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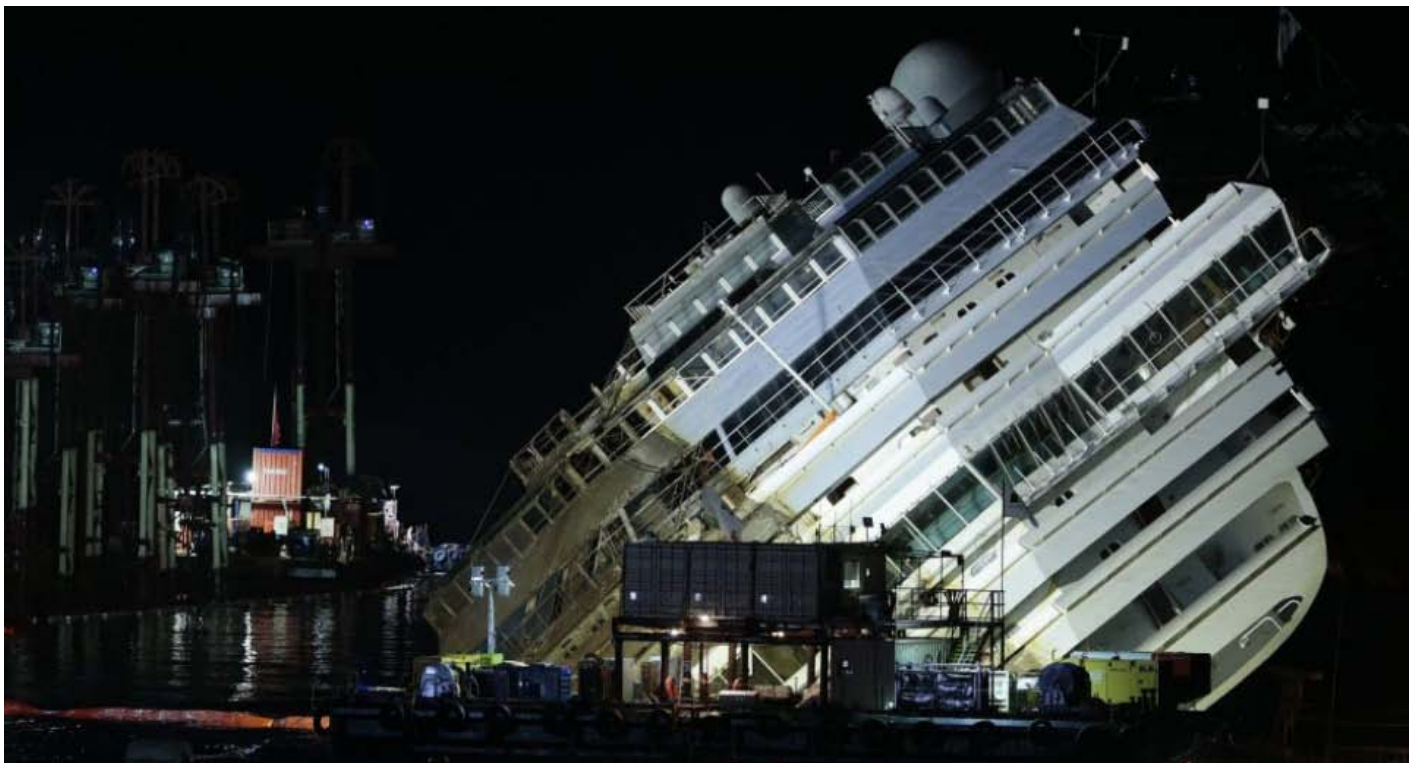
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The outbound **AEGIR** passing near Maassluis, the inbound tug **RED WOLF** towing the **JB 117** enroute Rotterdam Botlek - **Photo : Lex Keasberry ©**

## Neptune Pacific acquires controlling stake in Pacific Forum Line



**Neptune Pacific Line** announced that it had reached an agreement with the Government of Samoa to purchase a 50% controlling interest in **Pacific Forum Line**.

This acquisition brings together two small specialist carriers in the Pacific islands, which control a combined fleet of six chartered and owned vessels. Between them, the two companies have owned

agencies in Samoa, Fiji, Tonga, Australia and New Zealand, and an extensive third-party agency network in American Samoa, Solomon Islands, Cook Islands, Vanuatu, Papua New Guinea, Kiribati, New Caledonia, Norfolk Island and Nauru.

**Pacific Forum Lines** was originally founded in 1978 and co-owned by 12 Island nations of the South Pacific. This changed in October 2012, when the Government of Samoa bought out all other stakeholder countries in the carrier and took full control of the shipping line.

**Neptune Pacific Line** is owned by the **US-American Roll Group**, which holds diverse assets across various industrial sectors, mainly in the agriculture and beverages sector. While the two carriers are expected to coordinate services and integrate schedules, the **Pacific Forum Line** and **Neptune Pacific Line** brands will remain in the market. Source : linervision



The **AZOV CONFIDENCE** passing the Marmara Sea— Photo : Capt. Jan de Bokx – Compass Marine Services ©

## Cebu Fast Ferry

It is said that only about 2000 of the Philippine's 7000 plus islands are inhabited. But that is a very large "only". It is doubtful if any other country has greater need for ferries. A visit to the port of Cebu, with ferries ranging from outrigger-fitted wooden boats (Bangka) to large steel cargo ferries crowding the harbor, shows just how varied is the range of vessels in the Philippine ferry fleet.



**Ocean Fast Ferries**, based in Cebu, has a reputation for a fleet of well-designed and well-run modern passenger ferries. This fleet received its latest addition in May of 2013 with the delivery from the **Golden Dragon Fastcraft Builder**, Inc at Mandaue City, Cebu of the M/V **Ocean Jet 88**. Designer of the 33.15 by 7.2-meter mono-hull vessel was Australia's **Global Marine**. The vessel's water line length is 29.63 meters with a one-meter draft. A pair of **Cummins KTA50-M2** engines each delivers 1600 HP at 1800 RPM to ZF4650 gears with 2.467:1 reduction. These turn 1221 m/m propellers on 133.35 m/m shafts. This power package gives the aluminum craft a speed of 28 knots at fully rated horsepower. With a crew of 16 the ferry can accommodate up to 357 passengers. Tankage includes 6000 liters of fuel and 1000 litres of water. A pair of **Cummins 4BTA**-powered generator sets provides electrical power.





The **SEWARD JOHNSON** operating in Brazilian waters – Photo : Capt. Jan Plug ©

## 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

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The **BF EUPHORIA** outbound at the Oude Maas – Photo : Marijn van Hoorn ©

## Terror plot at Algerian port foiled

Local media in Algeria reported that security services had foiled a "big" terrorist plot to attack an important port in the west of the North African country. The port of Gaswat, some 500 km northwest of the capital Algiers, was the intended target, a busy entrepôt for both cargo and passengers. **Source : gulfshipnews**

## Lifeboat Photographer Captures 'Courage On Our Coasts'

### Lifeboat Photographer Captures 'Courage On Our Coasts'

A new book and exhibition showcasing striking photos of the lifesaving work of the **RNLI** were launched last week.

**The Lifeboat:** Courage On Our Coasts showcases over 400 iconic images captured through the lens of **RNLI** lifeboat crew member and award-winning professional photographer **Nigel Millard**, from dramatic



shots of lifeboats battling fierce seas to candid portraits of the charity's dedicated volunteer crew members, lifeguards and fundraisers.

**Millard's photos** – the result of two years' work – offer a unique eyewitness insight into the full scope of the RNLI's lifesaving work.

To capture the images, Millard, who volunteers as a crew member at Torbay in Devon, visited RNLI lifeboat stations and lifeguard units around the UK and Ireland. At each station, Nigel carried a pager and was alerted to shouts, along with the local crew, to capture the action first-hand. A selection of striking images from the book also features in a touring exhibition of the same name - the first time that photographs of the RNLI's work have been made available to the public in this way. The exhibition will travel to locations including London, Manchester, Edinburgh, Cardiff, Dublin and Birmingham.

Copies of the book - written by Dr Huw Lewis-Jones, with the foreword by HRH The Duke of Cambridge - will be available to buy at the exhibition, along with other specially-designed merchandise featuring Nigel's stunning images.

Nigel Millard says he hopes the images will give people a better understanding of the RNLI's lifesaving work.

"My favourite photo is a casualty's eye view," he says. "I've been a man overboard on exercises – once in the water, you see nothing, then just a tiny bit of orange, and it's not the sun, it's a lifeboat. It epitomises the work I do, and the work of the **RNLI**."

"I hope the exhibition will raise awareness of the charity. People who don't know anything about rescue at sea will get to hear about it, they will know we're here to help. Someone might be inspired to volunteer – not necessarily on the crew, but maybe as a fundraiser. Or some might wish to donate."

Dr Lewis-Jones, who accompanied Nigel on many of his photo shoots, says of the book and exhibition: "It's a show of great photos that represent the best of the **RNLI**. It's a way of reminding people that they are only ever 70 miles from the sea – we may all need the RNLI's help. "We've joined crews all around the country on shouts, but also for a cup of tea. The photos are a collection of what the RNLI family means, the true spirit of the **RNLI** – ordinary people doing





extraordinary things." The book's will be available 30 September direct from the RNLI ([www.rnlishop.org](http://www.rnlishop.org)) as well as good bookshops and stockists including Amazon.

And in partnership with Epson, the **RNLI** is also running a photography competition, My Coast, while the exhibition is touring. The charity is challenging photographers to capture what the varied and beautiful coasts of the British Isles mean to them. The winner will receive a large format print of an image of their choice from **The Lifeboat: Courage on our Coasts exhibition**, signed by the photographer **Nigel Millard**; a photo quality Epson colour printer (kindly donated by Epson); and a waterproof housing for an SLR camera and an iPhone waterproof housing (kindly donated by Cameras Underwater).

A shortlist of 10 entries will be selected by **Nigel Millard**. He will be looking for striking images that encapsulate the photographer's experience of the British Isles coastlines and something of their relationship with the sea. The short-list will then go forward for a public vote on the RNLI's Facebook page.

The closing date for entries is Monday 31 March 2014 and the winner will be notified by Monday 5 May 2014. Entries should be submitted by completing the online form at [www.rnli.org/mycoast](http://www.rnli.org/mycoast) and emailing images as a JPEG file to [mycoast@rnli.org.uk](mailto:mycoast@rnli.org.uk).

For those who can't make it to the exhibition, an online version will also be available at [www.rnli.org/courageonourcoasts](http://www.rnli.org/courageonourcoasts). Source : AFloat



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The **AMERSTROOM** outbound from Rotterdam - Photo : Willem Holtkamp - <http://fotomaker.jalbum.net/FOTOMAKER/> ©

## Windship sail power concept could help shipowners cut their fuel bills

**Windship Technology Ltd**, a sail power concept that is being developed by a consortium of five key players in the global shipping industry, could revolutionise the way tomorrow's vessels carry goods across the world's oceans.

The new concept, known as the Auxiliary Sail Propulsion System (ASPS), uses fixed wing sail technology whereby two 35 metre high masts installed on the deck of a vessel will each have three aerodynamic wings fitted. The masts or rigs rotate automatically to exploit the power of the prevailing wind and, as the speeds and angles of the wind change, the system develops more power allowing reductions in engine power to be made in order to achieve the same speed and so maximise on fuel saving.

The consortium approached Lloyd's Register to give an independent assessment of the ASPS. LR's Technical Investigation Department (TID) then carried out CFD work on a Supramax bulk carrier in varying wind directions and speeds. These showed that ASPS has the potential to provide more than 50% of the required propulsive thrust a vessel needs depending on conditions. In the right conditions this could save a typical bulk carrier 30% of its fuel costs on a voyage.

Hector Sewell, LR's Head of Sales and Marketing, said: "Should these results be reflected in actual operation of a real ship, the operational fuel savings will be very significant and will be of great interest to the owners and operators of suitable ships. We look forward to helping clients understand how such a system can help them." The designer of the ASPS is the Hampshire UK based award-winning yacht designer, Simon Rogers. He said: "I am very excited by the new concept which is taking the very latest principles of sailing and applying them to modern ship design." **Source:**

**Lloyd's Register**



The 1981 built ESP flag tugboat **NERVIO** towing the 785GT multi purpose barge **STEMAT 63** entering Grand Harbour, Malta on Saturday 7th September, 2013. **Photo : Mr. Brendon Attard - [www.maltashipphotos.com](http://www.maltashipphotos.com)** ©

## Singapore's new incentives for salvage companies

**BIMCO** members in the salvage and wreck removal business will be pleased to note Singapore's latest incentive scheme aimed assisting operators to contain costs whilst bolstering the island nation's International Maritime Centre status. MPA's **Mr. Cheong Keng Soon** (Director Port Division) highlighted new incentives for salvage companies with equipment in the region when he addressed participants at the opening of the **Salvage and Wreck Asia Conference** on 12 September.

Mr. Cheong explained, "In April this year, as part of the port dues review to simplify the port dues structure and streamline the various incentive schemes, MPA introduced a Salvage Vessel 12-Month Port Dues Scheme for salvage vessels to enjoy reduced port dues during their stay in Singapore. Under this scheme, the owner, agent or master of a salvage vessel approved by MPA that carry requisite salvage equipment and who commits to respond to MPA's mobilisation calls when the vessel is available, may opt to pay port dues for a 12-month period or part thereof with no restriction on its maximum stay and mooring locations."

**Cheong** also pointed out that being located in the heart of South East Asia, salvage companies located in Singapore are in a good position to respond to emergencies throughout the region. For example in the **MV Rena** case, a crane barge was sent from Singapore to Tauranga, New Zealand, to aid in the salvaging efforts for the container ship. Today, there are a total of 9 salvage companies based Singapore.

Costs and insurance concerns relating to such operations were illustrated by **Nick Sansom** of **The Standard Club**. The USD 600 million price tag of the **Costa Concordia** operation could easily be dwarfed by a future mega containership salvage operation.

At the 2012 conference, organized by informa maritime with the support of MPA, participants were briefed on the latest developments surrounding the BIMCO WRECKFIXED 2010, WRECKHIRE 2010, and WRECKSTAGE 2010 Agreements, all available for use on the BIMCO IDEA2 web-based contract editing system. **Source: BIMCO**





The **APL SHANGHAI** departing Felixstowe for New York. – Photo : Andrew Moors ©

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## Polar Sea Lane Finds Favor as Suez Security Doubts

Polar shipping lanes that are opening up with the retreat of ice in the Arctic Ocean are attracting more traffic as instability in the Middle East raises concerns about the security of the Suez Canal.

A China Ocean Shipping Group Co. vessel docked in Rotterdam on Sept. 10 after sailing from Taicang City, near Shanghai, via the Arctic, two weeks after another Cosco craft came under fire in the canal. Taking a polar route cut the journey by nine days.

China is exploring its options as turmoil in Egypt and Syria combines with pirate attacks off Somalia and in the Malacca Strait, calling into question the security of a Suez route used by 18,000 ships each year. Voyages via Russian or Canadian waters or even across the pole are becoming viable as the seasonal melting of Arctic ice becomes more pronounced. "The Russians have been serious about this for a decade and are now ready for traffic," said transport strategist John Higginbotham, head of Arctic research at the Centre for International Governance Innovation in Waterloo, Ontario. "China for one is serious about the possibilities, and if you took Suez out of the equation the take-up would be dramatic." **International Maritime Organization** Secretary-General Koji Sekimizu last month made a five-day, 1,700 nautical mile fact-finding trip through Siberian waters on a Russian icebreaker. The United Nations agency, which is drawing up the first detailed safety code for ships plying polar seas, said the visit reflected increased industry interest in northern routes.

### Ministerial Call

The 27-day, 7,800 nautical-mile voyage by Cosco's 19,000-ton **Yong Sheng** via the Bering Strait and Northeast Passage cut 2,800 miles off the trip through Egypt and the Mediterranean Sea, China's official Xinhua news agency said. Vice Transport Minister He Jianzhong phoned the ship's captain mid-voyage to stress the importance of the undertaking.

The Chinese mission will be followed on Sept. 15 by one involving a tanker operated by the Hyundai Glovis Co. (086280) shipping arm of South Korea's Hyundai Motor Co. (005380) and carrying 37,000 tons of naphtha from OAO Novatek of Russia bound for Yeochun NCC Co. in South Korea.

The ship left Ust-Luga, near St. Petersburg, on Sept. 12 and cover 15,500 kilometers (9,600 miles) in 35 days to reach the port of Gwangyang. The route will save 10 days and 6,700 kilometers and “help boost the competitiveness of the Korean logistics industry,” Hyundai said in an e-mail.

### **Icebreakers**

While both experiments involve ice-resistant models comparatively rare in the global fleet that still must be escorted by Russian icebreakers, exploration of the northern route by companies from two of the world's biggest economies signals a new level of interest in alternatives to the Suez Canal, a keystone in world trade since its opening in 1869.

The waters off Siberia first became sufficiently ice-free in the summer for voyages to be contemplated in 2005, with satellites suggesting in 2008 that the route might be passable. The breakthrough came in 2009, when the now-defunct German heavy-lift specialist Beluga (BELU) Shipping GmbH sent two vessels, each carrying 3,500 tons of freight from Korea to Rotterdam.

Other pioneering trips have included the first commercial Arctic voyage with mineral cargo, made in 2010 by Hellerup, Denmark-based Nordic Bulk Carriers A/S, which followed up with multiple sailings last summer moving iron ore from Murmansk, Russia, to China, plus the transit of gas condensate by Novatek.

### **LNG First**

Russia's OAO Gazprom was first to transport liquefied natural gas via the route, with a ship by sailing from a terminal in Hammerfest, Norway, that serves the Barents Sea gas field, to Japan, the world's largest importer of LNG.

Even without a security threat in Egypt, CIGI's Higginbotham estimates that the Russian route can become competitive with the Suez Canal in 10 or 20 years. The Northwest Passage in northern Canada -- where the many islands can help form barricades of drifting ice -- may be viable in 30 or 40 years, and the pole itself permanently open water in about a century.

Any significant attack on the canal or repeated assaults on ships passing by, like that on the Cosco Asia on Aug. 1, may accelerate the process as companies become more willing to fund icebreaker escorts, he said, adding that a tipping point may come once the Arctic is open for six months, versus four today.

In the Cosco incident, a container ship was fired on and hit by a rocket-propelled grenade, or RPG, an act which “sent a wave of shock through shippers the world over,” Gary Li, an analyst at IHS Maritime in Beijing, said in the journal *Safety at Sea*.

### **Medical Supplies**

“We think the canal is safe enough to transit, but there's definitely a risk of small arms fire, as well as RPGs,” said Kevin Doherty, president of Alexandria, Virginia-based Nexus Consulting. “Despite what the Egyptian military is saying, which is that everything is fine, as far as the marine world is concerned then they should take no risk and stay behind some steel.”

Doherty added that RPGs are theoretically capable of penetrating ship hulls, especially if two shots strike in the same area, and that even double-hulled vessels could be destabilized. The attack has been blamed on Al Furqan, a group based in the Sinai desert that's sympathetic to al-Qaeda and hostile to the use of the canal by American warships.

### **Container Trade**

Any closure of the canal would have a huge impact on world trade, according to IHS's Li. Almost 40 percent of ships using the link are container vessels. The include all those working Asia-Europe routes for A.P. Moeller-Maersk A/S (MAERSKB), owner of the largest container line, which says it is tracking developments in the Arctic closely but has no plans for any test sailings.

About 16 percent of craft in the canal are bulk carriers, while 9 percent transport chemicals and 7 percent crude oil.

The canal's longest shutdown came after the 1967 Six Day War with Israel, when it closed for eight years following the scuttling of ships by Egypt and the mining of its waters. The still-closed link was fought over during the Yom Kippur War, which precipitated the 1973 oil crisis after Arab countries proclaimed an embargo on crude over U.S. support for Israel. Higginbotham said that while the canal delivers \$5 billion a year to Egypt in “hard currency,” making its protection a high government priority, the scope for attacks is very varied given the level of technology available to terrorists. “If I were in the business I'd get out my pencil and paper and look at the maps and routes and make plans that would minimize disruption and costs and keep trade going,” he said. **Source: Bloomberg**

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blows, witnessed by **SEAWAY HEAVY LIFTING** office managers and partly crew of Engine Room crew of the **OLEG STRASHNOV**. The **IHC S-2500 hydraulic underwater hammer** is a universal pile-driving tool for use in air and under water. It is the world's largest **IHC piling hammer**.

The **254 ton** (weight in air) hammer generates an energy level of up to 2500 kNm. One advantage of this type of hydraulic hammer is that the energy applied per blow can be continuously adjusted from 5 to 100% during the piling operation. The hammer is computer controlled, which enables the operator to adjust the hammer's performance parameters very precisely. The computer registers every blow so that an accurate pile report can be created. The hammer can be equipped with the world's largest sleeves which are currently **6,5 meters** in diameter. **Photo : Adri Haasnoot ©**

## Getting our seafarers ready for high seas duties

In April 2009, 24 crew members of MV **HANSA STAVANGER**, a German container ship, were captured by heavily armed Somali pirates. Unarmed and no match for the pirates the sailors were held in captivity for four months with a ransom of US\$15 million demanded for their release.

However, four months later, they were released after the ship's owners agreed to pay US\$2.75 million. Amongst the crew traumatised by the experience were 12 Tuvaluan sailors and a Fijian. ISLANDS BUSINESS managed to interview them in 2009 upon their release and arrival in Fiji before heading to Tuvalu. Most of the sailors interviewed relived how swift the pirates carried out the attack and subdued any efforts of retaliation within a short period of time. A year later, the Convention on Standards of Training Certification and Watchkeeping for Seafarers (STCWS) undergoes an amendment relooking at security standards. The convention was the first to establish basic requirements on training, certification and watchkeeping for seafarers on an international level. Fast forward to July this year, the Tuvalu Government, assisted by the Secretariat of the Pacific Community, became the first Pacific Islands nation to pass the amended legislation addressing the 2010 amendments to STCWS Convention which was first enacted in 1978. The Secretariat of the Pacific Community (SPC), with funding assistance from the International Maritime Organisation (IMO), assisted the Tuvalu Government in updating this legislation. Tuvalu is the only country in the Pacific region that has legislation reflective of the 2010 STCWS amendments.

Tuvalu benefits **Tuvalu Maritime Training Institute (TMTI)**, Chief Executive Officer, Iefata Paeniu, who was instrumental in amending the Tuvalu legislation, said this development would have a positive impact on the Tuvalu economy. "We have seafarers working on overseas ships and if we do not make the changes, it will jeopardise our opportunities on overseas ships," Paeniu said. "Legislating STCWS 2010 is important for our seafarers as well as for those other foreign seafarers serving on Tuvalu flagged ships." He added that a lot of families in Tuvalu rely on remittance from their seafarer relatives to meet essential expenses such as school fees. Remittances from seafarers form approximately 30 percent of the gross national product of Tuvalu and in some families a single sailor's wage can support 25 family members. It is estimated that A\$4 million in remittances are sent back each year to Tuvalu by sailors and Tuvaluans employed overseas.

SPC for safety SPC's Deputy Director of Transport Brian Riches said the development is in line with SPC's endeavour to ensure safe, efficient and affordable regional maritime service. "It is part of SPC's mandate to provide technical assistance to countries in maritime transport, and it will certainly help countries in becoming compliant with international laws and, of course, to ensure that countries remain on the IMO White List," he said. Riches said the aim of this convention is to give seafarers from all nations working on board seagoing ships, an internationally harmonised set of skills needed to observe high standards of competence and duties. And although the 2009 case of the Tuvalu sailors did highlight the concerns and vulnerability to such security risks, the legislation was in line with international development of laws and standards. "Because piracy is considered a plague by the international community, states involved in the regulatory process handled by the **International Maritime Organisation (IMO)** like Tuvalu, which is a member of this organisation since May 2004, agreed on the necessity of giving seafarers the appropriate skills to face such violence," Riches said. "Data from naval forces operating in high-risk pirate zones indicate that if crews of vessels transiting in such zones provide effective counter measures, there is significantly less chance that ships and their crews will become victims of pirates. "But it should be noted that even if seafarers are well trained, the role of the shipping companies which hire them is also crucial," he said.

Powers on boats Riches said seafarers were still prohibited from handling weapons on board. They are instead trained to contribute to the enhancement of maritime security (watchkeeping and enhanced vigilance), recognise security threats, undertake regular security inspections and properly use security equipment and systems. "However, such equipment and systems are non-lethal such as distinctive alarms, weather deck lighting, rear facing lighting, search lights, kevlar jackets and helmets available for the bridge team, security glass film, coating gunwales, razor wire barrier, water spray and or foam monitors, citadel, etc," Riches said. Riches said under the amendment, new requirements for security training as well as provisions to ensure that seafarers are trained to cope if their ship comes under attack by pirates have been adopted and entered into effect in January 2012. He said the amended legislation passed by the Tuvalu government last month allows the state to keep domestic legislation updated and therefore, comply with international laws and standards governing the award of certificates required for seafarers who wish to take up work on merchant carriers internationally. "Under this new set of standards, security awareness training is required for all seafarers even without any designated security duties on board," he said. Earlier this year, SPC also updated the Pacific Islands Maritime Laws (PIMLaws)—a collection of model legislation and regulations that countries can use to enact their national maritime laws. "SPC recognises that translating international instruments into law is challenging, especially for small islands states. "So we sought funding assistance from IMO to engage a consultant to update PIMLaws and help countries in adopting the updated model regulations," Riches said. SPC will now move on to assist Kiribati and the Federated States of Micronesia in updating their STCW legislation. **Source : Island Business**



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Night view of Heerema's **AEGIR** moored at the **Heerema** location in Rotterdam – Caland canal

Photo : Suzanne Neuman ©

## Oil shippers' boost from wider crude spread seen short-lived

Gains from ferrying more West African crude to the U.S. East Coast are proving limited for oil tanker operators such as **Nordic American Tankers Ltd**, even as some refiners consider processing more foreign crude in place of domestic oil. The price gap between U.S. benchmark West Texas Intermediate (WTI) and European benchmark Brent crude has begun to widen again after leveling out in July for the first time since 2010. On Friday, a barrel of Brent was about \$4 more expensive than a barrel of U.S. crude.

Nordic American benefited from a slight upswing in chartering activity in July and August due to a narrow spread, Chief Executive Herbjorn Hansson said. But he said the market started to weaken towards the end of August.

The company's shares have lost 17 percent over the past month, underscoring investor reluctance to put money on the shipping sector. "Shipping stocks have been very volatile, so while investing in shipping may provide an attractive upside opportunity, investors should be very cautious," said William Belden, a managing director at Guggenheim

Investments. The fund's shipping ETF includes tanker stocks such as [Nordic American](#), [Teekay Tankers Ltd](#) and [Knightsbridge Tankers Ltd](#).

Anders Wennberg, a portfolio manager at Stockholm-based [Brummer & Partners](#), which owns shares in [Frontline Ltd](#), said most of the benefit from the temporary spike in charter activity was already priced into tanker stocks.

### DELUGE

The market for Suezmaxes, the most common vessel type used to move oil to the United States from West Africa, has begun to weaken due to the widening crude gap and competition from other vessels.

Owners of very large crude carriers, which primarily operate out of the Middle East and the Arabian Gulf, are altering routes to carry West African crude and take advantage of new demand.

"It is cheaper to import than to buy piped crude in the U.S.," said Frontline Chief Executive Jens Jensen, adding that this had been of benefit to the VLCC, or very large crude carriers, market.

Frontline, the tanker arm of shipping tycoon John Fredriksen's business empire, operates 32 VLCCs - a tanker the length of three football fields.

But an increase in charters for VLCCs, which are cheaper on a per-barrel basis, are chipping away at Suezmax rates.

Tanker earnings for both classes of vessels have risen from a year ago, but most of the gain has been erased in the past month due to the glut. The ratio of newly commissioned to retired vessels has held steady since 2008, doing little for the oversupply in the tanker market, data from maritime consultancy firm Clarkson Research Services showed.

Utilization of the crude tanker fleet is just above 80 percent, according to industry estimates.

### SHIP VS RAIL

The widening Brent-WTI spread notwithstanding, East Coast refiners still face the high cost of moving crude by rail.

It costs about \$17 to move Bakken crude by rail to an East Coast refinery, compared with just about \$2 to import a barrel of Brent or West African crude, according to analysts.

While Phillips 66 and PBF Energy Inc have said they would replace Bakken crude with some imported crude at their East Coast refineries, analysts say rising U.S. oil production will continue to replace imports.

"I would bet that imports to the East Coast are lower a year from now than they are today," said John Williams, an investment analyst at T. Rowe Price. "Refiners can't make that much money by importing oil."

Domestic production of crude oil, at 7.61 million barrels per day (bpd), touched the highest level last week since October 1989, data from the U.S. Energy Information Administration showed. "Longer term, a more energy-independent United States is potentially negative for crude tankers," said Wennberg. **Source: Reuters**



## 3D sonar on Navi-Sailor

[FarSounder](#) and [Transas](#) have announced a partnership that will see Transas integrate FarSounder's navigation sonar systems into the [Transas Navi-Sailor 4000](#) Multifunction Display series. They say that this integration will enable the FarSounder-500 and FarSounder-1000 sonars to be controlled directly from the Transas software with the FarSounder navigation data displayed on top of the ECDIS/ECS chart. Additionally, presentation of a 3D picture from FarSounder will be displayed in the Navi-Conning display and in a special Navi-Sailor panel.

## Major carriers announce rate increases for September and October

DESPITE falling spot rates from the Shanghai Shipping Exchange, carriers have announced a raft of rate increases to take effect this month and next.

On the Asia-Europe run, [CMA CGM](#) will exact an increase on cargo from north Europe to the Far East of US\$200 per TEU and \$400 per FEU on October 1. Likewise for [MSC](#), but this increase also applies on cargo from Med ports.



East to west, **Maersk** will levy a \$100 per TEU (\$200/FEU and high cube) increase from the Indian subcontinent from September 21 and \$200 per TEU (\$300/FEU and high cube) hike from October 1.

For intra-Asia, **CMA CGM** has a \$200 per TEU increase announced for this week, on September 15, from all Asian ports, excluding Japan, to Sri Lanka, Pakistan and West India. Cosco has announced a \$320 per TEU, \$450 per 40-foot high-cube and \$506 per 45-footers rate hike from the Far East and Indian subcontinent to Canada from October 15.

On the Asia-Australia run, Maersk has announced rate hikes to Australia from South Korea, China, Hong Kong and Taiwan to Australia of \$500 per TEU from September 20.

From Singapore, Malaysia, Indonesia, Philippines, Thailand, Myanmar, Vietnam, Pakistan, Sri Lanka, Bangladesh to Australia there will be a Maersk rate increase of \$250 per TEU from October 1.

From Asia to South America, **Maersk Line** will impose a \$750 per TEU rate hike on shipments from Far East Asia to the east coast of South America. **Source : Schednet**



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## Captain refuses to abandon ship after eight months stranded in Sussex port

**Mikhail Polyakov** aboard the **MV Independent** believes deserting the vessel would result in him and his crew going unpaid



**Mikhail Polyakov's** 40-year career at sea has taken him from novice sailor in a Soviet outpost to the helm of a decommissioned East German warship. But, for nearly eight months, the experienced Russian captain has been stranded in limbo in the unlikely waters of Shoreham-by-Sea, West Sussex.

In a standoff which highlights the vulnerability of seafarers worldwide, Polyakov has been stuck on an impounded ship after **Independent Shipping**, the British company that hired him for its small fleet, failed to pay a £32,000 fuel bill.

The **MV Independent** was served with an arrest notice in January by the Admiralty marshal and cannot leave port. Crew wages already owing went unpaid. Over the ensuing months, most of the nine-strong crew left the boat, some paying their own way home to Russia or Ukraine. But Polyakov did not want to desert his ship, and his long wait began.

Across the water from where the **Independent** is moored, boats have continued to deliver gravel for Dudman, the construction materials suppliers whose director, Steve Dudman, co-owned Independent Shipping.

The firm had sourced the crew for its ill-fated venture through a Latvian agency. Wages for its kind of boats – coasters mainly operating short distances between ports – were too low to attract enough British crew. But in Odessa and

Kaliningrad, where unemployment is high, there are sailors willing to work all hours for long stretches at sea for £900 a month.

**Polyakov** is owed almost £18,000; the wages owed to his crew are much smaller. Only one man, a Ukrainian able seaman, Igor Aleynykov, who speaks little English, remains on the ship with him. Aleynykov transferred from another of Independent's ships, the **TORRENT**, which has also been seized, along the south coast in Rye. Four Russian and Ukrainian seamen remain stranded there.

Another four are waiting for funds to leave the **MV SHOREHAM**, docked in Santander, Spain. The firm's two other crews left when their boats were sold for scrap.

In Shoreham-by-Sea, with the waters calm, Polyakov is in good spirits. He jokes that he has spent a year in UK waters and will be able to marry an English woman and enter the country. His wife in Russia has her doctor's salary, although his son has also been left without work in Kaliningrad.

Aleynykov has two young children being cared for by his wife in Izmail, southern Ukraine, and without his wages the family have slid into debt. His studies to become a navigator provide some focus, but tuition fees are \$1,000 (£646) and he is not sure he will be back at the academy to sit the exam in March. An international charity, the Apostleship of the Sea, is raising an emergency grant to help his family.

Day to day, the pair have a strange existence. With immigration law allowing sailors into port towns, but without a full visa, the world of someone who has sailed ships from the Baltic to Africa is strangely circumscribed. Local Apostleship volunteers take them out to the shops, but days are spent mainly on the impounded ship, checking the ropes and auxiliary engines.

The last qualified engineer left some time ago; Polyakov now anxiously tends the engine room to keep the water and fuel topped up in the auxiliary engines powering the ship. A dead battery means no one can restart them should they fail: "I look after them as if [they were] a child." The hot-water pump has already failed, as have some lights.

The risk of fire aboard the deteriorating ship troubles him, as do the ropes. It is illegal to leave a ship unmanned in a tidal dock, as the owners and the captain are aware. When the winds cross Shoreham from the south, the 2,000-tonne ship rocks and strains at its mooring, Polyakov says, and there is a real danger of it breaking free without monitoring.

The notices of arrest are pinned to the redundant bridge, where Polyakov looks out across the empty deck of what was once destroyer number 41 in the navy of the former German Democratic Republic. A loading vehicle still sits aboard from when the converted Independent – now officially registered in the port of Moroni in the Comoros islands, off the south-east coast of Africa – shipped cement across the seas.

Other boats now deposit crushed stone on the forecourt of Dudman, just across the port. In Dudman's offices, **Chris Grosscurth**, general manager of **Independent Shipping**, says the activity is not connected to the firm that employs **Polyakov**. The new companies are not financially linked, although **Steve Dudman** is a shareholder in both. Recession saw contract work dry up, Grosscurth says: "We were struggling like any other normal company."

He says all the crew will be paid in full when they have the funds. "It's a terrible situation. But the best thing we can do is sell the ships," he adds.

Interested parties have come to view the boat. **Grosscurth** says the two men are given fortnightly sums for food and fuel. Some back wages were paid in March; the firm gave another £5,000 to **Polyakov** in July, but the captain chose to forward it to another member of his unpaid crew.

Such situations are not unique. **Polyakov** himself has already been through a similar situation in South Africa; at least here he feels closer to his wife, who rings his mobile for short chats. But **Polyakov** is outraged that a British firm should leave him and his crew this way: "I am absolutely sure: if I leave, I will never get my wages. And my crewmen ashore will not."

**John Green**, development director of **Apostleship of the Seas**, says: "We come across a lot of abandoned crews, but this is exceptional in the duration. When a firm is in trouble, the crew's wages are pretty much the first things to go."

Legal responsibility can be difficult to pin down and disputes hard to settle in the complex waters of international shipping. The **International Transport Workers' Federation (ITF)** says cases of stranded sailors are common worldwide, but rare in the UK. For now, according to Katie Higginbottom of the **ITF**, the responsibility to protect crew should fall on the flag state: "In theory this is now up to the Comoros islands. But in practice that will never happen."

Some extra protection for the crew should be afforded by the Maritime Labour Convention, which came into force on 20 August, seven years after it was first ratified by 30 nations. The UK belatedly signed up on 7 August this year, which means its duties as a port state will come into effect in a year's time, potentially obliging the government to intervene to protect stranded sailors on arrested ships. "It's often difficult to put your finger on where the whole thing

lies," says Green. "But this affair just shows that the welfare of seafarers is precarious. Who's there for them?"  
Source : The Guardian

## Boskalis predicts record year

by Sarah Ann McCay

Dutch dredging and maritime infrastructure firm **Boskalis** has announced that it expects to achieve a record profit in 2013, following strong first half results for the year.



**Boskalis** saw revenue rise to a record level of €1.6 billion for the first six months of the year, an increase of 12% over 2012 figures which put revenue at €1.4 billion. This increase has led to the Dutch firm forecasting an all-time high year-end net profit of €330 million.

*Left : The Boskalis backhoe dredge **Maricavor** deepening the entrance channel for Sochi Main Port.*

*Photo : Dirk van Uiter ©*

Net profit for the half sat at €123 million, up from €102 million for first half of 2012 while the

company's order book showed €4.2 billion compared with €4.1 billion at the end of 2012.

**Peter Berdowski**, CEO, **Boskalis**, said: "We look back on a busy first half of the year in which we delivered a good operational performance but also took an important strategic step with the acquisition of **Dockwise**."

"This combination allows us strongly to expand our position in the offshore energy sector and offer new perspectives to both our clients and our staff. We have already made a good start with the integration of the two companies."

"Within the group we are also seeing how the various activities supplement and reinforce each other. Dredging combined with **SMIT Salvage** in India, offshore ordnance clearance in northern Germany using dredging and subsea services, and very recently **SMIT Salvage** with **Dockwise** in an initial dry-docking project involving the **Vanguard**."

**Boskalis** became the largest shareholder in oil and gas service provider **Dockwise** in November 2012. Source: Construction Europe

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## Impounded Chinese cruise ship awaits release in South Korea with bond payment



The Chinese cruise vessel impounded in South Korea over a commercial dispute with another Chinese firm was awaiting release and clearance for departure on Monday, an official on the South Korean island of Jeju said.

The vessel, the [Henna](#), had been due to leave mid-afternoon after its owner put up a 3 billion won (\$2.76 million) bond and it was unclear what was delaying the departure. But the South Korean judge overseeing the case in Jeju had yet to give the go-ahead, an official in the island province said.

"The judge has yet to instruct the lawyer (for the cruise ship company) to go to his bank and deposit the bond money," the official said by telephone.

Official Chinese media have reported that 1,119 passengers aboard the Henna have already been flown from Jeju to [China](#) at the cruise operator's expense following Friday's seizure. Passengers were compensated for the inconvenience. The ship had been ready to leave after HNA Tourism, the vessel's owner, posted the bond to lift an order from a South Korean court to impound it on behalf of a Chinese creditor.

HNA Tourism is run by the HNA Group, which also owns Hainan Airlines among other subsidiaries. A spokesman for HNA Tourism declined to comment on the report of the ship's release. The creditor is Shagang Shipping Co Ltd, a Hong Kong-registered company that was previously related to mainland-listed Jiangsu Shagang Co Ltd but now operates independently.

Shagang Shipping took action against HNA after it was awarded \$58 million against an HNA offshoot, Grand China Shipping (Hong Kong), following an arbitration hearing in London over outstanding lease payments on a 180,000 deadweight ton iron ore and coal carrier leased to Grand China. China is a signatory to a New York convention which recognizes arbitration awards in foreign jurisdictions such as London or New York.

But they were sometimes hard to enforce in China partly because of the weakness of the Chinese court system and the difficulty of proving assets were owned by the debtor company, legal experts said.

The ship was chartered at the height of the shipping boom, but Grand China stopped making lease payments after the shipping markets collapsed in late 2008. The decline in shipping rates has hit both Chinese shipbuilders and operators hard thanks to massive overcapacity. The HNA Group has had similar legal trouble over shipping payments in the past, as have other Chinese ship operators.

In 2011, Greek and Norwegian shipping companies accused Grand China Logistics, another HNA Group subsidiary, of withholding payments on chartered vessels, and in the same year China Cosco Holdings temporarily halted charter payments to force renegotiation of contracts it deemed overpriced. The arbitration award covered lease payments that Grand China should have paid up to the end of the charter.

Claims have been pursued in the U.S. courts against Grand China Shipping (Hong Kong) with Grand China Logistics Holdings (Group), Grand China Shipping (Yantai) HNA Group and Ocean Container Trading (Hong Kong) all named as co-defendants among other HNA subsidiaries because they guaranteed or indemnified debts incurred by Grand China Shipping (Hong Kong).

Calls to Shagang Shipping for comment regarding the release of the ship were not answered. A statement from Shagang on Saturday describing the cause of the conflict said it was concerned about the welfare of the passengers, but that Shagang would continue to pursue its claims against the HNA Group. Chinese media reported that two passengers had suffered heart attacks while the ship was impounded. The official China Daily said passengers were not informed of the seizure by HNA tours for 20 hours. Hundreds of remaining passengers and crew members remained in South Korea waiting to return home.

China Daily reported that HNA Tourism had reported the incident to the Ministry of Foreign Affairs and the National Tourism Association and may seek damages from Shagang, quoting a statement distributed by HNA Tourism to local media. Officials in Jeju said they regretted the incident, but were unworried the seizure would damage its reputation as a major tourist destination. "Our position is that it was an unfortunate incident but we have been acting under the decision of the judiciary according to the law," said one official. "We are not concerned about any impact on Chinese tourists visiting our province." **Source : Reuters - Additional reporting by Keith Wallis and Chen Yixin**

## CASUALTY REPORTING

# Fire Erupts at Nuclear Submarine in Russia's Far East

A fire that broke out Monday morning at the Oscar II class **K-150 TOMSK** nuclear-powered submarine, which was undergoing maintenance works at a dock in Russia's far eastern Primorye Territory, has stabilized, a source at the headquarters of Russia's Pacific Fleet told RIA Novosti.



"The situation is being monitored. However, we can already say that the situation has improved, and the smoke is subsiding," the source said.

The fire erupted early Monday morning during welding operations on the submarine, a spokesman for the local Emergencies Ministry's department said, adding that 13 firefighting units from the Pacific Fleet and the Emergencies Ministry had arrived at the scene to put out the blaze.

A spokesman for the Zvezda plant, where the submarine was undergoing maintenance operations, said the fire was unlikely to cause an explosion at the vessel and that

there was no danger to nearby residential areas. The **K-150 TOMSK** cruise missile submarine was docked in 2010 due to problems with the cooling engine of its nuclear reactor. **Source : RIANovosti**

## NAVY NEWS

# DAMEN introduced the new "Compact SIGMA" line of corvettes during DSEI 2013



**DAMEN Schelde Naval Shipbuilding** introduced the new "**Compact SIGMA**" line during DSEI 2013, the International Defence & Security event in London, United Kingdom. Undoubtedly, one of the major advantages of the **Compact SIGMA (Ship Integrated Geometrical Modularity Approach) Series** is that all of the good things from a large ship have been recreated in a smaller version, with ship sizes ranging from 600 tonnes to 1500 tonnes

displacement and a length over all from 59 m to 87 m. This smaller size ship can have the same combat systems and capabilities, but with a shorter range and a mission endurance of up to two weeks. Smart design and engineering lead to even higher reliability and availability.

The SIGMA modularity allows potential customers to select the vessel size, sensor suite and weapons fit that perfectly match their needs,

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- » Lower acquisition cost
- » Reduced manning
- » Ease of maintenance and docking
- » Less complexity compared to large ship
- » Ease of handling in confined waters and in ports
- » High availability by smart engineering of platform propulsion and auxiliary systems
- » Platform systems and components designed for quality working and cost-effectiveness and choice of selection

Source : Navyrecognition

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## **Russia to Resume Bulava Missile Tests by Year End – Official**

New test launches of the troubled Bulava missile will start later this year following a recent unsuccessful launch that forced the Russian military to suspend sea trials of new Borey-class subs, a senior government official said.

Russian Defense Minister Sergei Shoigu has ordered five additional launches of Bulava SLBM following a failed launch on September 6 when a missile fired during state trials of the [Alexander Nevsky](#) nuclear-powered submarine in the White Sea fell on the second minute of flight.

"I am not sure if all five launches will take place this year but they will certainly start in 2013," Ivan Kharchenko, a first deputy chairman of the Russian Military-Industrial Commission, told reporters on Friday.

The next launch could be carried out from any of the three Borey-class submarines that are already afloat, the official said.

Kharchenko also said a state commission led by the Russian Navy Commander Adm. Viktor Chirkov could complete its investigation of the recent failed launch within two weeks.

"The commission has not yet reported any findings," he added.

With September 6 failure, eight of 19 or 20 test launches of the troubled Bulava have been officially declared unsuccessful. However, some analysts suggest that in reality the number of failures could be considerably higher.

Despite several previous failures officially blamed on manufacturing faults, the Russian military has insisted that there is no alternative to the Bulava. Source : [RIA Novosti](#)

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## SHIPYARD NEWS



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The Canadian drill island **KULLUK** at **Keppel Fels** in Singapore

Photo : Capt. Jelle de Vries ©

## Workers find ways: The ship builder

**OLONGAPO CITY**, Philippines : After seeing his coworkers burn to death while on the job and their bodies disrespectfully removed, Marste of the Samahan ng Manggagawa sa **Hanjin** (Samahan) was appalled. "One of the Korean managers entered the scene," recounted Marste, referring to the management members of **Hanjin Heavy Industries, Inc.**, a ship builder in central Luzon.

"He helped in tying the body up. So when he was about to tighten the holster, he used his foot. That's when I reacted." Marste had a word with his manager, who later apologized. But disrespect for the dead wasn't the main point.

"There should have been safety officers during work hours," said Marste, whose organization **Samahan ng Manggagawa sa Hanjin (Samahan)** claims there is only one safety inspector per 280 people.

**Hanjin**, which currently employs **21,000 workers** in the Subic Freeport zone, employs around 75 safety inspectors, says Samahan.

### Health and safety hazzards

A Senate probe found that from 2006 to 2009, **32** Hanjin workers had been killed and 5,000 injured. In the first quarter of 2009, the official number of deaths reached 24, a study found, while the Occupational Health and Safety section of the Labor Department reported 40 deaths.

"Aside from the 32 (deaths), there are some undocumented that were kept hidden by the management," said Marste, who suspects there have been as many as 100 workers killed at **Hanjin**. According to the a logistics focus group convened by the Philippine Business Leaders Forum (PBLF) in 2008, Hanjin's health and safety crisis was the outcome of putting profit above safety.

"It seems that **Hanjin** and its subcontractors are trying to get this quick return of investment by cutting corners, including ignoring requirements on safety procedures at the shipyard and also ignoring requests to implement safety compliance procedures," said the study.

The study, citing Subic Bay Metropolitan Authority (SBMA) Occupational Health and Safety Division findings, claimed that most of the accidents could have been easily avoided "if only shipyard managers imposed common-sense safety measures."

### Chain of subcontractors

Furthermore, Hanjin passed on safety responsibilities to subcontractors, who in turn had employees sign waivers to assume full responsibility for their own safety.

"This includes the wearing of qualified safety helmets, qualified safety shoes, proper clothes to protect the workers for industrial accident or injury. In short, it seems that this responsibility is being passed back to individual workers who of course have no means to pay for expensive safety equipment," the focus group reported.

The PBLF explicitly blamed Hanjin's sub-contracting policy for the safety hazzards, citing the death of a worker from KC Tech, a Hanjin contractor hired through another contractor, Suschicor.

"Who takes care of the qualification of the workers if nobody controls the chain of subcontractors which employ the workers?," the PBLF asked.

Samahan reported that Hanjin was releasing burial funds of around 85,000P to families of the fallen workers only after signing documents absolving Hanjin of responsibility.

Samahan has called for the construction of a 300-bed hospital to accomodate injured workers. A small clinic with two part-time doctors and two nurses is available onsite, but the nearest hospital is 45 minutes away.

"That's when I realized, what if those accidents happened me?" said Marste. "My eyes were opened, and I became aware that for those who died, the management doesn't want to give benefits and compensation."

### See also

[http://www.youtube.com/watch?v=aB816D5mm1s&list=UUwsYECNgGW7\\_WV3TulRvO1g&feature=player\\_embedded#t=0](http://www.youtube.com/watch?v=aB816D5mm1s&list=UUwsYECNgGW7_WV3TulRvO1g&feature=player_embedded#t=0)

### Worker protests

Marste, who joined Samahan after seeing the callous treatment of his fallen coworker's body, claimed that some of the union actions, such as a noise barrage during the 2011 safety crisis, produced results.

SAMAHAN reported a spike of eight worker-deaths during the months of March and April, 2011.

Initial attempts to organize a union (HHIC-Phils. Inc. Workers Union or HHICPIWU) were carried out by workers, but despite compliance with requisites, the union registration remained pending due to Hanjin management's continuous opposition, according to Samahan.

In the first quarter of 2009, workers registered an organization (or Samahan) with the Department of Labor and Employment (DOLE), Region II. In March 2010 the registration was granted, but upon management appeal, immediately revoked.

Through the efforts of supportive Church groups like Urban Missionaries (UM- AMRSP) and the National Secretariat on Social Action, Justice and Peace (CBCP-NASSA JP), the Samahan certificate was reinstated by the Office of National Director of Dole-BLR in September 2010.

Marste himself was first suspended, then terminated, for playing an active role in Samahan.

"The management asked me why I had joined the fight of the union. The management told me that the union would be the cause of the company's fall," said Marste. Samahan claims a membership of some 7,000 **Hanjin** workers.

The security office of **Hanjin** repeatedly put Rappler on hold when being reached asked to comment. – Source : Rappler

## SIEM MOXIE Launched at Ada Shipyard - Tuzla - Istanbul



The " **SIEM MOXIE** ", an infield support vessel (ISV) was launched at the **Ada Shipyard** in Tuzla (Turkey) and will be put into operation in spring 2014. She is the first work boat with the Ulstein-designed X-BOW to be fitted with two Voith Schneider Propellers (VSP).

X-BOW vessels are characterised by the absence of a bulbous bow. Their bow slopes backwards above the water line which results in reduced resistance and improved wave slamming characteristics on the foreship. Since 2006, forty vessels with the X-BOW design developed by the Norwegian vessel designer **Ulstein Design AS** have been delivered or are currently being built. One of them is the " **SIEM MOXIE** ".

Photo : Capt Gerrit de Haan ©

Designed for specific tasks in wind farms in the North Sea as well as in the Atlantic, the work boat with a length of 74 meters and a beam of 17 meters will be the first X-BOW vessel equipped with **Voith Schneider Propellers**. The " **SIEM MOXIE** " will be fitted with two electronically controlled VSP of the size 28R5 ECS/234-2. They have a propulsion power

of 1,850 kW each and will be arranged in the stern. The two **Voith Schneider Propellers** will also be used for active roll stabilization as well as for dynamic positioning (DP class 2). The entire propulsion system as well as the DP system are controlled centrally. The interfaces for propeller and roll stabilization control will be provided by Voith.

See the launch of the **SIEM MOXIE** at : <http://www.youtube.com/watch?v=5j5q3fFDagM>

For the " **SIEM MOXIE** ", model tests were carried out at the **Hamburg Ship Model Basin**. The vessel is designed for a speed of 14.5 knots. The favorable interactions between the VSP and the X-BOW design result in lower vibrations, a reduction in fuel consumption and therefore in reduced emissions. For the operating company, the " **SIEM MOXIE** " will not only allow faster transfers of the up to 60 crew to the wind farms but will also ensure more efficient operation under DP conditions. Given the more stable position of the vessel, even adverse sea and wind conditions still permit work to be carried out on the 200 square meter work deck as well as close to the offshore units.

Once the " **SIEM MOXIE** " has reached her operating site, engineers can safely cross to the individual wind turbines using a gangway with a wave compensation unit – a process during which the advantages of the Voith roll stabilization and the two VSP are at their most impressive. In addition to wind farm tasks, the Norwegian owner **Siem Offshore AS** intends to use the " **SIEM MOXIE** " for cable laying operations in the North Sea and in the Atlantic. Source : Offshorewind.biz

## Drydocks wins US quality certification



**Drydocks World**, a Dubai-based maritime service provider, said it has won a key certification from American **Petroleum Institute (API)** for the shipyard's quality of services to the offshore oil & gas sectors. The API Specification Q1 certification was in recognition of the company's quality management system which is suited to the requirements of the offshore oil and gas sectors. It complements the company's well-articulated and successful strategy to penetrate the offshore oil and gas sector with high quality, customized and added value services, said a statement from **Drydocks World**.

The company's QMS is also certified in accordance with ISO9001: 2008 requirements. The system describes the process for monitoring and recording performance to provide data for continuous improvement. The Business Excellence and Quality Control functions are centralized and fully autonomous, which ensure that products and services are delivered to consistent quality standards which are not compromised. SMART (specific, measurable, attainable, relevant and time-bound) objectives are set in line with strategic goals. Continuous assessment and audits identify opportunities for improving the product realization process and the quality management system.

Commenting on the certification, Khamis Juma Buamim, the chairman of **Drydocks World** and **Maritime World** said, "We are delighted to have received the API Specification Q1 certification. It is one of the most prestigious and popular quality standards and is a general requirement for working with the most important global players in the oil & gas sectors." According to him, the certification was a testimony to its commitment to serve the sectors with high quality services and total dedication. "We have a well-defined quality policy stressing on the 4Rs of excellence – Re-focused thinking, Re-engineered solutions, Re-energized interest and Re-positioned execution – and stringent steps in place that ensure all process descriptions, plans and procedures are well documented and form the basis for all operations in the company and its interaction with customers," stated Juma Buamim. **Source: TradeArabia News Service**

## Kawasaki Moves Shipbuilding Workers, Targets LNG to Boost Profit

**Kawasaki Heavy Industries Ltd.**, the maker of industrial machinery that fired its president and ended merger talks with **Mitsui Engineering & Shipbuilding Co.** in June, relocated workers from a yard in Japan with excess capacity to other domestic plants to streamline operations.

The builder of everything from liquefied natural gas tankers to submarines reduced the number of temporary workers and moved about 70 employees at its Sakaide yard to other domestic plants making gas-powered engines, plane parts and hydraulic equipment, Shigeru Murayama, who assumed the role of president on June 13, said Sept. 9 in an interview in Tokyo.

The steps at Kobe, Japan-based **Kawasaki Heavy** are in response to a supply glut that has hit prices, squeezing profits among shipbuilders in Asia, where most of the global production is based. In response, Kawasaki is focusing more on LNG tankers as Japan seeks to secure cheaper energy sources after the Fukushima nuclear disaster in 2011.

"The Japanese will just have to build technologically sophisticated ships," said Murayama. "We expect the shale-gas revolution will bring big demand for LNG ships and our strategy focusing on that type of vessel was right."

Mitsui, the most reliant of Japan's major heavy machinery makers on shipbuilding for sales, has teamed with other builders in Japan to bid for contracts to service shale gas projects in the U.S., President Takao Tanaka said Aug. 28 in an interview in Tokyo, without specifying the potential partners.

Kawasaki is considering building LNG ships at a lower-cost Chinese venture, Murayama said. Such a move would be the first time for a Japanese shipbuilder to construct a high-end vessel outside Japan.

Kawasaki Heavy, better known in the U.S. as the producer of Ninja motorcycles, fell as much as 1.3 percent, or 5 yen, to 380 yen as of the midday break in Tokyo. The Nikkei 225 Stock Average dropped as much as 0.5 percent.

The company's aerospace unit, which Murayama headed until June, may spend about 20 billion yen (\$200 million) to build a new plant in central Japan in 2015 to expand deliveries of fuselage parts as Boeing Co. ramps up production of the 787 Dreamliner, he said. The new facility may increase capacity to build fuselage parts for fourteen 787s per month, up from 7, he said.

The company is also building a new plant to make motorcycles in Indonesia and adding facilities at its Thai factory, he said. In June, Kawasaki Heavy removed Satoshi Hasegawa as the president and said it scrapped talks with Mitsui Engineering to combine, two months after denying merger talks had been held. Kawasaki executives concluded a combination wouldn't provide many benefits, Murayama said in the interview. **Source: Bloomberg**

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The **TERASEA HAWK** last Saturday seen taking bunkers at Singapore Eastern working anchorage.

Photo : Jan Ove Mühlforte ©

## The risky port expansion mindset

This July, figures for the total throughput of the UK ports system were released revealing a 4% decline in volumes. This is itself is not unsurprisingly given the current state of the freight markets.

However, readers might be surprised to learn that last year's full year figures were below 1993 levels, and it looks as if 2013 is following the same path.

This is partly explained by the outward flows; these were at their lowest volume since the statistics started, in 1982. Inward flows followed a growth path for longer, but have been flat since 2000.

These figures are in stark contrast to ports in other countries, and also to the volume developments in continental Europe. The UK experience is somewhat similar to the US, which has not witnessed total traffic growth for the last nine years. Container volumes haven't managed to yet return to 2007 levels in the US.

This stagnation does not seem to be related to either GDP or trade: UK exports to non-EU countries (measured in value) have doubled since 1996, while trade with EU countries has also grown. Further, the UK's GDP has grown steadily since the crash in 2008. Thus in the UK, port growth has been substantially lower than GDP growth in the last decade. This signals a transition in the UK economy away from manufacturing and towards services. This explains the difference with continental Europe, where industrial production, especially in Germany, has continued to grow. The UK

may be a forerunner in this transition, and other OECD countries may follow a similar transition, although with different paths. But is this transition on the mental map of public port development organisations?

A forecast commissioned by the Department of Transport in 2007 suggested total throughput would reach 690m tons in 2030. With the above in mind, this seems rather unlikely. The implications for capacity requirements, for ports as well as inland infrastructure such as railways, are huge. Port developers may need to think twice before assuming that throughput will continue to grow per se.

All of this is especially relevant for governments that may be eager to embark on port expansion as a tool for economic development. Take the example of Jasper county administration officials who want to speed up the development of a container terminal in their county, near Savannah. Are they trapped in a port expansion mindset that steamrolls any reasonable doubt? I don't know the answer, but I do know the question is relevant and one that all ports intent on expansion should consider. **Source: Port Strategy**



04-09-2013 : POS TURMALIN / 9474644 entering The Bosphorus at Istanbul– Photo : Dave Medgett ©

## Fugro completes largest ever AUV survey

The largest **Autonomous Underwater Vehicle (AUV)** survey in the oil and gas industry is a core element of two contracts awarded to Fugro that also include metocean measurements and geohazard consultancy services for **ENI** East Africa.

The data is being acquired for the Area 4 Rovuma basin development offshore northern Mozambique. The challenging AUV survey is the largest ever commissioned and one of the first in this new and remote frontier area off the coast of East Africa.

Covering approximately 1,440 square kilometres, the survey area stretches from the nearshore to water depths greater than 2,700m. The data will aid the design of subsea facilities.

The work is being carried out using one of **Fugro's** newest survey vessels, **Fugro Equator**, which is equipped with hull-mounted multibeam echosounder, sub-bottom profiler, piston gravity corer and piezocone penetration system, in addition to the **Echo Surveyor III AUV**.

Meteorological and oceanographic data will be collected using mooring buoys located in water depths ranging from 20m to 1,800m.

To assist in the routing of the 60km export pipeline **Fugro** completed a regional and local geohazard assessment including data processing and reporting, from its offices in Europe and in Asia. **Source : Offshore Shipping Online**



## SeaReenergy Offshore installs Windpower Converter Platform HelWin1 for Siemens



**SeaReenergy Offshore** successfully installed the first DC Converter Platform **HelWin 1**. The installation of the second platform **BorWin 2** on behalf of Siemens is scheduled for later this year.

In June the subsea structure of the **HelWin 1 Platform** was installed in a water depth of approx. 23 metres about 85 KM offshore, northwest of the island Helgoland.

The 12.000 ton Topside with a dimension of 75x27x50 meters is the largest platform that has ever been installed in the North Sea. It was towed from its production site in Wismar to the offshore site in seven days and positioned in four days. On August 23rd, four tug boats positioned the Topside above the subsea structure and it was lifted hydraulically to its final position, 22 meters above sea level. The tugs during the towout and installation used were the : **BB Worker**, **BB Server**, **Brent**, **Elbe** and **Multratug 20**

**HelWin 1** will be connected to the wind farms **Nordsee Ost** and **Meerwind**. Together they have a capacity of 576 Megawatts which is sufficient to provide electricity for over




500,000 households. The Platform converts the alternating current power generated by the wind farms to direct current, ensuring only very minimal transmission loss during transportation to the shore.

The next one, **BorWin**, is at present waiting for a weather window in Eemshaven and will be towed to the field end of this week, the tugs executing this job

will be the **Multratug 4**, **Triton**, **Bugsier 9** and **Bugsier 10**.

**SeaReenergy Offshore** is responsible for the realization of the project including the transport and installation concepts. This also includes all project management, offshore operations, marine coordination as well as on- / offshore logistics and QHSE.

"The successful installation of **HelWin1** shows that **SeaRenergy** offers the right solutions to the challenges of the offshore wind market", say the co-founders and managing directors of **SeaRenergy Offshore Holding**, Jan B. Steffens and Kurt E. Thomsen.


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## Risks load up for Colombo port from India plans

Rising competition from ports being built in India could pose a threat to cargo throughput at a new US\$500 million container port in Colombo, Sri Lanka, 85 per cent-owned by China Merchants Holdings (International), which also operates the port.

"In the next 10 years, the Indian Ocean will become the new battlefield for China and India, which are jostling for control of the region," said Hu Zhiyong, an associate professor at the Shanghai Academy of Social Science's Institute of Asia-Pacific Studies.

India's port-building spree has been partly fuelled by geopolitical tensions in the Indian Ocean.

The Chinese government and mainland companies have invested in a series of port projects in the past few years, covering the northern and western edges of the Indian Ocean. Some Western media have dubbed the ports - Chittagong in Bangladesh, Kyaukpyu in Myanmar, Colombo and Hambantota in Sri Lanka, Gwadar in Pakistan and Bagamoyo in Tanzania - a string of pearls encircling the Indian sub-continent.

China Merchants' involvement in the new Colombo port, a pivotal port on one of India's most important trade lanes, acted as a wake-up call to the Indian government.

Due to chronic under-investment in port facilities in India, about 13 per cent of India's container traffic passes through Colombo, with nearly 70 per cent of the containers handled in the old Colombo Port originating in India.

But port investment plans in India will inevitably divert some of the cargo flow away from Sri Lanka.

In its 12th five-year plan, from 2012, the Indian government proposed investing 738 billion rupees (HK\$87.7 billion) in the development of major ports, the Federation of Indian Chambers of Commerce and Industry said.

The plan called for 30 port development projects to be completed in the two years to 2014, the federation said, boosting annual cargo-handling capacity by 288.5 million tonnes. Two new mega ports will be set up. One is Sagar Island in West Bengal, 80 kilometres south of Kolkata, and the other is in Andhra Pradesh. They will each cost 80 billion rupees.

The Indian port plans pose a big threat to Sri Lanka's transshipment hub status, including Colombo port and other ports. To mitigate the loss of cargo to Indian ports, Colombo should lower the charges on transshipment cargo and upgrade the port to be a free port, according to a report from a Sri Lanka-based think tank, Pathfinder Foundation.

Colombo port handled 4.19 million 20-foot equivalent units (teus) of containers last year, down from 4.26 million teus in 2011, despite a 19 per cent rise in trade between Sri Lanka and China to US\$2.7 billion. The drop in cargo throughput was mainly due to a 2 per cent year-on-year decline in transshipment cargo, which fell to 3.1 million teus from 3.12 million following a 10 per cent drop in trade between India and China.

China Merchants said its Colombo International Container Terminal, which opened last month, was well placed to handle the challenge because it was the most advanced international transshipment hub in South Asia and could accommodate the largest container ships, capable of carrying 18,000 teus.

Some 70 per cent of cargo throughput in Colombo was international transshipment cargo, it said, with the port in the optimal position to be the transshipment hub between the West and East, especially for markets in the Indian sub-continent and East Africa. **Source : South China Morning Post**

## **CMA CGM adds Samsun as its 12th Turkish port**

Starting with the call by the 1,155 teu **ERKAN K**, CMA CGM will begin to serve Samsun, a Turkish Black Sea port located in the province of the same name.

The French Line begins calling at Samsun with its Malta to Black Sea Feeder number 1 (#1445) on a fortnightly basis. CMA CGM said that the addition of Samsun expanded its portfolio of Turkish calls to twelve ports.

The Malta - Black Sea service turns in three weeks along the following rotation: Marsaxlokk, Constantza, Novorossiysk, Poti, Trabzon, Samsun (new, fortnightly), Odessa, Constantza, Varna, Marsaxlokk.

The carrier announced that Samsun calls are to become weekly in October. At this time CMA CGM is expected to re-launch its seasonal 'Citrus' (#2390) loop from Port Said, Egypt, to Turkey, which this year, might incorporate a new Samsun call. **Source : linervision**

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



The **BOURBON EVOLUTION 802** during jumper deployment operation on Usan field, Nigeria.

**Photo : Capt. Artur KAMINSKI – Master BOURBON EVOLUTION 802 ©**



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