



**Number 259 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Monday 16-09-2013**

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

The advertisement features a large red ship, the 'MAO ACQUISITION', in the background. Overlaid on the right side is a blue banner with white text. The main headline reads 'YOUR HEADING, OUR COMPASS'. Below this, a list of services is provided: '- VESSEL AGENCY SERVICES', '- VESSEL MANAGEMENT', '- CUSTOMS FORMALITIES', '- LOGISTICS', and '- CHASE AND GUARD VESSELS'. The SeaMar logo, which includes a compass rose and the text 'SeaMar SERVICES BV', is positioned below the list. To the right of the logo are two circular icons: one for 'ATO' (Associated Tugboat Operators) and another for 'IATA' (International Air Transport Association). At the bottom right, the text 'CHECK OUR WEBSITE: WWW.SEAMAR.NL' and 'CONTACT US 24/7: +31 (0)223 683050' are displayed.



**25/08/2013 : The low water sailing of "SEA- CARGO EXPRESS" seen passing Aberdeen VTS, Photo : Iain Forsyth ©**

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## EVENTS, INCIDENTS & OPERATIONS

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Smooth cooperation between Royal Dutch Navy and Civil Parties lead to a stronger position of Port of Den Helder as Capital of the North Sea in Oil & Gas Industry: The **TOISA WARRIOR** alongside at berth Royal Dutch Navy for crew change, loading fresh water **Photo : Wim Schouwenaar - DH Support Service ©**



## Pilot project for wastes recycling on board Costa Pacifica

The **Costa Pacifica** called at Amsterdam for the first time on Friday, 6 September 2013. Port of Amsterdam CEO Dertje Meijer presented a port shield to the captain to celebrate this occasion, the Port of Amsterdam said in a press release.

The fact that the **Costa Pacifica** is the most sustainable cruise ship in the Costa fleet is another reason why this ship was given extra attention. A pilot project has been set up on board this ship that is designed to reduce and recycle waste flows. In order to be able to view this unique project close up, Costa organised a tour on board this special ship in association with Port of Amsterdam.



The **COSTA PACIFICA** outbound from Amsterdam – Photo : Joop Marechal ©

The **Costa Pacifica** has an average of 3,000 passengers and 1,000 personnel on board. This means large quantities of food are consumed aboard the vessel. For example, some 1,000 kilos of pasta, 2,500 kilos of meat and 6,000 litres of milk are consumed in a week. There is obviously some residual food waste. Residual food waste used to be thrown overboard. As of January 2013, this is no longer permitted in many seas, including the North Sea. Costa has consequently launched a pilot project to recycle residual food waste for a different use.

A space has been set up on the lowest deck of the **Costa Pacifica** where turbo dryers have been placed. Residual food waste is processed in these dryers and dried into raw material for animal feed. This raw material is then sold again in Italy. Port of Amsterdam was delighted to have the opportunity to see this project on board. It is completely in line with what we want to be as a port: the most sustainable port in Europe. Source : PortNews

## World's first "floating house" THE WORLD visits Odessa again

The world's first "floating house" **THE WORLD** visits Odessa again, says press-service of the port of Odessa Authority. The passengers are both the owners of apartments onboard and the shareholders of the company, which owns the ship. The liner crossed a line of the Vorontsov Lighthouse on September 12 at 8:00 am.

**THE WORLD** is the first passenger cruise ship designed on the principle of a dwelling house. It was built on the shipyards of Sweden and Norway in 2002. The length is 196 m, flag of the Bahamas.

In this third visit to the Black Sea **THE WORLD** calls at the seven ports of Nessebar, Sochi, Novorossiysk and Constanta of 2 days each, Yalta and Sevastopol — 3 days and Odessa — 4 days. According to preliminary information, the «floating house» will leave South Palmyra and head to Constanta on September 15. Source : PortNews

## ROMANIAN INVASION IN IJMUIDEN

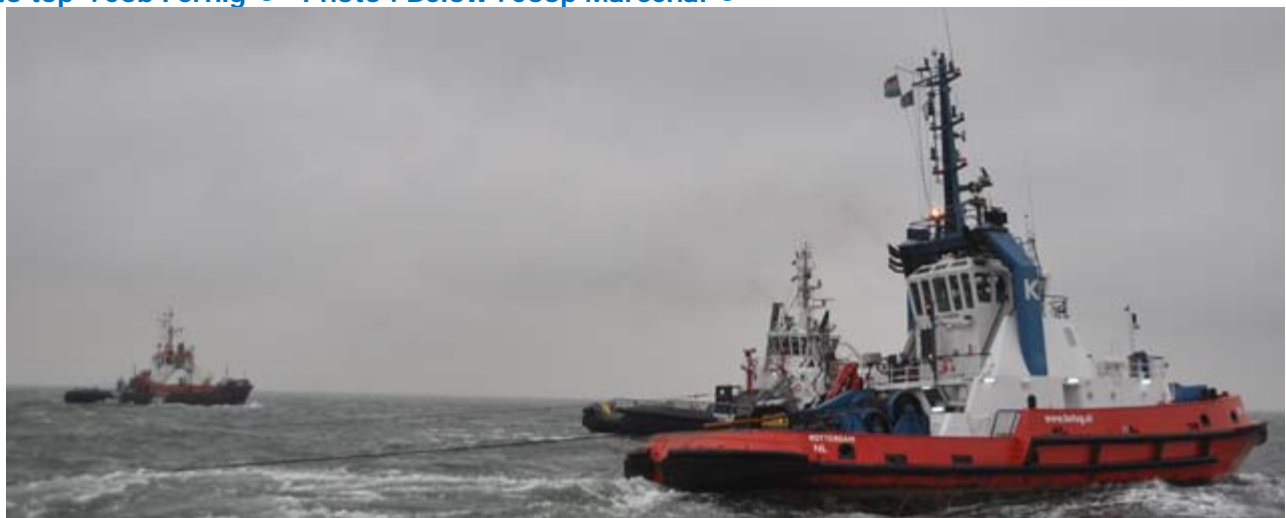
Last Friday did see several Romanian **GSP units** arriving in IJmuiden,



The **GSP ANTARES** and **GSP QUEEN** approaching IJmuiden – Photo's : Jan Plug ©



The **GSP SATURN** under tow of the **RT SPIRIT, BUGSIER 3** and the **IBAIZABAL DIEZ** approaching IJmuiden – Photo top : Job Fernig © Photo : Below : Joop Marechal ©





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## OPEC's August spot tanker fixtures fall, rates soon follow

According to preliminary data, OPEC spot fixtures dropped in August from the previous month. Middle East-to-East fixtures declined by 0.92 mb/d to stand at 5.37 mb/d, while Middle East-to-West fixtures declined by 0.77 mb/d to stand at 2.77 mb/d. As a result, global fixtures fell 10% or 1.96 mb/d compared to a month earlier to stand at 17.3 mb/d. Compared to a year ago, global fixtures and OPEC fixtures were both 5% higher. Preliminary data also showed that OPEC sailings declined in August by 0.63 mb/d to average 23.71 mb/d. OPEC sailings were 1% lower than a year earlier. All arrivals showed a decline from last month, with North American arrivals dropping the most, falling 10% to average 8.82 mb/d. European and Far Eastern arrivals both declined by 2%, while West Asian arrivals dropped slightly by 0.04 mb/d from July.

Dirty tanker sentiment remained under pressure in August, particularly for very large crude carriers (VLCCs), while Suezmax reported a rise in freight rates of 8% compared with one month earlier. Aframax freight rates were mixed: while rates in the East dropped on the back of low activity, they increased by WS 14 points in the Caribbean as lighterage operations stimulated the market. On average, dirty freight rates closed the month flat.

On the other hand, clean tanker freight rates increased by 4% over the previous month, mainly as a result of an increase seen in East of Suez, which rose by 14% on the back of increased demand for both long-range (LR) and medium-range (MR) tankers, while freight rates in West of Suez were flat from last month.

The VLCC market was particularly active in the first week of August for Middle East loading, yet the amount of activity was not reflected in freight rates gains; on the contrary, freight rates were under pressure, mainly due to a tonnage build up in that part of the world. Interest in West Africa for VLCCs was waning, and freight rates declined as they followed the trend in the Middle East. Market movement maintained its slow pace even when September requirements arrived, as continuous vessel availability generally left charterers in no rush to secure their requirements; this was also encouraged by the declining trend in freight rates. Owners were hoping for the market to stabilise, as their tactics were unable to prevent rates from declining. Freight rates for west-bound fixtures were no better; they were reported to be lower, in combination with low activity. Holidays in the UK added some pressure on westbound spot freight rates. The end of the month saw enhanced activity, however freight rates remained stable at the low rates seen earlier, with the tanker market remaining under the influence of abundant vessel supply. Consequentially, both Middle East-to-East and Middle East-to-West spot freight rates decreased by 21% and 19%, respectively, from the previous month, while spot freight rates on the West Africa-to-East route declined by 15%. In an annual comparison, VLCC freight rates on the reported routes were lower by 8%, 12% and 5%, respectively.

### SUEZMAX

Despite declining sentiment in the VLCC segment, the Suezmax market registered an average increase in its freight rates of 7% over one month ago. The gains were mainly as a result of an active market. In West Africa, freight rates increased in August by 2.0% from July to stand at 59 WS points. This increase came mainly on the back of stable demand for Suezmax and limited activity for VLCC in that area. Demand for vessels loading from West Africa to Indian ports remained high and tonnage demand for Mediterranean loading was stable at the beginning of the month, though it declined later. Freight rates for vessels operating on the Middle East-to-East route increased on the back of delays seen in Indian ports, which forced charterers to find prompt replacements; this was done at premiums over the prevailing rates. In the Caribbean, an expected weather disruption did not materialise, thus vessels' loading schedules functioned without disturbance, and as a result freight rates and vessel availability



remained stable. By the end of August, Suezmax freight rates saw a weakening trend across a number of routes, due in large part to less activity. On a monthly average, reported freight rates for the Northwest Europe-to-US Gulf Coast and West Africa-to-US Gulf Coast routes increased by 13% and 2%, respectively.

### AFRAMAX

Aframax spot freight rates were mixed in August. In general, there has been a notable slowdown in activity in the Mediterranean at certain points and lower tonnage requirements. However, freight rates were seen to be higher due to delays in some ports and supply flow uncertainty in others. Thus, average Aframax spot freight rates for vessels trading on the Mediterranean-to-Mediterranean route ended the month flat to average 82 WS points, while freight rates seen on the Mediterranean-to-Northwest Europe route increased slightly to average 76 WS points over last month's levels. Activity in the North Sea and the Baltics increased in August, despite closure of the Primorsk oil terminal for planned maintenance. However, the active market did benefit from higher freight rates, as the well-populated position list eventually thinned due to continuous fuel oil and crude activity, particularly for September liftings. In the Caribbean, freight rates registered their highest increase among other areas. The market firmed as a result of delays and increased lighterage activities, in addition to premiums paid for prompt replacements and tight availability for certain windows. As a result, spot freight rates for vessels operating on the Caribbean-to-US East Coast route saw a worthy increase of 16% to average 104 WS points, while Indonesia-to-East freight rates lost 3 WS points from last month to average 80 WS point in August. **Source : Nikos Roussanoglou, Hellenic Shipping News**

### Worldwide



The **WESTERBROOK** (ex Maersk Dartmouth), inbound off Portsea to Melbourne, 12-9-2013

**Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©**

## GE Power Conversion to power four new Maran Gas LNG Tankers

Induction-based electric propulsion motor technology from GE's Power Conversion business will be used to power four new LNG carriers that Korean shipbuilder Hyundai Heavy Industries will build for Maran Gas Maritime, the gas shipping unit of the Angelicoussis Shipping Group. Contracts for the propulsion systems were signed in late May. Hyundai Heavy Industries will deliver the vessels over a 15-month period beginning in July 2015.

The contracts provide a strong indication of the confidence that Maran Gas has in GE's technology. In late April of this year, sea trials were successfully completed on the first-ever LNG carrier for Maran Gas to incorporate GE's innovative electrical power and propulsion system. Maran Gas took delivery of the vessel, the Woodside Rogers, end of last month. This electrical LNG carrier is the first out of 15 that South Korean shipyards will build for Maran Gas, all of them incorporating GE technology.

At Maran Gas, Andreas Spertos, technical director, says: "After looking at the growth potential of the LNG market, Maran Gas took the strategic decision early in 2011 to expand its presence in LNG shipping and add to its then existing fleet of five LNG carriers. The Woodside Rogers is our first tri-fuel carrier, and we are pleased with the way the ship performed during sea trials. We believe we have made the right decision to apply fuel-efficient tri-fuel diesel-electric technology to our new generation of vessels."

Paul English, marine business leader at GE Power Conversion says: "It is very satisfying for us that one of the most important shipbuilding companies in the world has recommended GE's innovative electric power systems for LNG vessels in recent months. Our strength in technology and attention to customer needs has helped us create excellent working relationships with both Hyundai Heavy Industries and Maran Gas."

Hyundai Heavy Industries is a strong proponent of GE's power and propulsion technology. Hyundai Heavy Industries was in fact the first shipbuilder in Korea to adopt it, and the new contract with Maran Gas demonstrates the group's continuing belief in its advantages.

GE now has a very strong position in supplying power and propulsion systems for LNG carriers, the numbers of which are growing steeply as liquefied natural gas, with its low emissions and rules compliance, becomes one of the major fuel sources used around the world.

GE's induction-based propulsion motor technology with PWM variable-speed drives is one of the most reliable and cost-efficient solutions for marine drive systems. It has lower maintenance costs than alternative solutions, has a longer service life and offers higher environmental benefits. The technology is backed up by strong technical expertise and commissioning services from GE.

The electric drive system is powered by tri-fuel engines that run on natural gas, marine diesel gas or heavy fuel oil. The ship operator can choose the mode according to current prices of the different fuels, making the system very cost-effective. In addition, the layout of the tri-fuel engine provides a high level of redundancy, which improves the safety of the carrier avoiding off charters. Fuel consumption and emissions also are lower.

GE will supply two propulsion systems for each of the four new LNG carriers, comprising generators, main and cargo switchboards, transformers, MV7000 converters, motors and remote control. GE is responsible for design, engineering, commissioning, training and assistance for sea and gas trials. **Source: GE Power Conversion**

## Financing container shipping's 'me-too' arms race

Orders for ultra large containerships (ULCs) continue to pile up, postponing for at least another two years any likely meaningful recovery in the market.

That is according to Alphaliner and raises the question of how the carriers will be able to carry the inevitable debt load engendered by an historic expansion of ship sizes, and the accompanying obsolescence of much of the existing fleet. Ships can still be financed, and many carriers are selling off collateral corporate assets to cover their losses and the costs of financing for the brave new world of 18,000-plus teu vessels.



The **MAJESTIC MAERSK** – Photo : Fred Vloo ©

The me-too arms race suggests that Maersk's first-mover advantage in building the E-ships will soon be covered by competitors, thus exacerbating overcapacity in the major trades. If it seems risky to presume eventual economic returns from container shipping, the argument for the upside resides in two areas.

First, the global movement of containers continues to grow, maybe not at the high single-digit rates of yesteryear, but at a solid pace. Drewry assumes 5% into the future, while actual numbers for July from Container Trade Statistics point to 3% year-to-year. Total exports from Asia, including intra-Asia, to all overseas markets have been strong, and imports into Asia continued to contract.

Second, the operation of container terminals continues to be profitable and flows are expected to grow in line with overall traffic. In fact, low shipping rates that devastate the operating results serve to stimulate additional business—and terminal throughput.

Some carriers have used their interests in terminals, plus any other assets deemed non-core, as a source of funds to carry the overall financing load. But this is with some reluctance because terminals may continue to be where the profits are.

One fly in this ointment is that independents are increasingly controlling the terminal business, and competing for new developments as they come to market. Modern terminals to serve the larger ships also become expensive, and the rise of the ULC increases the overall risk that a given terminal may be bypassed.

This suggests that the industry's strategy, whether articulated or not, accidental or not, is to use shipping operations as a loss leader. It is a cousin to, but far more risky, than the plan of Levi Strauss to sell shovels and jeans to miners in the California Gold Rush of 1849 (and make a fortune) while forgoing the sluicing for gold. **Source: Seatrade Global**



The tugs **Lamnalco Puma**, **Smit Montserrat** and **Lamnalco Weaver** alongside in Freetown, Sierra Leone  
**Photo : Neville West ©**



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## Ship-breakers, bankers join hands to improve environmental standards

The **Bangladesh Ship Breakers Association (BSBA)** and the **Association of Bankers Bangladesh (ABB)** signed a joint statement expressing their commitment to improve environmental and social standards in the ship recycling industry in Bangladesh. The statement was signed by Hefazatur Rahman, President of the BSBA and by Ali Reza Iftekhar, Vice Chairman of the ABB.

The joint statement is a follow-up of a successful roundtable meeting held in June earlier this year, which was attended by key industry representatives, the executives of several Bangladeshi banks, government officials and international experts.

The roundtable was organised by the Eastern Bank Limited Bangladesh in cooperation with the Embassy of the Kingdom of the Netherlands, the German Embassy and a coalition of development finance institutions: the Dutch



development bank, FMO; the German development bank, DEG; the French Development Bank, Proparco; and IFC, a member of the World Bank Group.

Reacting to this important 'milestone', Additional Secretary of the Ministry of Industries Md. Farhad Uddin commented on behalf of the Minister, saying: "This is a positive step in bringing about long-term changes in an industry that contributes to the economic growth of our country.

"The Ministry supports the commitment of the bankers and the ship-breakers association to work together and remains a partner to the process."

The FMO's Chief Investment Officer, Jurgen Rigterink, expressed his delight at the achievement of this important milestone. "The FMO is pleased to see both associations joining forces to concretely ensure higher environmental and social standards in the ship recycling industry. The signing of this commitment statement is a clear testimony to that effect", he said.

He said it is also a good example of how development finance institutions and local partners can work together to catalyze sustainable change.

"We will continue to support on-going efforts as the implementation journey progresses."

The Netherlands Minister for Foreign Trade and Development Cooperation, Lilianne Ploumen said, "It is great to see trade relations between Bangladesh and The Netherlands intensifying. The challenge is to make this growth more sustainable and beneficial to everybody involved, including the workers that provide the heavy labour. This goes for the working conditions in ship recycling, as it goes for the textile industry. We are committed to play our part and today's signing confirms the dedication of other key players. Together, we can make it happen."

The signing of the joint commitment statement marks further recognition of the importance of environmental and social considerations in the pursuit of economic growth.

Beyond committing to work together towards improving standards and practices in Bangladesh, the BSBA and ABB have also outlined several areas within which to begin addressing the current challenges, including improving methods for hazardous waste disposal and building industry capacity to make the necessary improvements in environmental and social standards. The Joint Commitment Statement has been supported by the Ministry of Industries, the Embassy of the Kingdom of the Netherlands, the German Embassy, FMO, DEG, IFC and Proparco.

Source: Financial Express



The **DAY TIDE** anchored at Singapore West Jurong anchorage –

Photo : Capt S.Hardy - Master of MV. Salvern ©

## **Chennai Port is Pollution-free**

Chennai Port is pollution-free and emphasizes on clean cargo. The all-weather port, functioning 24/7 round the year, is main gateway port in the east coast and is also more affordable compared to the competition, said the Chairman, Chennai Port Trust, Atulya Mishra in a press meet jointly held by Chennai Port Trust and Federation of Chambers of Commerce and Industry (FAPCCI), today in Hyderabad. Mishra welcomed potential importers and exporters to use the

port for competitive and efficient services for all types of cargoes, esp. value addition cargo such as assembling, washing, packing etc.

The port is number one in car handling for a couple of years and is second largest Container Port. Despite handling so much of traffic, the berth occupancy is just 50 per cent. The port is equipped not only with modern equipment but also has eight full-rake railway sliding to handle wide range of cargo especially container rakes.

Chennai Port is currently offering concession of 20 per cent to 50 per cent on vessel related charges (VRC) for mainline container vessels. Direct delivery of cargo and use of private crane is also allowed without any restriction.

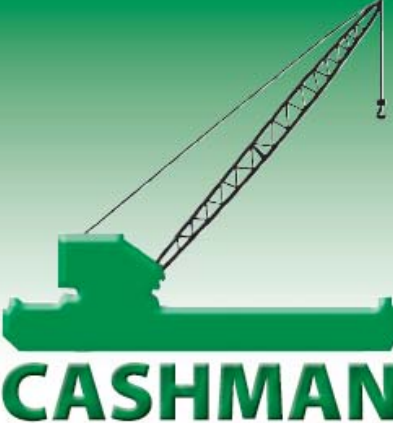
Chennai Port is developing Mega Container Terminal, Dry Port and Marine Highway for improving its throughput. In order to double the capacity several other projects are in advanced stage of bidding under PPP mode and plans are in the offing for the smooth functioning of the port thereby reducing hitches related to reaching the hinterland.

Also present in the press meet were Capt. P.V.K. Mohan, Chairman, National Shipping Board, P.C. Parida, Dy. Chairman, Chennai Port Trust, Srinivas Ayyadevara, President FAPCCI, C.S. Narendra, President, CHA Hyderabad.

Source : The Siasat Daily



The **ASTOR** passing Vlissingen enroute Antwerp – Photo : Henk Nagelhout ©



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## Chipolbrok expands heavy lift fleet



Chinese-Polish joint venture company **Chipolbrok** has inked a contract for a series of heavy lift vessels with Shanghai Shipyard. The new 32,000 tons ships are scheduled to be delivered from the end of 2015. Chipolbrok says it wants to be a leader in the domain of large sized heavy lift ships.

Source : SinoShipNews



Loading of booster **IONIA** on the Van Oord - Dredging International Joint Venture - Western Basin Main Dredging Works - Gladstone Australia. onboard Combilift MV **PALABORA**, 12th of September, departed 13th to RAK.

Photo: Bavo Goris. ©

## AdvanFort first to provide West Africa marine protection

**AdvanFort International, Inc.**, a leading U.S. maritime security firm, has announced that the government of Benin has granted it permission — the first by a West African government — to conduct counter-piracy operations for both domestic and foreign-flagged commercial vessels throughout Benin's waters.

The company recently secured similar licenses from major maritime nations Panama and Cyprus.

"President Dr. Thomas Boni Yayi — who is also the African Union assembly chairperson — has made our Private Maritime Security Company (PMSC) the first foreign enterprise to be able to fight the sea-borne marauders where they cause the most problems," said AdvanFort President and COO William H. Watson.

He said that the company can now offer in West Africa the same kind of security services for vessel owners and operators that have won official U.S. government praise for similar efforts off East Africa at a time when Benin prepares to become a world-class registry for merchant shipping.

"Having AdvanFort working counter piracy and security in the Gulf will safeguard cargo and an increased passenger trade," observed Septime Gnacadja, Director General of Benin-Scaphandrier, Chantier Naval at the Port of Cotonou. "Also, with the exploration of so many oil fields in the Gulf, a maritime security flotilla is what is needed to take care of an unsafe area."

Due to the expansion of its scope of business upon becoming the first major PMSC to win such an agreement with a West African country facing a growing piracy challenge, Captain Watson added that what was previously called the AdvanFort Company is rebranding itself and will operate globally as AdvanFort International, Inc., a Delaware (USA) corporation providing counter-piracy services to commercial customers. <http://www.advanfort.com/>

## Another milestone in Panama Canal Expansion project

The Panama Canal Expansion Program has made a significant stride forward as it reached 3 million cubic meters of concrete poured in the construction of the new lock complexes for the Expansion Program, the Panama Canal Authority (ACP) said in a press release.



The milestone was registered during the construction of the new locks in the Atlantic side, specifically in the second monolith located in the east wing wall water outlet. The wing walls are located at the opposite ends of the lock complexes, where the enormous culverts that are part of the lateral filling and emptying system of the locks finish. The term monolith refers to each of the sections in which the lock walls are being divided to facilitate their construction.

The wing wall outlet is located next to the ocean, where the water used for each transit is finally released into the ocean. The wing wall water intake is located on the end facing Gatun Lake, where water is drawn to fill the lock chambers for vessel transits.

Since the wing wall structure will be permanently exposed to sea water, a marine structural concrete mix was used, providing a greater protection to the reinforcement steel in the presence of chlorides.

The construction of the new locks includes the use of reinforced steel, a technology which did not exist during the construction of the current Panama Canal. Completing both new lock complexes will require a total of 4.3 million cubic meters of concrete.

The new lock complexes will require more concrete than the 3.4 million cubic meters used for the current Panama Canal, since they are 60% bigger.

As of mid-August, the Expansion Program is 64% complete. It will build a new lane of traffic along the Panama Canal through the construction of a new set of locks, which will double tonnage capacity to face the demand of world maritime trade. **Source : PortNews**



The **BOURBON TOPAZ** in the English Channel early in the morning of 8th September whilst on a voyage from Aberdeen to Las Palmas. **Photo : Chris Brooks - [www.ShipFoto.co.uk](http://www.ShipFoto.co.uk) ©**

# SALVAGE & WRECK ASIA 2013



Last week in the Novotel in Singapore the informa / Lloyds list event **Salvage & Wreck Asia 2013** was held. The Chairman during the event was **Paul Apostolis** Senior partner at **Holman Fenwick Willan Singapore LLP**

During the 2 days several speakers from the salvage industry gave papers, the openings paper was given by Mr **Cheong Keng Soon**, the Director of Port – maritime port authority of Singapore Followed by a presentation given by **Graeme Bowles** of **Brookes Bell** about the Triple E and Emma Maersk how would a mega container ship incident be dealt with tomorrow ? Mr **Paul Apostolis** spoke about The State intervention and places of refuge: The decision making



process in South East Asia, **Mr Reinder Peek** , general manager **Smit Salvage (Asia)** gave a paper about the Future of Emergency tug vessels in Asia, From "down under" **Joss Parsons**, manager Marine Environment Salvage and Intervention, Marine environment Division of the

**Australian Maritime Safety Authority** spoke about what is the best way to respond to salvage and wreck removal emergencies after the coffee / Tea break in the afternoon at the first day 2 groups were formed of the audience, to

discuss two topics, **Jason Bennett**, Commercial Director at **Titan Salvage** was the moderator of the group which discussed Recruitment tactics for the next generation of Salvage Professionals , the second discussion group was led by **Graeme Bowles** of **Brookes Bell** and the topic of discussion was Forensic Investigator and their role in Casualties – Fire down below







The First day was concluded with snacks and drinks sponsored by **LOC-ASIA**

The second day was opened by **Michael Kingston** of **DWF LLP** who spoke about the update from the Lloyds Wreck removal Report, what are the changing attitudes towards wreck removal ? followed by **Berend Jan Zonneveld** of **Mammoet Salvage Singapore Pte Ltd** who spoke about the Implication of the increasing cost of wreck removal, other speakers during the conference were **Nick White** of **LOC Singapore**, **James Drummond** of **Ince & Co Singapore** , **Yoshiaki Nishibe** of

**Nippon Salvage** and **Mark Lawrence** of **ADUS deep ocean** and **Edward Ion** of **Helix Media** who spoke about the Social Media challenges of emergency Response **photo's : Piet Sinke ©**

The participants can look back at a successful Salvage & Wreck Asia 2013 conference





## Kustwacht zeer druk op Markermeer

De gehele zaterdag middag zijn tientallen hulpaanvragen binnengekomen bij het Kustwachtcentrum Den Helder van omgeslagen jachten en catamarans die deelnamen aan een tweetal zeilwedstrijden op het Markermeer. Dit als gevolg van de straffe NNW wind die daar stond, met windkracht 6 tot 7. Tientallen zeilboten en catamarans werden rechtgezet en/of naar de kant gesleept. Het aantal persoonlijke ongelukken viel mee. Twee personen met onderkoelingsverschijnselen en 1 persoon met een gebroken neus zijn naar de kant gebracht en opgevangen door ambulancepersoneel. Door het Kustwachtcentrum zijn een tiental reddingboten van KNRM en Redding Brigades ingezet. Ook een aantal vaartuigen van particuliere bergers en een politievaartuig waren actief met de hulpverlening. Het Kustwachtcentrum Den Helder moest extra personeel oproepen. Rond 17.30 uur meldde de wedstrijdleiding dat alle deelnemers van het water waren.

Tijdens deze acties werden ook nog een elf jachten geholpen op IJsselmeer en Waddenzee met motor- en stuurproblemen en op de Oosterschelde is een duwbak aan de grond gelopen. Deze is met hoog water zelf weer los gekomen. Op het IJmeer trof de reddingboot van Blaricum nog een surfer aan die zijn plank kwijt was. De plank is weer teruggevonden, waarna de surfer zelf naar de kant is gezeild. **Bron : Kustwacht**

## Passengers on Chinese cruise ship left stranded in South Korea amid cash row

China's largest cruise ship, with about 2,300 passengers and crew on board, was held at South Korea's Jeju Island for more than 24 hours after a local court prevented it from leaving.

HNA Tourism, the Beijing-based operator of the **HENNA**, said in a statement the liner had been barred by a court from sailing to Incheon on Friday after a claim was filed against it by shipping services firm Jiangsu Shagang International.

The 223-metre ship departed Tianjin on Wednesday for a six-day voyage with 1,659 passengers and 650 crew on board.

HNA Tourism said last night that it was co-ordinating the ship's departure with South Korean authorities, but the timing was undecided. A source said one passenger was a Hong Kong resident and three Australian.

Chen Junjie, a consul at the Chinese consulate in Jeju, told the Sunday Morning Post that the court had demanded HNA Tourism pay a deposit of three billion won (HK\$21.4 million) for the ship to be allowed to leave, but the operator had not forwarded the sum. The amount of money and reasons for the claim pursued by Jiangsu Shagang against HNA Tourism - a subsidiary of Hainan Airlines - have not been disclosed.

Meanwhile, passengers were unable to leave the vessel as they had completed departure formalities and thus could not return through immigration, Chen said.

"We have already liaised with Korean authorities, and they will send people here to clear entry procedures for the passengers," Chen said. "The passengers will then be able to leave the ship and do sightseeing in Jeju."

The operator's statement said the company had reported the incident to the Ministry of Foreign Affairs and National Tourism Administration. HNA Tourism said it was working on compensation packages for the passengers and reserved the right to seek damages from Jiangsu Shagang. Dubbed China's first luxury cruise liner by HNA Tourism and managed by Star Cruises, the Henna made its maiden voyage from Hainan to Halong Bay in Vietnam in January.

Source : South China Morning Post

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## NAVY NEWS



Nuclear icebreakers escorting Russia's heavy missile cruiser "PETR VELIKY" along the Northern Sea Route. [Photo: mil.ru](#)

# Navy's wait for minesweepers continues as Govt is yet to ink the deal

**At least 24 minesweepers needed; and at one time, Indian Navy had 18 of them.**

Even after completing the contract negotiations with a South Korean shipyard for building eight minesweepers for the Indian Navy, bureaucratic red tape and procedural wrangle have over the past one year have delayed inking the deal as the files are still doing the rounds in the Defence Ministry.

The process to acquire badly needed minesweepers for the Navy was initiated 13 years ago and the Government is yet to sign the deal with the South Korean firm Kangam which had emerged as the lowest bidder. As a result, Navy's wait to add to its already depleted strength of minesweepers still continues and the already negotiated deal, estimated to be worth Rs. 24,000 crores, appears to be in a state of limbo.

Though the deal with South Korea denotes New Delhi's "strategic" partnership with Seoul, the uncertainty in signing the deal is only adding to the woes of the South Korean firm which had emerged as L1 or the lowest bidder in the tendering process in April last year, highly placed sources in the Navy said. Kangam had beaten Italian firm Intermarine and won the bid.

According to the deal, first two minesweepers also called Mine Counter Measure Vessels (MCMV) will be constructed at Pusan, South Korea and the remaining six will be built at the Goa Shipyard through the route of technology transfer. Each of the specialised vessel is likely to cost around Rs. 3,000 crore.

The Navy needs at least 24 minesweepers and at one time had 18 of them. Minesweepers are specialised warships which are used in clearing the sea mines. These vessels are capable of acting as minesweepers and mine hunters. Informed sources said the contract could not be signed after Intermarine of Italy, the Kangam's competitor, approached the Central Vigilance Commission (CVC). Senior Navy officials say the CVC was informed about the selection process of Kangam and it was thought that the matter has been settled. Navy officials say that India's ports face the threat of undersea mines that could be planted, putting merchant ships at risk and affecting the trade route that could cripple the country's economy.

"The role of Navy during the conflict is to also ensure free flow of trade. If harbours are not clear of undersea mines, you can imagine how badly it will hit the country's economy," a senior official said. MCMVs are needed to provide safe passage at exit and entry points to a harbour which is critical to Naval operations. Under water mines can be laid easily and these self-contained explosives can pose grave threat to warships and merchant vessels. India boasts of 186 ports of which 13 are major ports.

Minesweepers or the MCMVs use specialised composite material and high grade steel and are equipped to detect all kinds of underwater mines. The Indian Navy operates 12 minesweepers of the Pondicherry and Karwar class but these vessels have become outdated. "If the deal is signed today, Kangam will deliver the first two MCMVs by 2017 and it will take another three or four years for the Goa Shipyard to build its first minesweeper after getting the technology. After that the shipyard can deliver one vessel every year," sources said. **Source : The Hindu**

## Budget-strapped US Navy is cutting its submarine force by 30%

**The US Navy, facing a budget shortage, is cutting its submarine force by 30 percent as other powerful countries build up their undersea warfare capabilities, a US admiral told Congress.**

Rear Adm. Richard Breckenridge, director of Navy undersea warfare programs, said the decline of US submarines is placing a key US military advantage at risk.

"Our adversaries are not standing still, and so even though we have an advantage and we have a lead, we can't sit on our lead," Breckenridge told a hearing of the House Armed Services seapower subcommittee on Thursday.

"We have to continue to move or we do have the potential within 20 years of losing this crown jewel, this advantage that we have in the undersea domain," he said. regional and strategic submarine challenge to the US.

About 2,300 jobs at the Newport News Shipbuilding in Virginia are tied to the US submarine program.

The US military is rethinking its war plans for potential conflicts from the Middle East to the Pacific, as commanders adapt to a future of dwindling numbers of forces.

Plans that had presumed the availability of large US forces for invasions and occupations are being redrafted, the Wall Street Journal reported last month.

In August, the Pentagon unveiled proposals for possible deep cuts in the size of the Army and Marine Corps, giving added urgency to the effort to rewrite war plans.

In March, President Barack Obama signed an order to implement \$85 billion in budget cuts as part of the sequestration cuts. The cuts are the start of \$1 trillion in spending cuts over the next decade. **Source : PressTV**

## Navy sunk \$71M on submarine fix...then abandoned it

Navy spent about \$71 million on cleanup, planning and initial repairs on the fire-damaged **USS MIAMI** before scuttling plans to restore the nuclear-powered submarine.

The Navy intended to repair the attack submarine, damaged last year, at Portsmouth Naval Shipyard and return it to duty before the discovery of additional cracks in pipes drove the estimated repair costs up from \$450 million to \$700 million. The Navy announced last month it was scrapping plans to repair the **MIAMI** because of the higher estimates coupled with mandated budget cuts.

The \$71 million expense consisted mostly of damage assessment, planning, repair materials and some initial repair efforts, along with \$7 million for cleanup. The figure was provided at the request of The Associated Press.

Loren Thompson, defense analyst at the Lexington Institute, said the waste of taxpayer dollars underscores the challenges facing the Navy as it shifts priorities to meet reduced funding.

"The figure illustrates the kind of waste that results when unpredictable budget pressures force the military services to change their plans," Thompson said Friday. The **MIAMI** was severely damaged by a fire set by a shipyard worker in May 2012 while it was in dry dock during a 20-month overhaul at the Kittery, Maine, shipyard.

The submarine remains in the same dry dock, but it won't be restored. Instead, shipyard workers will remove fuel from the nuclear reactor and make enough repairs so that the submarine can be towed to Puget Sound Naval Shipyard in Washington State, where it'll eventually be cut up for scrap. Inactivation costs are estimated to be \$54 million, the Navy said.

The Navy had intended to repair the **MIAMI** with a goal of returning it to service in 2015. The Navy said it would be cost-effective because the 23-year-old submarine could serve another 10 years. But with the higher cost estimate, the Navy decided it made more sense to shift limited dollars elsewhere. The Naval Sea Systems Command said the expenditure on cleanup, repairs and assessment wasn't a total loss because part of the spending supported both the



repair and inactivation. Materials procured for repair is being assessed for use in maintenance and repair of other active-duty submarines.

Paul O'Connor, president of the Metal Trades Council, blamed Congress and the federal sequestration cuts for the decision to scuttle repairs. The Navy wanted to repair the sub, he said, but just couldn't afford it.

"The waste is Congress not being clear in the budget. We haven't had a working budget for years. Every year is a continuing resolution from the previous year. It's no way to run a business. It's no way to defend our nation," O'Connor said Friday. **Source: New York Post**

## Commander aboard Navy hospital ship relieved of duty, accused of false fitness report

The commander of the medical facility aboard one of the Navy's two hospital ships was relieved Friday in part for falsely reporting the results of his physical fitness assessment, the Navy said. Capt. William B. Cogar, 59, was relieved of his duties as commander of Medical Treatment Facility **USNS Mercy** after an Inspector General's investigation "into allegations of irregularities in the administration of the MTF's physical fitness assessment program," according to a Navy news release.

After a non-judicial hearing Friday, Rear Adm. Thomas K. Shannon, the commander of Military Sealift Command, found that Cogar tried to influence his fitness assessment results and that he negligently failed to comply with and execute the requirements of the Physical Readiness Program. Shannon also found that Cogar failed to obey an order or regulation and that he engaged in conduct unbecoming an officer and gentleman, according to the Navy news release. Other members of the unit also were reviewed for similar violations and "held accountable" but were not identified by the Navy.

Cogar was reassigned to Navy Medical Center San Diego. Capt. Jeffrey Paulson, a former commander of the Medical Treatment Facility, temporarily assumed command because the facility's executive officer has been at the facility for less than a month, the Navy said.

Cogar enlisted in the Navy in 1972 as a corpsman and served on active duty for four years and the active reserve for an additional five years, according to a Navy biography. He was commissioned into the Naval Reserve in 1984 and became a doctor in 1988.

Cogar deployed to Iraq from January through September 2008 as the officer in charge with Health Services Support Company, Combat Logistics Battalion 1, 1st Marine Expeditionary Force (Fwd). He served as the executive officer of the Medical Treatment Facility aboard the **USNS Mercy** before taking command in March. **Source : Stars & stripes**

## China's navy gets order to improve

A top Chinese commander has ordered the country's rapidly growing navy to accelerate training and technical upgrades to boost its war-fighting readiness as it faces a "complicated and difficult" security environment.

Gen. Fan Changlong was quoted Friday as saying the navy needs to respond immediately to threats and be capable of fighting and winning under modern conditions. Naval capabilities were vital to safeguarding China's sovereignty, security and development interests, Fan said.

"Focus on responding to the complicated and difficult situation, grasp hold of the outstanding problems and points of weakness, accelerate advancing all forms of preparation for fighting at sea," Fan said.

The Xinhua News Agency said Fan made the remarks Thursday during an inspection tour of a navy unit in Guangdong province, which lies on the disputed South China Sea.

China's massive naval upgrade is seen as spurred in part by Beijing's desire to put teeth into its claims over virtually the entire South China Sea. Beijing also recently reorganized its coast guard to streamline its command structure, and is rapidly adding new ships to the force.

China's navy has benefited greatly from China's booming military spending, now the world's second largest after the United States. It has commissioned its first aircraft carrier, a refurbished Russian model, and is building new destroyers, frigates and submarines.

Other claimants to South China Sea territory, mainly Vietnam and the Philippines, also have been upgrading their naval forces and coast guards.

China also is involved in a dispute with Japan over unoccupied islands in the East China Sea, and the Chinese navy has increasingly been used to safeguard Beijing's economic interests, such as vital Middle East oil shipments. Source : Herald Net

## SHIPYARD NEWS

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## Ingalls Shipbuilding starts fabrication on DDG 114

The **Ingalls Shipbuilding** division of Huntington Ingalls Industries has started fabrication of the U.S. Navy's next Aegis guided missile destroyer, **Ralph Johnson (DDG 114)**.

Ship's sponsor Georgeann McRaven pressed button to start fabrication. With her (L to R): Capt. Steve Mitchell, supervisor of shipbuilding, Gulf Coast; George Nungesser, Ingalls' DDG 51 program manager; Adm. William McRaven, commander, U.S. Special Operations Command; Capt. Mark Vandroff, program manager of Navy's DDG 51 Shipbuilding Program; and Bob Merchant, Ingalls' VP surface combatants and USCG programs.

The ship will be the thirtieth Arleigh Burke-class (DDG 51) destroyer built at Ingalls.

"The DDG 51 program continues to be a model of success for our company," said DDG 51 Program Manager George Nungesser. "We have talented, experienced shipbuilders working on this program, and they have provided excellent quality on Aegis destroyers since the program's inception."

The start-of-fabrication milestone signifies that 100 tons of steel have been cut for DDG 114. Ingalls uses state-of-the-art robotic cutting machines to ensure the steel is cut and fabricated to exact Navy specifications. Ralph Johnson is expected to be delivered in the first half of 2017.



Georgeann McRaven, the ship's sponsor, visited Ingalls to observe a special start-of-fabrication ceremony. She is wife of U.S. Navy Adm. William McRaven, commander, U.S. Special Operations Command.

"It was just fantastic, and I learned so much about shipbuilding," Mrs. McRaven said. "It was nice to meet so many shipbuilders. They're all so dedicated to their jobs and proud of what they do. I feel like they're serving in the military as well because they're building great ships for us."

DDG 114 is named to honor U.S. Marine Corps Pfc. Ralph Henry Johnson, who was awarded the Medal of Honor for his heroic actions that saved others during the Vietnam War. Johnson shouted a warning to his fellow Marines and hurled himself on an explosive

device, saving the life of one Marine and preventing the enemy from penetrating his sector of the patrol's perimeter. He died instantly. The Charleston, S.C., native had only been in Vietnam for two months and a few days when he was killed, at the age of 20.

On April 20, 1970, President Richard M. Nixon posthumously awarded the Medal of Honor, the highest recognition and honor a member of the United States military can receive. On Sept. 5, 1991, 23 years after his heroic act, the Veterans Hospital in Charleston was renamed the Ralph H. Johnson Veterans Hospital.

Ingalls is also building the destroyer **John Finn (DDG 113)**. Construction began last September, and its keel laying is set for Nov. 4. John Finn is expected to be delivered to the Navy in the later part of 2016.

On June 3, Ingalls was awarded a \$3.3 billion multi-year construction contract to build five more DDG 51 destroyers, ensuring Ingalls will build DDGs for the next decade. Upon delivery of the FY17 DDG, Ingalls will have built 35 of the ships. To date, Ingalls has delivered 28 DDG 51 ships to the U.S. Navy.

The DDG 51 is a highly capable, multi-mission ship can conduct a variety of operations, from peacetime presence and crisis management to sea control and power projection. **Source : MarineLog**

## Korea Mulls Shipbuilding Finance Back-up Plan

South Korea is considering whether to set up state-sponsored guarantee funds for the faltering shipping industry as part of the government's efforts to help ship owners raise funds, reports Xinhua, citing a senior South Korean regulatory official

An official at the Financial Services Commission (FSC), South Korea's financial regulator, is quoted by Xinhua as stating that the government plans to order a feasibility study by research institutes on the feasibility of setting up a shipping guarantee fund, with the report due for consideration in the first half of next year. Similar types of funds for shippers have already been established in some European countries such as Germany and Denmark, the official indicated, noting that the funds would serve as a guarantor for loans to shipping companies. **Source: Xinhua**

## BALTEXPO 2013 HELD IN GDANSK

Last week in Gdansk (Poland) the **BALTEXPO 2013** was held, during this event an agreement was signed between **Damen** and **Orca Marine**



Moment of signing of the Representation Agreement for Baltic States and Poland between **Damen Shiprepair & Conversion** group and **Orca Marine - shipyards** agents. Procedure participants (from the left to right): Mr. **Viktoras Cernusevicius**, Marketing Manager of **Orca Marine**, Mr. **Kees-Jan Groen**, Member of Board of **Damen Shiprepair & Conversion**, Mr. **Zilvinas Pranauskas**, Director of **Orca Marine**, Mr. **Hans van Doorn**, Area sales manager of **Damen Shiprepair & Conversion**. **Photo : Zilvinas Pranauskas ©**

## Jiangnan Shipyard inks VLGCs

**Jiangnan Shipyard** has signed a shipbuilding contract with Southwest Maritime, a subsidiary of **Wideshine Enterprises**, for two 83,000 cu m very large gas carriers. The two vessels are expected to be delivered in 2015.

**Southwest Maritime** specialises in gas and chemical shipping, and currently operates 9 LPG tankers and 5 asphalt tankers. **Source: Sino Ship News**



## China Yard Awarded Bulk Carrier Design Contracts

**China Shipping Industry (Jiangsu) Co., Ltd. (CICJS)** has signed design contracts for 64,000 dwt, 82,000 dwt and 105,000 dwt bulk carriers with Shanghai Merchant Ship Design & Research Institute (SDARI). CICJS says that through strengthening cooperation with SDARI, CICJS will further its independent research and development abilities, and will also participate in part production design work of the series of bulk carriers. **China Shipping Industry Co., Ltd.** was founded in 1998 and is a subsidiary company of **China Shipping (Group) Company**. Its main business consists of five parts – ship repair, shipbuilding, offshore engineering, yacht manufacture, and river and coastal shipping. The company owns seven major shipyards and six specialized companies located in the Yangtze Delta and the Pearl River Delta. **Source: China Shipping Industry (Jiangsu) Co., Ltd. (CICJS)**

## Major Shipyard Shares Pass 52 Week High

Korea's shipbuilding stocks, which have remained in a slump for a long time, are showing signs of rebounding. Amid growing expectations for the recovery of the shipbuilding market, the stock prices of major shipyards set a new high. On September 10, **Daewoo Shipbuilding & Marine Engineering**, **Samsung Heavy Industries**, and Hyundai Mipo Dockyard saw their stock prices rise by 3.14 percent, 1.31 percent, and 1.02 percent, respectively, all passing their 52-week high. **Hanjin Heavy Industries** also jumped by 6.92 percent to 13,900 won. After taking a breath last month, the shipbuilding stocks continued to grow this month as major market indicators showed improvements. The newbuilding price index, released on September 6, inched up by 1 point to 129 from 128. The Baltic Dry Index (BDI), a benchmark index that affects the trend of shipbuilding stocks, also rose by about 20 percent within a month, reaching a level that is the highest since February 2012. **Source: Korea IT Times**



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## Shipyard dock sinks, reasons unknown



**King Fahd Ship Repair Yard** at Jeddah Islamic Port (JIP) dock has sunk shortly after repair works for a large vessel were completed at the yard, said JIP director Saher Al-Tahlawee. An investigation has been launched by the Ports Authority to identify the cause. According to Al-Tahlawee, the authority rented the yard out to a private company, which he said is fully accountable for the yard and anything that happens to or on it.

"It's the company which should be responsible for pulling up the drydock again and getting it back up and running," Al-Tahlawee stressed while adding that he had visited the site and met with senior officials at the company and assured them that the authority would provide them with all the help they needed.

Dismissing reports that a large quantity of oil had spilled into the sea, Al-Tahlawee said the incident does not pose an environmental risk.

The yard provides routine maintenance as well as mechanical and electrical services to oil and gas vessels and large passenger ships.

It has two dry docks, the first is 215 meters long with a load capacity of 19,000 tons, and the second is 165 meters long and has a load capacity of 11,000 tons. Both dry docks are among the largest in the Middle East. **Source :** Saudi Gazette

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## Russia Preparing Patrols of Arctic Shipping Lanes

Russia on Saturday announced an initiative to address climate change. But it had nothing to do with smokestacks.

Russia's military said that it planned to sail regular naval patrols along shipping lanes in its territory in the Arctic Ocean that opened to commercial vessels only in the last few years as Arctic ice began melting at a record pace.

The Ministry of Defense announced the move after a flotilla led by the flagship of the Russian Northern Fleet -- the **Pyotr Velikiy**, or Peter the Great -- completed a trip across the Arctic Ocean last week to great fanfare at home, where the news media presented the voyage as an example of Russia's proud naval heritage.

The ship sailed through most of the once fabled Northeast Passage, a voyage that the military said Saturday marked the start of regular patrols to protect the thousands of miles of coastline suddenly open to other countries' ships on a regular basis. Russian leaders announced several years ago that the country would beef up its military presence in the waters to deal with what it considered a new threat, including from drug smugglers and illegal migrants who can now reach its northern shores.

James Collins, a former American ambassador to Russia, said the new patrols were logical. "This is the Russian coastline, after all," he said. "There isn't anybody else going to look after it."

But the earlier announcement about naval patrols had raised some concerns in other nations hoping to stake claims to nearby resource-rich waters beyond the shipping lanes that fall within Russia's "exclusive economic zone." They worry about any military buildup near newly ice-free waters beyond Russia's economic zone that are being disputed.

Disquiet over the Russians' possible intentions in the Arctic have mounted since 2007, when a Russian expedition used a nuclear icebreaker and a minisubmarine to set a titanium flag on the seabed under the North Pole, which is well beyond what the world currently recognizes as Russia's economic zone. That move looked to other Arctic nations like the first move in a grab for resources, although Russia said it was a scientific expedition.

Deciding who is entitled to the oil riches below disputed Arctic waters is expected to take years, and it will be based in part on complicated scientific findings about where various countries' continental shelves end. Where the shelves end helps determine how far a country's claims to undersea resources can extend. Climate change has already had

profound changes in the Arctic. Just three years after the first commercial crossing in 2009, 46 ships sailed the route last year, which had the warmest summer on record in the Arctic. About 400 vessels are expected to cross this season. The route shaves thousands of miles and many days off the traditional means of sailing between Asia and Europe south through the Suez Canal, though it is open only a few months in the summer.

Russia, along with other Arctic nations, has made territorial claims to the ocean's disputed waters under a 1982 law of the sea treaty that covers subsea resources like oil. The United States Geological Survey has estimated that the Arctic holds 25 percent of the undiscovered oil and natural gas in the world. **Source : Post-gazette**



**LAMNALCO WAXBILL** on arrival in Freetown, Sierra Leone. After extensive Dry-Docking period, ready to resume operations for long term London Mining Contract. **Photo : Capt Dirk Wijnen ©**

## Havana sees new life for seedy industrial port

Havana's harbor has long been an unsightly jumble of piers left to crumble into piles of rusty, twisted rebar. Its dominant feature is a refinery smokestack across the bay that belches smoke and flame 24 hours a day.

But lately demolition crews and towering cranes have been working double-time to finally tear down the ruined docks. Gentrification is already evident in the lovingly restored bayside plazas of Old Havana, and now comes an ambitious plan to turn the polluted waterfront into a gleaming promenade with restaurants, cafes and public parks.

It has all been made possible because of a new port under construction west of the Cuban capital that promises to knock Havana from its perch as Cuba's No. 1 shipping hub. Where some might bemoan the economic loss, city authorities instead see an opportunity to transform this seedy industrial zone and revitalize the depressed, densely packed Spanish colonial core.

"The bay is symbolic. It is what gave birth to the city and it is part of what we are today," said Orlando Inclan, an architect with the Havana City Historian's Office, which is overseeing the project. "Now it's time to redefine it."

Inclan envisions in the space of just a few years pelicans, gulls and sailboats replacing tankers, freighters and mothballed navy vessels as the main inhabitants of the harbor of Havana.

He sees children playing and couples taking romantic sunset strolls alongside the mirror-flat water, as tourists sip craft ales at a cavernous brewery that's set to become the first jewel of the new waterfront.



Workers milled about on a recent afternoon putting finishing touches on the woodwork of the former tobacco warehouse in anticipation of the brewery's opening in a month or so.

Artists' renderings depict a rescued ferry terminal, a modern, floating wooden boardwalk and open-air plazas that will connect the already existing cruise ship terminal and a huge arts and crafts market hall that opened several years ago.

The project not only covers the abandoned docks, about half of which have already been razed, but also stretches kilometers (miles) south to shipyards that will be decommissioned, cleaned up and repurposed.

"It's a chance to reverse the deterioration of the entire southern part (of the bay), where public space, infrastructure and environmental values are lacking," Inclan said. Havana Harbor's industrial days have been numbered since 2009. Back then authorities determined that the purse-shaped bay, with a narrow, shallow entrance made even shallower by an automobile tunnel that traverses the mouth, could not be expanded.

With Brazilian help, work began on a new \$900 million port at Mariel, about 45 kilometers (30 miles) west of Havana. The city is best known for the Mariel Boatlift of 1980, when more than 100,000 Cubans fled the island by sea in the space of just six months.

Designed to accommodate bigger, deeper-drafting vessels that will begin passing through an expanded Panama Canal in 2015, the Mariel port is set to open to traffic around the end of the year.

The City Historian's Office, run by powerful and well-connected Eusebio Leal, would not divulge timetables or cost figures for the Havana Harbor makeover.

Arturo Lopez-Levy, a Cuban economist who lectures at the University of Denver, estimated that such a project could easily top \$100 million factoring in things such as environmental cleanup and the cost of moving industrial activity.

Cuba has a spotty record of following through on its grand ambitions, and money is always tight. However Leal's office can point to a long list of accomplishments since the 1990s, when it began restoring hundreds of historic buildings and converting them into bustling hotels and restaurants, breathing life into Old Havana and making it a major attraction.

"There is a bet on reviving investment and development of tourism as one of the most important industries," Lopez-Levy said. Tourism is already one of the island's top sources of foreign income, bringing in \$2.6 billion in 2012.

Havana is planning for both its current reality millions of Canadian and European travelers visiting each year and freighters full of Chinese goods arriving on its shores and also a day when the 51-year U.S. economic embargo is no more.

When that might happen is anyone's guess, but observers say the "forbidden island" would likely be flooded with anywhere from 1 million to 5 million American travelers a year, not to mention U.S. exporters jostling to stake a claim in a market less than 150 kilometers (100 miles) from Florida.

In addition to Old Havana, Cuba has also spent millions developing beach resorts like Varadero and Cayo Coco.

A beautified waterfront would add yet another lucrative attraction, said Julio Cesar Perez, a Cuban urban planner and visiting scholar at Harvard.

"You have to understand that by doing this you can generate wealth, value," said Perez, who, independent of the Historian's Office, drew up a similar master revitalization plan for Havana with the harbor as its crux. "At the same time ... you need to deal with the housing problem" afflicting ordinary Cubans.

Housing is chronically short across the island, nowhere more so than in cramped Old Havana. When the Historian's Office restores old buildings, it's always a headache figuring out how and where to rehouse families.

Leal's employees say the harbor makeover will dramatically improve life for locals especially in the seediest part of the harbor, the predominantly industrial southern bay.

"Just as has happened with many cities that have transformed their waterfront, Havana has this opportunity, and right in the very center of the city," said Claudia Castillo, another architect in Leal's office.

Authorities also have been working since 2006 on cleaning up the water itself, sealing off industrial drains and installing a treatment plant on the Luyano River that feeds into the bay. Fishermen say the improvement is significant and avian and aquatic life has notably increased, even if plastic bags and tires still lap against the seawall.

Neighbors said many in the area who initially thought about selling their homes after President Raul Castro legalized the real estate market in 2011 decided to stay put upon hearing about the makeover or significantly raised their asking prices.

"I see a bright future for the port zone," said Runero Pena, a 64-year-old who lives near the waterfront. "We are very happy. We know this is a long-term program that won't happen overnight, but this area is going to see great development." **Source : The New Zealand Herald**

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## COMBI DOCK I DISCHARGED HECTOR IN WILLEMSTAD



The **COMBI DOCK I** was shifted from the Megapier to the Schottegat where the vessel submerged and discharged Van Oord's **CSD HECTOR**

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

## Marseilles FOS seeks candidates for the J1 and a mega yacht facility

In August, Grand Port Maritime de Marseille initiated two competitive bidding processes to identify, firstly, the future occupant of Hangar J1 and, secondly, the operator of berths for very large yachts which will use the docks adjacent to the hangar, the Port of Marseille FOS Authority reported.

These sites are exceptionally well located within Marseille. They lie in the new Joliette commercial district, close to LES TERRASSES DU PORT, the future high-end shopping centre set to open in 2014.

The city's new museums, MUCEM and VILLA MÉDITERRANÉE, are just 500m away.

The sites also have access to Marseille Fos port's logistics and industrial facilities, in particular in terms of yacht repair services. The "ships over 60 metres in length" niche has also been chosen for its complementarity with the La Ciotat site. Marseille aims to position itself alongside Barcelona and Genoa in this segment, which will bring large units in for technical services.

The first bidding process offers a public services outsourcing contact to develop and operate berths for yachts over 60m in length and, if required, to create additional activities to generate interest in the facility.

By its size, the area covered by the bidding process constitutes a rare opportunity in the French Mediterranean: 40,000m<sup>2</sup> of water, 750m of quays, 10,000m<sup>2</sup> of dockyard and 2,000m<sup>2</sup> on the ground floor of Hangar J1. When complete, the facility could accommodate 25 mega yachts.

The second bidding process will select the future occupants of Hangar J1. Surface areas available are between 2,000m<sup>2</sup> minimum and 21,000m<sup>2</sup> maximum, and additionally 10,000m<sup>2</sup> of dockyard adjacent to the hangar. The aim is for the activities selected (tertiary, events organisation, research, innovation, training, etc.) to make a financial contribution to the port's development. They will also be involved in boosting the international profile of the port and the city, in coherence with development projects in the Euroméditerranée area. Priority will be given to activities relating to the port and the sea, in particular services for yachts, and to projects which involve opening a part of the hangar to the public. GPMM has set itself a deadline of 31 October 2013 to select candidates based on their professional, technical and financial capabilities. Only selected candidates will be able to access the specifications and submit a proposal, after that date. The objective is for successful projects for both bidding processes to be chosen during the second quarter of 2014. **Source : PortNews**

## BOEKBESPREKING

Door : Frank NEYTS

### "Offshore Wind Energy".



**Flying Focus'** maritime aerial photographer **Herman IJsseling** regularly flies into the fascinating world of the offshore wind industry and witnessed the building of several offshore windfarms. The company recently published a photobook about this industry, entitled **"Offshore Wind Energy. Aerial photography of Offshore Wind Farm Development"**. The book is a visualization of the industry offshore, unknown to many people onshore.



With his selection of photos **Herman IJsseling** covers most aspects of this immense industry, from the transport up to the installation offshore. Highly recommended! **"Offshore Wind Energy"** (ISBN 978-90-79716-11-1) costs 29,50 euro. The size of the book is 21 x 30 cm, hard cover & 96 pages. English text.

**Photo's : Piet Sinke ©**

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



The **VICTORIA MATHIAS** during installation of a jacket in Nordsee Ost Offshore Windmill Farm north of Helgoland.

Photo : **FLYING FOCUS** luchtfotografie - [www.flyingfocus.nl](http://www.flyingfocus.nl) ©

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