twenty sailors died when the **Walker** sank in rough seas in the early morning hours of June 21, 1860, ten miles off Absecon Inlet on the New Jersey coast. The crew had finished its latest surveys in the Gulf of Mexico and was sailing to New York when the **Walker** was hit by a commercial schooner off New Jersey. The side-wheel steamer, carrying 66 crewmembers, sank within 30 minutes. The sinking was the largest single loss of life in the history of the Coast Survey and its successor agency, NOAA.

"Before this identification was made, the ship wreck was just an anonymous symbol on navigation charts," said Rear Admiral Gerd Glang, director of NOAA's Office of Coast Survey. "Now, we can truly honor the 20 members of the crew and their final resting place. It will mark a profound sacrifice by the men who served during a remarkable time in our history." Built in 1847, the **Walker** was one of the U.S. government's first iron-hulled steamers, and was intended for



the U.S. Revenue Service, the predecessor of the United States Coast Guard. Instead, the Walker and some of its sister steamers were sent to the U.S. Coast Survey.

Admiral Robert J. Papp, commandant of the Coast Guard, said that [Walker](#) represented the transition from sail to steam for government vessels, "reflecting the enduring need of the United States to harness the power of new technology to promote its maritime interests." "Coast Guardsmen are always saddened by the loss of life at sea and especially so when those lost were working to make the lives of other mariners safer by charting the waters of the United States," Papp said.

The U.S. Coast Survey is NOAA's oldest predecessor organization, established by President Thomas Jefferson in 1807 to survey the coast and produce the nation's nautical charts. In 1860, as the Civil War approached, the Coast Survey redoubled efforts to produce surveys of harbors strategically important to the war effort along the Gulf and Atlantic coasts. The New York Herald, in reporting the Walker's loss on June 23, 1860, noted that a "heavy sea was running, and many of the men were doubtless washed off the spars and drowned from the mere exhaustion of holding on, while others were killed or stunned on rising to the surface by concussion with spars and other parts of the wreck."

The Walker ship wreck site initially was discovered in the 1970s by a commercial fisherman. The wreck's identity has been a mystery despite being regularly explored by divers. Resting 85 feet underwater, the vessel's identity was confirmed in June as part of a private-public collaboration that included research provided by New Jersey wreck divers; Joyce Steinmetz, a maritime archaeology student at East Carolina University; and retired NOAA Corps Capt. Albert Theberge, chief of reference for the NOAA Central Library.

While in the area to conduct hydrographic surveys after Hurricane Sandy for navigation safety, NOAA Ship Thomas Jefferson sailed to the wreck site and deployed its multibeam and sidescan sonar systems. Hydrographers searched likely locations based on analysis of historical research by Vitad Pradith, a physical scientist with NOAA's Office of Coast Survey. A NOAA Maritime Heritage diving team, on a separate Hurricane Sandy-related mission in the area, was able to positively identify the Walker. Key clues were the size and layout of the iron-hulled wreck, and its unique engines, rectangular portholes, and the location of the ship, which was found still pointing toward the Absecon lighthouse, the final destination of a desperate crew on a sinking vessel.

"The identification of Walker is a result of excellent collaboration with the local community," said James P. Delgado, director of maritime heritage for NOAA's Office of National Marine Sanctuaries. "We look forward to working with our local partners to share Walker's story with the public in a manner that both promotes educational dive tourism and protects this nationally significant wreck and gravesite."

NOAA's intent is not to make the wreck a sanctuary or limit diving, but to work with New Jersey's wreck diving community to better understand the wreck and the stories it can tell.

"We want to enhance the dive experience and support the dive industry with enhanced access to this wreck," Delgado said. "New Jersey is home to some of the most accomplished wreck divers who not only understand history and wrecks, but who have also been in the forefront of wreck exploration. We look forward to working with them on the [Walker](#)." Source : NOAA



The [ORIENTAL NADESHIKO](#) outbound from Rotterdam – Photo : [Paul Gerdes](#) ©

## Cebu fishermen affected by oil spill seek more aid from shipping line

Fishermen affected by the oil spill caused by the collision of the passenger ship [MV Saint Thomas Aquinas 1](#) and cargo vessel [MV Sulpicio Express 7](#) have sought more aid from the operator of the sunken passenger vessel. The

Cordova town fishermen said they needed more assistance from 2GO Shipping, which operated the sunken Aquinas, state-run Philippines News Agency reported Sunday.

"The assistance we've received from government agencies are not enough," said fisherman Teodulo Jumao-as, who chairs the Municipal Fisheries and Aquatic Resources Management Council. Cordova town was affected by the oil spill from the Aquinas, which sank August 16. Fishing and seashell collecting had to be stopped in the town because of the leaked fuel oil.

Angelito Salvio, vice president of 2Go Group Inc., has said that the company would coordinate with the local government in extending assistance to residents. For his part, Cordova Mayor Adelino Sitoy said he will meet with the fishermen to hear their concerns.

The Departments of Labor and Employment and Social Welfare and Development are to help fisherfolk in the affected coastal barangays. Meanwhile, a separate PNA report quoted an expert as saying last month's oil spill in Cordova was "less alarming" than the one in Guimaras in 2006.

The Guimaras oil spill involved about two million liters of fuel oil, said Dr. Resurreccion Sadaba, program manager of the University of the Philippines - Visayas' Oil Spill Response Center. In contrast, Sadaba said the MV Saint Thomas Aquinas 1 reportedly carried only 160,000 liters of fuel oil.

Cleaning the mess in Guimaras took over a year, Sadaba added. He also reiterated his advice against cleanup in the mangrove areas. "Too many people working in the mangrove area will cause more damage than good," he said.

The mangroves should, instead, be left to recover by themselves. Sabada also pointed out that dispersants can only be used 24 to 72 hours after the oil spill. **Source : DVM, GMA News**

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The **TIGRIS** enroute Rotterdam – **Photo : Kees van der Kraan ©**

## **Lower demand may quash shipping rates: experts**

Global container shippers may find it challenging to raise freight rates this month because of oversupply problems caused by slow seasonal demand this quarter, according to reports issued by brokerage houses.



Major container shipping companies in Taiwan, including Evergreen Marine Corp and Wan Hai Lines Ltd have announced their rate hike programs, or rate restoration plans, which took effect yesterday.

Evergreen Marine, the owner of the nation's largest container shipper fleet, is set to hike rates for its Far East and Indian subcontinent to Europe and the Mediterranean region by US\$450 per twenty-foot equivalent unit (TEU), or by US\$900 per forty-foot equivalent unit (FEU).



**The EVER LEGION outbound from Hamburg – Photo : Capt. Ray Hensel ©**

Wan Hai, meanwhile, unveiled a price increase plan on all dry cargoes originated from Asia, by US\$300 per TEU, or US\$600 per FEU, for routes to Middle East and Pakistan, as well as by US\$200 per TEU, or US\$400 per FEU, for routes to India and Sri Lanka. It marked the sixth consecutive price increases this year by major global container shippers.

Evergreen Marine president Anchor Chang said the price hike reflected an uptrend in demand in the container shipping industry this quarter. Chang expected strong sentiment will last to next quarter.

### **OVERSUPPLY**

"With expected oversupply in the shipping sector near term, it will be challenging to fully pass on the higher fuel costs unless the industry cuts more capacity," JPMorgan analyst Corrine Png said in the report.

Capital Securities Corp shared JPMorgan's views, saying freight rates in the container shipping industry may be less pressured next quarter, as the number of idling vessels remained relatively low, with the amount of new capacity added in the second half of this year also higher than the first half.

That may make major container shippers in Taiwan see profitability in October-to-December period decline from three months ago — the traditional high season for the industry, Capital Securities said in its report.

However, SinoPac Securities Investment Service Co kept a more optimistic outlook for the container shipping industry.

### **CONTROLLING CAPACITY**

Despite a low level of idling vessels, SinoPac Securities said major global container shippers have been indirectly controlling capacity by lowering speed and not operating extra services during the peak period.

In addition, the economic recovery in the US and Europe may help support the rate restoration program, SinoPac said in its report.

SinoPac Securities expects the three major container shipper in Taiwan — Evergreen Marine, Wan Hai and Yang Ming Marine Transport Corp — to return to the black in the third quarter. However, for the whole of this year, Yang Ming may still suffer a net loss of NT\$2.66 billion (US\$88.72 million) because of heavy losses made in the first half, SinoPac Securities forecast. However, Evergreen Marine and Wan Hai would have a better chance to make profits for the entire year, the brokerage said. **Source : Taipei Times**

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Last Saturday the 4th bridge section (length 132 mtr, weight 2010 T) over Sundsvall's bay in Sweden was installed by **SARENS**. Behind the transport barge **VEKA 3303**, the **WIM/TOM TWINBARGE** was situated with a lifting gantry. –  
**Photo : Max Bögl ©**



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## Yong Sheng: Why Arctic voyage of Chinese cargo ship is business as usual



Much is being made of the voyage of the **Yong Sheng**, a Chinese cargo ship slowly making its way across the top of Russia and Europe toward its eventual destination, the Dutch port of Rotterdam. If the ship successfully reaches port, it will become the first commercial Chinese ship to transit the Northern Sea Route, which connects the Atlantic and Pacific

oceans by way of the Bering Strait and Russia's northern coast.

While the journey is certainly a first in a very distinct way, it's also just another vessel using the route, which has seen an immense increase in traffic in recent years. The Wall Street Journal said in mid-August that 393 ships had been issued permits to travel the Northern Sea Route (NSR) this year. That number swelled to more than 450 just a couple of weeks later, in tandem with the annual summertime retreat of Arctic ice.

Some are using it as an indicator of things to come, pointing to the **Yong Sheng** voyage as an example of ways in which an increasingly "ice-free" Arctic might be exploited. Dr. Lawson Brigham, an Arctic shipping and policy expert and distinguished professor at the University of Alaska Fairbanks, warned that the trip of the **Yong Sheng** is not particularly unique, despite the PR blitz that seems to be surrounding the vessel's voyage.

Brigham points out that the Yong Sheng is a multi-purpose heavy lift ship, and not a true "container ship" in the sense that most think of when it comes to maritime commercial transit. And as for general commercial transit in the Northern Sea Route, he notes that in 2012, a vessel carrying a shipment of liquid natural gas (LNG) made the trip from Hammerfest, Norway, to Japan, traveling west to east along the NSR. Even earlier, in 2009, three German vessels made the east-west journey through the NSR without icebreaker assistance. There are still some implications for the Yong Sheng's voyage across the NSR, particularly for Alaska, though. Among the issues raised by the **Yong Sheng**:

### The forgotten Northwest Passage

In using the NSR, the Yong Sheng shaves nearly two weeks and 2,400 nautical miles off the traditional China-Europe route through the Suez Canal in Egypt. With such a direct route, there is little incentive for Asian markets -- or even those on the U.S. West Coast -- to use the Northwest Passage, the other primary Arctic waterway connecting the Atlantic and the Pacific. The Northwest passage runs over the top of Alaska and Canada and through the tricky waters of the Canadian Arctic Archipelago.

"What it's used for right at the moment is there's been a ramp up in adventurers, cruise ships, yachts and things like that," Lawson said of the Northwest Passage. The ice is "more difficult" in the route, he said, and the infrastructure in the Canadian and Alaskan northern coasts is significantly less than that over Russia and into the Scandinavian countries.

But pleasure cruises and thrillseekers are not exactly major economic drivers, which means that Russia -- which has positioned itself as the world leader in icebreaker technology and Arctic vessel escort -- will be more likely than the U.S. and Canada to capitalize on the transit of goods through the Arctic Ocean. The **Yong Sheng** is just an exclamation point on that already-existing fact.

### The Bering Strait as choke point

If Alaska and the U.S. hope to cash in on the increase in Arctic shipping through the NSR, perhaps the best way to do it is via construction of a deepwater port along the Bering Strait. It's an idea that's long been bandied about, though

it's received a boost in the last year with an Army Corps of Engineers study that examined the feasibility of various Alaska communities to host a deep-draft port for Arctic access, and the White House's "National Strategy for the Arctic Region," an outline of U.S. interests in the region.

A deepwater port could benefit the U.S. in a number of ways -- the National Strategy document acknowledges that improved infrastructure in or near the Arctic could advance U.S. security interests and bolster commercial endeavors in the area. The Army Corps of Engineers determined that Port Clarence, along with the nearby Northwest Alaska community of Nome were the best candidates for such a port. The problem with building a port intended for commercial purposes and not just as a staging area for Coast Guard or U.S. Military assets, though, is a possible lack of demand, Brigham said.

He said that Alaska might be better served by first developing goods that would need transporting through the Bering Strait, stockpiling them for the shipping season, then moving them during the ice-free window late in the summer months.

"What do we have in Alaska? is the question that needs to be asked, I guess," Brigham said, "and the answer is ... a lot of natural resources. The problem is, we also don't have the infrastructure or the ports for the carriage of resources."

Transportation of natural resources is a far likelier example of how the Northern Sea route might be utilized, rather than primarily as a route for large container ships, Brigham said. And maybe, when it comes to the Northern Sea Route, perhaps Alaska should even adopt an "if you can't beat 'em, join 'em" tactic in using the route to deliver the state's own resources to market. Goods and resources like Alaska seafood, or zinc and lead from the Red Dog Mine in Northwest Alaska near Kotzebue, may one day find their way to previously infeasible markets in Europe via the Northern Sea Route, like some modern-day spice road.

Though the Bering Strait and NSR are certainly becoming more popular for vessels traversing the world's waterways, the number of vessels utilizing the route still pales in comparison to the more-popular Suez Canal, which regularly sees more than 10,000 ships pass through each year.

"We're not a competitor to the Suez Canal," Brigham said of the Arctic. "We're a seasonal supplement."

### **The myth of the 'ice-free' Arctic**

Despite a steady stream of gloomy news about the continued decline of sea ice in the Arctic, the NSR's role as a "seasonal supplement" is one that's likely to continue for a long time. Though sea ice fell to all-time record low levels in 2012, with ice melting away from the world's northerly coastlines and allowing a slightly-longer shipping window for vessels hoping to utilize the NSR or Northwest Passage, the fact remains that the Arctic is largely icebound for about nine months out of each year. The melting season typically starts in April and continues until September. Some models predict that the Arctic could be completely ice-free by about mid-century -- but that's only for the month of September, when ice levels reach their annual lows before re-freezing begins.

But that main ice pack is just one measure of ice in the Arctic.

"When you look at ice extent, there's two different ways of looking at it," said Kathleen Cole, forecaster at the National Oceanic and Atmospheric Administration's sea ice desk in Anchorage. "One is that you talk about the main pack ice, and that's what they use for climatology, climate change scenarios and that sort of thing." The other, she said, is what's known as the Marginal Ice Zone, or MIZ. That's what the ice desk deals with: the more sporadic ice, separate from the main ice pack, that presents more of a difficulty for vessels operating in the zone between that large block of pack ice and northern shorelines.

So even though computer models and animations often represent the rapidly-declining ice-pack -- like this one from NASA released in late August -- there is still a lot of ice in those intermediate areas. Earlier this year, subsistence hunters from St. Lawrence Island in the middle of the Bering Strait were thwarted in their annual walrus hunt by thick ice and rough winds.

And for vessels hoping to utilize the Northern Sea Route, they face some of the most continuously stubborn ice, even in years when ice decline has been lower than historical averages. The National Snow and Ice Data Center in Boulder, Colo. has noted that the Chukchi Sea, off Alaska's northwest coast, and the East Siberian Sea over Russia have both seen ice linger this year. Not to mention the Bering Sea and Bering Strait.

"We've had extreme ice in the Bering Sea," Cole said. "We've have more ice in the past two to three years than in some cases they thought possible, and more than the elders have ever seen." Cole said that even ships traveling this late in the melting season are more than likely encountering some ice on the Northern Sea Route. Even the "new normals" of less ice in the Arctic during the summer months won't banish bergs from the waters at the world's northerly latitudes. So when the Yong Sheng pulls into port in Rotterdam, there will be much ballyhoo about its arrival,



and surely talk of a new era in Arctic shipping. But as with many things in the world of Arctic policy, there are colder, harder truths underlying all the hype. Source : [alaskadispatch](#)



## YOU are the human element!

### Alert!



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The latest edition of the maritime human element bulletin Alert! focuses on education and training. It begins with a sad tale of a tragedy in an enclosed space, with a rating realising his mistake before lapsing into unconsciousness, but not in time to avoid making the fatal error in the first place. Could training have saved lives here? The fact that this scenario is repeated far too often onboard ships today is a terrible indictment on this apparent blind spot.

In an effort to help in efforts towards making training more effective this edition of Alert! gathers together some of the related information on education and training produced in earlier bulletins and provides a useful A-Z chart on training and education.

Readers are reminded that they are the human element as they read a review of the new Human Element DVD, which is already being employed as a training aid by a major oil company fleet. A range of important safety lessons is to be found in another sorry story, this time of a series of errors which led to the grounding of a large ship.

Readers will also learn about a ferry company's SailSafe programme which is designed to change the company's whole safety culture. Plenty of good ideas here, along with an important element in a reporting system that will encourage everyone to report incidents or near misses without fear of blame, on the important grounds that they will serve as a vital learning experience.

Readers are also asked if their company has an inclusive and rewarding working environment; a tanker manager shows how this has been recognised by the Investors in People scheme. The importance of a trainee induction process, with so many safety implications, is also featured, with some golden rules that can be used to test processes. Might the tragedy which introduces this issue of Alert! have been averted by a proper induction process which is an essential adjunct to any on-board training programme, and part of the essential drill when joining a ship? This issue of Alert! offers plenty of food for thought!

## Scots shipping boss is linked to previous sinking

A SHIPPING owner from -Scotland, who has been charged with 162 counts of manslaughter in Papua New Guinea following the loss of one of his ships, had a history of poor safety standards and had previously been involved in another fatal sinking, it has been alleged.

**Captain Peter Sharp**, originally from Shetland, was arrested earlier this month after a commission of inquiry into the sinking of the **MV Rabaul Queen** alleged he had demonstrated a flagrant disregard for human life and safety standards before the vessel went down.

The inquiry reported that the ferry was significantly overcrowded – it is still not known exactly how many people were on board with early estimates of more than 500 – and was not designed for the rough seas it encountered when it capsized and sank on 2 February, 2012, in the Solomon Sea off the coast of Papua New Guinea.

It has since emerged that in August 1993 another vessel operated by Sharp, the **MV Kris**, also capsized and sank with the loss of five crew members. An inquiry into that sinking reported that, as with the **Rabaul Queen**, he had not ensured the vessel had enough crew on board and those present were not properly trained. No charges were brought against Sharp following the loss of the **MV Kris**.

However, papers released by the commission of inquiry into the loss of the **Rabaul Queen** have highlighted that the fleet of vessels operated by Sharp were involved in ten other major incidents between 2002 and 2009, when ships in his fleet ran aground or suffered serious -engine failures.

Speaking from her home in Australia, Sharp's sister Lucinda Speir, who has not spoken to her brother for many years, said: "This is not the first ship of -Peter's that has sunk.

"The first that sank did so with the loss of all on board.

"There is no welfare in Papua New Guinea and the loss of the head of the family is catastrophic."

The commission of inquiry described the conditions aboard the **Rabaul Queen** on her final fatal voyage as "inhumane". It has also since emerged that Sharp is the grandson of the British captain at the helm when Britain's two worst ever maritime disasters occurred. **Captain Rudolph Sharp** survived the sinking of the **Lancastria** in 1940, which went down after being bombed by German aircraft in the Bay of Biscay.

An estimated 4,000 lives were lost when the former Cunard liner sank in just 20 minutes.

Prime Minister Winston Churchill later banned all media coverage of the incident, fearing the negative impact it would have on wartime public morale.

A number of survivors of the **Lancastria**, which was heavily overcrowded, criticised Captain Sharp for not manoeuvring the vessel as the air attack began, instead choosing to keep the ship at anchor. Scots survivor Charlie Napier, from Inverurie, said: "She was a sitting duck. When I later heard that the senior officers of the **Lancastria** had claimed there were much fewer people on board than was the case, I realised they were just trying to cover themselves."

Two years later, **Captain Rudolf Sharp** was on the bridge of the **RMS Laconia** when it was torpedoed by a German U-Boat. More than 1,600 people, including **Captain Sharp**, were lost when that vessel sank.

His grandson, Peter, has been released on bail but ordered to surrender his passport and will appear before Kokopo district court on 26 September.

Sharp, who has been subjected to intense public and media criticism, told local reporters: "She was a beautiful ship and she should not have gone. Ships are our life and carrying passengers is our life." **Source : The Scotsman**





## Liverpool's Merchant Navy seafarers remembered in service

**Merchant Navy veterans gathered in Liverpool to remember fallen colleagues.**

A service was held at Liverpool Parish Church, Our Lady and St Nicholas – known as the sailors' church – followed by a wreath-laying ceremony at the Merchant Navy memorial at the Pier Head. Merchant Navy Day falls on Tuesday, September 3, but is traditionally marked on the nearest Sunday.



It was established in 2000 to honour the contribution the Merchant Navy made to Britain at wartime and continues to make.

This year's service, attended by around 300 people, was overseen by Rev Steven Brooks and attended by dignitaries including the High Sheriff of Merseyside and Liverpool Mayor Joe Anderson.

Pat Moran, Merchant Navy Day committee chairman, said: "This day remembers fathers, sons, brothers and husbands. You see a woman in the church nursing a 70-

year grief, holding a single rose. The grander wreaths are welcome but those small, private tributes are really very moving."

Following the service, the procession passed by the maple trees of Canada Boulevard, established in 1995 by the Canadian government as a "living memorial" to Canadians who died in the Battle of the Atlantic. The day closed with a reading of seafarers' hymn Eternal Father, Strong to Save and a performance of the Leaving of Liverpool.

Canadian Naval Attaché, Captain Tom Tulloch, who attended on behalf of the government of Canada, said: "This is an amazing city with that link to the sea. It was very touching to see the Canadian flags and the line of maple trees on the boulevard."

Stuart Wood, former Liverpool chief pilot, said: "It is so important to acknowledge the efforts of the Merchant Navy – people who went to work one day and didn't come home. "In Liverpool, you don't have to go back far before you find a family member who went to sea. "If you scratch a Merseysider, you don't get blood – you get sea water." **Source :**

**Liverpool Echo**

## Somali Seven plead guilty to firing at Malaysian Navy during high seas robbery attempt

Seven Somalis accused of shooting at the Malaysian Armed Forces during a robbery in the Gulf of Aden have accepted responsibility for the crime as part of a plea bargain.

DPP Mohd Abazafree Mohd Abbas informed the court that the Somalis had agreed to plead guilty to a lesser charge to avoid a life sentence. In return, the prosecution said it would not appeal against the court's decision should the sentence exceed 10 years imprisonment. This was the second time an attempt at a plea bargain was being made.

On Oct 18 last year, Kuala Lumpur High Court judge Kamardin Hashim rejected their guilty plea, saying counsel Edmund Bon had made it a conditional plea when he asked for details in the charge sheet to be amended.

Judge Kamardin then had the case transferred, to be heard before a different High Court.

The Somali nationals pleaded guilty to their amended charges which were reread on Monday, and agreed to the lengthy case facts read to them by a Somali interpreter.

The seven were given the alternate charge of firing at the armed forces with the intent to avoid lawful detention on Jan 20 2011, on board the **Bunga Laurel** vessel, 250 nautical miles from Oman territorial waters.

The alternative charge is punishable by life in prison, or a maximum 14 years prison, while the original charge under Section 3 of the Firearms (Increased Penalties) Act 1971 carries the mandatory death sentence.

Judge Mohd Azman Hasin sentenced Ahmed Othman Jamal, Abdil Eid Hasan and Abdi Hakim Mohd Abdi each to 10 years in prison.

He sentenced the other four Somalis to eight years in prison, on the grounds that they were juvenile offenders at the time the crime was committed.

It was a test case for Malaysia because the suspects were detained in international waters after naval commandos rescued the Bunga Laurel and brought them to the country. The alleged attempt to hijack the tanker, which was carrying an estimated RM30mil in lubricating oil and ethylene dichloride, was foiled by the Royal Malaysian Navy after a shootout. **Source : The Star**

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## Response from Greenpeace

On 29 August IAA PortNews reported on the reasons the Greenpeace ship "[Arctic Sunrise](#)" was denied entry to the Northern Sea Route. The article cited the Ministry of Transport of the Russian Federation. Unfortunately no response was sought from Greenpeace International (GPI).

GPI applied for permission to enter Russian EEZ waters in the western part of the Kara Sea on three occasions, clearly stating its intention to protest peacefully and legally against oil exploration that Rosneft and ExxonMobil are undertaking in the area, adjacent to and within the Russian Arctic National Park. On each occasion the application was rejected on the last allowable date, each time with reference to a different reason. All reasons given related to the vessel's ability to withstand ice conditions. This in spite of the fact that the [Arctic Sunrise](#) is an icebreaker, and the relevant part of the Kara Sea is free of ice at this time of the year. The arbitrary nature of the refusal is further underlined by the fact that the [Arctic Sunrise](#) has a higher ice classification than all six of the vessels contracted to search for oil on behalf of Rosneft and Exxon.

The statement that "the first denial was caused by the classification certificate the validity of which had expired as early as on December 22, 2011" is false.

The M/Y [Arctic Sunrise](#) has always had valid certification with all relevant DNV class certificates.

Under international law of the sea, coastal States are permitted to attach certain non-discriminatory conditions to foreign vessels' exercise of freedom of navigation in ice-covered areas of the EEZ, where necessary to protect the marine environment. GPI welcomes the Russian Federation's recent adoption of rules to protect the environment in the face of increased traffic through the Northern Sea Route. It is disappointing to see these same rules being abused to prevent scrutiny of reckless oil exploration in a sensitive area of high ecological importance.

The Ministry of Foreign Affairs of the Netherlands, under whose flag the Arctic Sunrise sails, has demanded an explanation for the refusal of entry and the subsequent boarding of the vessel by the Russian coast guard, and underlined that Greenpeace International's right to protest is "beyond dispute". **Source : Greenpeace**

## NAVY NEWS

# Navy Carrier Strike Group Rerouted For Possible Help In Syria

The nuclear-powered aircraft carrier [USS Nimitz](#) and other ships in its strike group are heading west toward the Red Sea to help support a limited U.S. strike on Syria, if needed, defense officials said on Sunday. The [Nimitz carrier strike group](#), which includes four destroyers and a cruiser, has no specific orders to move to the eastern Mediterranean at this point, but is moving west in the Arabian Sea so it can do so if asked. It was not immediately clear when the ships would enter the Red Sea, but they had not arrived by Sunday evening, said one official.

"It's about leveraging the assets to have them in place should the capabilities of the carrier strike group and the presence be needed," said the official. President Barack Obama on Saturday delayed imminent cruise missile strikes by five destroyers off the coast of Syria, and sought approval from Congress, a move that effectively put any strike on hold for at least nine days.

The delay gives military planners more time to reassess which ships and other weapons will be kept in the region - and which may be swapped out - before the U.S. military launches what defense officials say is still intended to be a limited and narrowly targeted attack on Syria.

The U.S. Navy doubled its presence in the eastern Mediterranean over the past week, effectively adding two destroyers to the three that generally patrol the region. The five destroyers are carrying a combined load of about 200 Tomahawk missiles, officials say.

The Nimitz carrier group had been in the Indian Ocean, supporting U.S. operations in Afghanistan, but was due to sail east around Asia to return to its home port in Everett, Washington, after being relieved in recent days by another aircraft carrier, the [USS Harry S. Truman](#).

Given the situation in Syria, U.S. military officials decided to reroute the Nimitz and send it west toward the Red Sea, and possibly the Mediterranean, officials said. The Navy has also sent the [USS San Antonio](#), an amphibious ship with 300 Marines and extensive communications equipment on board, to join the five destroyers, diverting it from a previously scheduled mission that would have taken it farther west.

A second official said the San Antonio had been asked to serve as an afloat forward staging base, which could provide a temporary base for special operations forces, if they were needed. It could also assist with evacuations.

A spokesman for the ship declined comment, referring questions to the Navy. Lieutenant Adam Cole, spokesman for the Navy's European headquarters, declined to discuss any specific plans for the San Antonio or future ship movements.

Decisions about the location of other ships will be made in coming days, based on military needs, maintenance issues and staffing requirements, officials said, noting that the delay in a strike on Syria had sent planners back to the drawing board. The [USS Kearsarge](#), a large-deck amphibious ship that is part of a readiness group with the San Antonio, is also on the way toward the Red Sea after a port call in the United Arab Emirates, officials said. No further specific orders had been issued to the ship, they said. [Source : Business insider](#)

## Canadian Pacific navy fleet severely hampered without damaged ships

The two aging ships damaged in a collision at sea happen to be the most crucial vessels for blue-water naval operations in the Pacific. Until repairs are completed, the fleet that's based on Canada's West Coast is missing its sole destroyer and it doesn't have a supply vessel to re-fuel ships at sea.

The mishap, in the eyes of some analysts, puts the spotlight on a flaw in the Conservative government's plans to replace Canada's Royal Canadian Navy fleet. Even after long delays, Ottawa is only planning to buy one supply ship for each coast, leaving the Navy vulnerable to an accident.

The two ships in the recent incident, the destroyer [HMCS Algonquin](#) and supply ship [HMCS Protecteur](#), collided when they were conducting a routine towing exercise en route to Hawaii. There were no injuries, but the Royal Canadian Navy is assessing the damage to both ships while it convenes a board of inquiry to determine what went wrong.

One thing that's clear is that the fleet – which includes five frigates, six smaller patrol ships, and one submarine – will have a few gaps, at least for a while. The commander of the Pacific fleet, Commodore Bob Auchterlonie, told Canadian Press that it's not clear yet how long.

The holes are significant for a navy with some ships verging on the elderly – Algonquin was commissioned in 1973, and Protecteur in 1969. Protecteur is one of two surviving Canadian supply ships, the so-called "oilers" that re-fuel other ships at sea, which remain in service because of a decade of delays in plans to replace them. Even now, only a design for the replacements has been selected, and the ships won't be built until at least 2018.

Critically, instead of the originally planned order of four, Ottawa is now expected to buy just two – one for each coast. That means Canada's future Navy could still be hobbled by a simple accident like the collision between [Algonquin](#) and [Protecteur](#).



"One thing it does demonstrate is the vulnerability of only having two," said David Perry, a senior analyst with the CDA Institute. Without a supply ship, the Canadian Navy cannot dispatch a task force across the Pacific – unless it relies on an ally for refuelling, or makes pit stops in ports.

Without **HMCS Algonquin**, the Pacific fleet also does not have a destroyer – the biggest and most heavily armed warships in the Royal Canadian Navy. There are three destroyers in the navy, but two are based in the Atlantic, and only one, the **Algonquin**, in the Pacific.

That, too, stems from a historic priority for the Atlantic that some believe is now outdated. The Royal Canadian Navy splits its ships unevenly between the two coasts, with the Atlantic given a slightly larger fleet – seven of 12 frigates are stationed there.

Now that the United States has announced a "pivot" to Asia to emphasize its military presence there, and disputes over islands and maritime claims have increased naval activity in the Pacific, some argue that Canada should shift, too. "I haven't seen anything from the government of Canada to direct the Royal Canadian Navy to take a greater role there," Mr. Perry said. Source : **The Globe and Mail**

## SHIPYARD NEWS

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## Chengxi Shipyard transfers repair yard to Wenchong

CSSC-affiliated **Chengxi Shipyard** announced that its ship repair subsidiary **Chengxi Shipyard** (Guangzhou) plans to sell one of its two ship repair facilities in Guangzhou to **Wenchong Shipyard** for RMB261.31m.

Chengxi Shipyard said overcapacity in the ship repair industry is still very serious, the company has decided to sell the facility in order to improve operation and optimize capacity structure. Source : **SinoshipNews**

## Khulna Shipyard to build Navy vessels

Vice Admiral M Farid Habib, Chief of Staff of the Bangladesh Navy, flagged off construction on Sunday.

The navy has commissioned the building of two container vessels and two high-tech LCU craft worth almost Tk 1 billion. The LCUs will be used for swift transportation of equipment.

Managing Director of the shipyard Commodore Riaz Uddin Ahmed delivered the welcome speech before the naval chief. The container vessel will be 75 metres long and 13.5 metres wide and 5.20 metres deep. Each vessel will have two 600 horsepower engines. LCU vessels will be 42 metres long, 10 metres wide and 1.80 metres deep. The vessels will have a capacity to bear a load of 415 tonnes. They, too, will have two 600 horsepower engines. Source : **bdnews24**

## Cochin Shipyard to use IPO funds for expansion projects

Funds mobilised through the proposed Initial Public Offer (IPO) of **Cochin Shipyard Limited** will be utilised for its expansion projects, which includes development of the proposed Mini Ship Repair Yard and upgrading the existing drydock.

The shipyard authorities are awaiting the final nod from the Union Government for the IPO. "We have proposed for issue of 22 per cent shares and we hope that permission would be granted for the same. The plan is to mobilise `400 crore", said a senior official of Cochin Shipyard.

An existing workshop and drydock of the Cochin Port Trust (CPT) are being developed as a Mini Ship Repair yard by CSL.

The Shipyard in 2012 had entered into a contract with the Cochin Port Trust (CPT) for this purpose. As per the agreement, 42 acres of land will be leased by CPT to Cochin Shipyard Ltd for setting up the facility. The CPT will get the upfront premium, the value of the assets handed over, the guaranteed revenue quoted by CSL every year for the 30 year period and the lease rental for the land and water area allotted to them at the TAMP notified rates from time to time. In addition, 243 employees currently working in the drydock and the workshop area will be deputed to CSL.

Apart from the 42 acres of land area with 850 m water front, it includes existing graving drydock and associated workshop facilities. About 39 acres of adjoining water area is to be used for setting up of Ship lift and allied facilities.

Meanwhile, the CITU has registered their protest on the issue of IPO. "The idea of disinvestment or IPO is not acceptable since Shipyard is a leading profit making PSU.

The Shipyard management should find some other sources for mobilising funds. The CITU can not accept the idea of IPO or disinvestment", said CITU leader and former MP K Chandran Pillai.

Cochin Shipyard's turnover has increased fourfold, from Rs 373 crore in 2005-06 to Rs 1,404 crore in 2011-12. Similarly, there has been a ten-fold increase in profit, with the profit before tax increasing from Rs 25 crore to Rs 253 crore and the profit after tax from Rs 18 crore to Rs 172 crore in the same period. *The new Indian Express*

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## **Costamare and Evergreen take delivery of VALENCE (8,827 teu)**

South Korea's **Sungdong shipyard** has delivered the 8,827 teu container ship **VALENCE**, the fourth of five 300m long compact vessels ordered in May 2011 by **Costamare**. The Greek non-operating owners committed to the quintet with the backing of long-term charters to **Evergreen Marine**.

The **VALENCE** is 300.01m long and 48.20m (19 rows) wide. She is thus one example of the growing number of compact wide beam ships in the size range of about 9,000 teu in service for or ordered by carriers such as MSC, Evergreen, CMA CGM, CCNI and CSAV.

With its new V-class series, **Evergreen** revives some traditional names of the Taiwanese carrier. The original V-class ships were units of about 1,100 teu, built in 1978 and 1979 in Japan and Taiwan. The new ship has been assigned to the Far East to ECSA service 'ESA' (#481) jointly operated by Coscon and Evergreen and Zim. *Source : Linervision*



The MPV. [WILLEM DE VLAMINGH](#) arriving at Halden, Norway to load cable for the Northwind offshore wind farm. The cable is capable of transporting 245 kV. from the wind farm to shore. This is one of the heaviest cables ever laid in the industry. [Photo : David, crew MPV Willem de Vlamingh.](#) ©

## Maersk and CMA CGM swap Namibia and South Africa calls between WAF – Far East loops.

Maersk Line and CMA CGM are to revise the rotation of the joint Far East - West Africa service (#419), branded 'AFEX' by the French and 'FEW3' by the Danish. The present Namibia call at Walvis Bay, so far the last African port on the loop, will be dropped after a last visit on 7 September. At the same time, the eastbound call at Capetown, initially dropped from the service in May, will be re-instated from 4 October.

Maersk and CMA CGM thus swapped the Namibia and South Africa calls between two services: The two carriers' joint 'FEW5'/'WAX2' (#2700) has recently dropped Capetown and added a call at Walvis Bay.

Most likely, the changes were imperative, since the two carriers recently started to phase gearless 'baby' overpanamax ships into the 'AFEX' / 'FEW3': Maersk has phased in the 5,017 teu [SEASMILE](#) from Thenamaris, whereas the French Line will soon bring the 4,620 teu sisters [RHL CONCORDIA](#) and [RHL CALLIDITAS](#) of Reederei Hamburgen Lloyd onto this loop. These ships would be awkward to handle at Walvis Bay, where port infrastructure is limited.

The 'FEW5' / 'WAX2', which takes over the Namibia call, also deploys gearless ships, but these are much smaller at 2,700 to 2,900 teu. [Source : LInervention](#)

## OOCL hikes south Asia-Oz rate US\$250/TEU, \$500/FEU on October 1

HONG KONG's [Orient Overseas Container Line \(OOCL\)](#) will increase rates on October 1 for all dry and refrigerated cargo from southeast Asia (Singapore, Malaysia, Thailand, Indonesia, Vietnam, Cambodia, Philippines, Indian subcontinent, Myanmar and Middle East) to Australia by US\$250 per TEU and \$500 FEU.

"The ocean freight rates continue to be below the required level to cover basic operating costs or transportation costs in our Southeast Asia-Australia services. Considering that current levels are unsustainable for the long term, we are announcing a rate restoration programme for this trade lane," said OOCL in a notice to trade. "This increase will apply on top of existing ongoing market rates and will be subject to accessorial surcharges applicable at the time of shipment," said the company. [Source : Asian Shipper](#)





The **NYK HERCULES** enroute Hamburg at the river Elbe – Photo : Capt. Ray Hensel ©

## Third NACKS 13,386 teu jumbo delivered: COSCO ENGLAND

**Cosco Container Lines** has received the 13,386 teu neo-overpanamax vessel **COSCO ENGLAND**. The 366m ship is the third unit in a series of eight identical sisters that Coscon is to receive from the Chinese Nantong Cosco KHI Ship Engineering Company (aka NACKS), a joint venture between Cosco and the Japanese Kawasaki Heavy Industries. The ship follows the series' lead ship **COSCO BELGIUM**, delivered in March, and the **COSCO FRANCE** delivered in May.

The **COSCO ENGLAND** is a 20-row wide twin-isle neo-overpanamax. Depending on the source, the total capacity of the ship is stated as 13,386 teu or 13,500 teu. Other ships of comparable dimensions are rated at up to 14,000 teu, so that an assumed intake of 13,500 teu seems fitting under realistic load conditions. Coscon had ordered the eight ships of the type in April of 2008 for a reported price of USD 167M per vessel. Originally slated for an earlier delivery, the series' construction schedule was later re-negotiated and deferred due to the effects of the global economic crisis. Deliveries of the eight units are now expected to stretch out over a period of 18 months, with the final ship due in September 2014. The vessels of this series will all be named after European countries.

The **COSCO ENGLAND** is scheduled to phase into the CKYH alliance's Far East to Northern Europe service 'NE7' (#2701), where she will replace the 10,062 teu **COSCO EUROPE**, which moves on to the CYKH alliance's Med service 'MD1' (#32). After an initial round-trip on 'NE7', the **COSCO ENGLAND** will phase into the Cosco-operated 'NE3' (#37). Source : Linervision

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## OOCL Thamesport-Southampton switch brings new ships to GAX, GMX, PAX

HONG KONG's **Orient Overseas Container Line (OOCL)** has transferred UK calls from Thamesport to Southampton for the Gulf Atlantic Express (GAX), Gulf Mexico Express (GMX) and Pacific Atlantic Express (PAX) services, which now requires the deployment of different ships.



The **YORKTOWN EXPRESS** – Photo : [Henk Claey](#)s ©

On the GAX, the effective vessel will be the **Yorktown Express** 10E42/11W45 with an ETA on November 11; on the GMX, the effective vessel will be the **Norfolk Express** 36E42/37W45 with an ETA on November 9, and on the PAX, the effective vessel will be the **Kobe Express** 75E37/76W45 with an ETA on November 4.

For further details on the new berthing windows in Europe, OOCL asked shippers to contact the company's sales representative. Source : [Asian Shipper](#)

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



1890 built tug **ELMORE** inbound in victoria harbour VICTORIA BC sept 1<sup>st</sup> 2013 Photo : [Robert Etchell](#) ©

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