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Seen Offshore Brazil the FAIRMOUNT GLACIER operating as Station Keeping Tug during the hook-up operation of FPSO OSX-3. Photo : Jim Plug ©

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Seen in Venice passing through Canale Di San Marco, the **MSC Armonia**. Photo : Herman de Kuijer ©

The Steep Curve Ahead in Fighting Gulf of Guinea Piracy

Navies from around the world participate daily in counter-piracy operations at sea to preempt and disrupt piracy attacks. Authorities have eleven hundred pirates in prison in more than 20 countries awaiting trial or serving significant prison sentences for piracy, armed robbery, kidnapping, extortion, and murder.

The Gulf of Guinea, West Africa's HRA, is unable to reduce highly violent attacks of pirates through deployment of international navies because of resources and cooperation, or lack thereof, between states. West African's piracy [and counter-piracy] is as different in both geography and politics as nowhere else in the world.

While West Africa accounted for 10 per cent of the world's crude oil shipped in 2012, counter-piracy nonetheless will be difficult with limited resources as merchant shipping and ship crews expand. The Gulf accounted for 30 crew kidnapped during the first half 2013, compared to three seized worldwide in a six-month period last year, according to International Maritime Bureau (IMB). Counter-piracy operations are likely to decrease as defense budgets of some leading countries are cut, this according to the American Journal of Transportation.

Recently, pirates robbed a chemical tanker off the coast of Togo; perpetrators in speedboats boarded the Marshall Islands-flagged tanker Ocean Centurion 45 miles southeast of Lome, before taking both the ship and the crew's money and belongings.

The IMB confirmed that an attack had taken place on a chemical tanker in a similar location, but did not specify the name of the vessel. "On 16th July, the robbers took two crew members and disembarked from the tanker with the rescue boat, taking along ship's cash, crew cash, and personal belongings," a report on IMB's website said.

"The crew were released later," it added. "Three crew members were injured during the incident."

Unlike the Gulf of Aden, where US and European navy ships patrol to defend commercial shipping against Somali piracy, the Gulf of Guinea has little in the way of naval assets. Stretching from Senegal on Africa's northwestern tip down to Congo in the south, the Gulf of Guinea spans more than a dozen countries and is a growing source of oil, cocoa and metals to the world's markets.

While piracy has exceeded levels off Somalia's coast, analysts say pirates have spotted a window of opportunity based on weak local maritime security structures and a rough coastline, the latter offering natural hideouts from which to mount attacks.

The Gulf of Guinea is already home to insurgency in the Niger Delta, where oil facilities are routinely attacked. Recent statistics have proven that attacks by gunmen operating in the mangrove-lined creeks of Nigeria's Niger Delta have slashed Nigeria's oil output by at least 20 percent and, according to specialists, driven the annual cost of oil services-related security there to US\$3.5 billion.

Sixty percent of vessels that are attacked in the Gulf of Guinea do not report them to the authorities. Moreover, the fact that a distress call will not elicit a rescue by a Western warship is seen to dissuade many ship owners from reporting an attack, fearing the unwanted side-effect of seeing their insurance premiums rise or of being arrested themselves, as in the case with the MI flagged vessel and Togo.

Piracy in this particular part of the world has a far-reaching effect, deep into countries' national territory, throughout West Africa, as well as on states and ports on the Gulf.

The Port of Cotonou has witnessed a chronic and significant decline in berthings and overall traffic over the last decade, due in large part to piracy in the Gulf of Guinea, and this decline has intensified over the past two years. The consequences of this decline are both substantial and wide ranging; specifically the price of imported commodities in local markets throughout the country, and the alteration of regional transportation patterns.

Considering both the relative unavailability and questionable accuracy of government figures common to West African governments, this report necessarily relied on informal street interviews with local market vendors, distributors, and importers from Cotonou to Parakou.

Cotonou is ideally geographically positioned to provide the rest of Benin with imported goods via its access to the Bight of Benin and its national highway system, which also provides maritime access to the landlocked countries of Burkina Faso, Niger, Chad, and, due to internal political instability, the western provinces of Nigeria, via a porous and largely unmonitored border. The prices of imported commodities, particularly those of comestibles, have steadily increased in Benin over the last ten years, and this inflation has spiked in the last two years. The price of imported rice from India and Thailand, on which many Beninese families rely as a staple of their diet, has tripled in the last decade, and prices have risen more than ten percent in the last two years alone.

While the longer-term increase in canned tomatoes and dry noodles from China have not been as dramatic, these imports have nonetheless witnessed a similar spike in prices over the same period. The price of liquor from the United Kingdom and the United States has doubled in the last decade, again with an increase in ten percent over the last twenty-four months. Powdered milk, mayonnaise, and instant coffee have all witnessed a similar inflation of 10 percent over the past two years.

Incumbent President Boni Yayi launched a well-publicized fight against corruption in 2012, and this campaign began to specifically target customs officials in March 2013. Despite this well-publicized campaign, importers and transporters unanimously report that in response to the chronic decline in activity in the port of Cotonou, customs officials have markedly increased the amount of informal payments required in order to both move merchandise out of the port, and across the country.

Compared to two years ago, the average increase in informal payments reported by importers is 20 percent. While importers and transporters seemed to have been inured to informal payments in the past, they have apparently found these recent increases to be intolerable, given their profit margins.

Thus, importers and transporters operating in Benin have responded to this significant increase in informal customs payments in two ways. First, they avoid the Port of Cotonou entirely, which further contributes to the chronic decline

in port traffic. Importers and transporters have found the port of Lomé, Togo, less than 100 kilometers to the west, to be a far-less expensive alternative. Lagos, by contrast, is far more expensive than Cotonou regarding informal payments, and, coupled with internal political instability, Lagos is avoided at all cost. Lomé has proven to be beneficial alternative, and although official government figures are again either unavailable or of doubtful accuracy, port traffic seems to have increased markedly in the recent past.

The decline in overall activity in the Port of Cotonou has had profound and unanticipated consequences for the local economy of the Republic of Benin. A combination of significant price increases and the response of Beninese customs officials, together with the reactions of importers and transporters, have worsened overall living standards, further compromised local government institutions, and intensified informal economic activity in the country.

The actions of the President of Benin are noble and just, as shoring up the Port of Cotonou and his strengthening of Benin will benefit the region. However, this is one port among many and makes up only 71 amongst thousands of miles of coastline. **Source : maritime-executive**



The **MARE CARIBICUM** during her maiden call to Otago Harbour – **Photo : Ross Walker ©**

Pertamina kicks off fleet renewal with 11 ship orders

Pertamina has kicked off its planned fleet renewal programme with 11 confirmed orders. Pertamina Shipping has ordered two tankers from **PT PAL**, two at **PT Anggrek Hitam**, one at **PT Multi Ocean Shipyard** and one at **PT Daya Radar Utama Unit II Lamongan**. Pertamina also ordered five tankers from unspecified foreign companies, the Tempo website reported. Pertamina went overseas as local yards are still incapable of building larger ships in the 85,000 dwt range, a spokesman said.



The **GAS PERTAMINA**, anchored off Batam, 5th October. **Photo : Capt. Shaun Beal o/b CB Networker ©**

Pertamina operates 200 ships, of which 59 are owned. Last month the oil and gas giant said it had set aside \$2.46bn for a newbuilding and charter splurge to combat an ageing fleet. **Source : SeaShipNews**



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The **NILEDUTCH HIPPO** in Cape Town – Photo : Ian Shiffman ©

MOL Joining Project in Uruguay - Build and Charter World's Largest FSRU

Mitsui O.S.K. Lines, Ltd. (MOL; President: Koichi Muto) announced that MOL, along with a subsidiary of **GDF Suez S.A.** has signed a 20-year time charter party for one floating storage regasification unit (FSRU). The FSRU will be a core facility for a liquefied natural gas (LNG) import project in Uruguay led by Gas Sayago (*1). This is the first FSRU project for MOL to solely build, own, and operate such a unit.

The FSRU will have a storage capacity of 263,000 cubic meters of LNG, making it the world's largest. Built by Daewoo Shipbuilding & Marine Engineering Co., Ltd., in South Korea, the FSRU is to be completed by September 2016 and will enter into service in November 2016 after delivery and commissioning at Port of Montevideo.

Since FSRUs first came into practical use in 2005, plans to operate them have been developing in many places around the world as they provide a competitive solution for receiving LNG because of timing and cost effectiveness.

Participation in this project marks an important milestone for MOL to enter into the expanding business field. As the world's largest LNG carrier operator, with vast experience in LNG loading and discharging, vessel operation, and maintenance gained over more than 30 years of operating LNG carriers, MOL will take further active steps to develop more new business opportunities in this field that promises growth.

FSRU outlines

Length : 345.00 m

Beam : 55.00 m

LNG storage capacity : 263,000 m³

Regassification capacity : 540 MMSCFD (LNG conversion: about 10,900 MT/day)

Mooring method : Jetty mooring

The receiving terminal will be located four kilometers offshore off the Port of Montevideo, Uruguay, where FSRU will be moored on off shore jetty protected by breakwater. The FSRU will deliver natural gas ashore through high pressure arms located on the jetty head. The natural gas will be sent ashore via an subsea pipeline.

Source: Mitsui O.S.K. Lines, Ltd.



The ATLANTIS ANTALYA outbound from the IJmuiden locks – Photo : Simon Wolf ©

TT Club considers container weighing options

The **British International Freight Association (BIFA)** reports that recent proposed changes to the SOLAS (Safety of Lives at Sea) convention regarding the verification of container weights have been followed up by discussion at the TT Club, exploring practical implications of the changes.

One aspect of the container weighing debate has concerned the way in which the port and terminal industry will participate and what the possible impacts for container terminals are.

The new SOLAS regulation continues to place responsibility for gross mass on shippers. The revised legislation prescribes two methods by which shippers may obtain the verified gross mass of a packed container:

Weighing the packed container using calibrated and certified equipment.

Weighing all packages and cargo items, including the mass of pallets, dunnage and other securing material to be packed in the container and adding the tare mass of the container to the sum of the single masses, using a certified method approved by the competent authority of the state in which packing was completed.

However the verified gross mass is obtained, it needs to be communicated to the line and terminal, through the shipping document, 'sufficiently in advance to be used in the preparation of the ship's stowage plan'. If the verified gross mass is not available it cannot be loaded onto the ship.

Of course, if a container is delivered to a port/terminal without the required information, the shipper or forwarder can ask the terminal to obtain the verified gross mass by weighing the container. The responsibility of container shippers and packers is nothing new, but the change will give terminals the opportunity to provide a weighing service where there is no verification available before the unit arrives at the port.

Ports and terminals have rightly been concerned as to how the new legislation will affect their logistics flows. The questions include how best to verify container weights, how to handle the commercial and administrative aspects, and what action to take if a container is found to be mis-declared or overweight. Since implementation of the new regulation is likely to be in July 2016 (in accordance with the provisions of SOLAS itself) there is time to prepare.

Meanwhile there are several alternatives available to weigh containers in terminals.

Weighbridges at or near the terminal entry gate

Weighbridges ascertain the total weight of the truck with the container when entering the terminal. The truck then has to pass the weighbridge again when exiting empty so that its tare weight can be deducted. This may be impractical where the truck carries two 20' containers, since it would need to pass several times in order to determine the weight

of each container. Similarly, the traditional weighbridge may be disruptive if the truck is picking up another container on the way out of the terminal.

Fixed weighbridges may not be logistically well placed for containers arriving by rail or inland waterway. They are, however, the most accurate means of weighing containers.

General weighing systems on handling equipment

Most cranes and container-handling equipment have weighing systems either for safety or stability purposes. These systems are mostly fitted to the rope anchors or into the shafts of the rope sheaves on the trolley. They are not very accurate and they have to take into account the changing rope weight depending on the lift height of the spreaders.

Where RTG are equipped with anti-sway systems, then weighing from the trolley becomes even more difficult. The biggest problem with such systems is that they cannot weigh each container individually when twin-lift spreaders are used. For the most part, these systems are orientated towards 'safe working load' issues. As a result, accuracy is a lesser priority and integration in the terminal operating system or ship planning software not generally considered at all.

Twistlock load sensing

During the progression of the debate about container weighing, two twistlock-based technologies have emerged on the market, the first using traditional load cells installed under the twistlock mounting, and the second bonding a fibre-optic line into the centre of the twistlock. Both have been implemented and integrated in operational settings.

Whilst each operator would need to evaluate such technology, it seems that the fibre-optic option, developed by LASSTEC, is well-placed and major spreader makers, such as Bromma, RAM and STINIS, now will install this system during factory production. LASSTEC has been purchased by the Conductix-Wampfler Group, providing the industrial muscle to capitalise on the changing regulation.

The fibre-optic sensor measures the elongation of the twistlock shaft, which then allows the load on the twistlock to be calculated to +/-200kg per container through the whole measuring range. This particular technology uses standard twistlocks, requiring no modifications to the spreaders and provides a measuring range far exceeding the twistlock rupture limits.

Enforcement – where, when and so what?

A port exists for the smooth flow through of freight. Therefore, for it to participate in the weighing solution, operations must not be overly disrupted. As such, a logical place to install a weighing system could well be the container yard. In order to comply with the IMO regulations this needs to provide accuracy and timeliness; there must remain some questions about the latter. However, practically every container will pass through the yard, whether it arrives by road, by rail or inland waterway – and can be weighed during the lifting process. Since the 'terminal representative' is now to be written into the law, it seems inevitable that the port/terminal will become the 'policemen' to ensure that the 'verified' gross mass is both available and reasonably accurate prior to loading. At this stage, twistlock load sensing seems the strongest enabler to the port process. Moreover, this technology has multiple safety benefits, including 'snag load' detection and identification of eccentric cargo packing. Additionally, experience suggests that the technology could deliver further benefits for terminals, such as equipment lifecycle monitoring and consequent safe prolonged component usage. Time will tell. **Source: Tandi News**





Wagenborg Towage and **Trend Projekt** loaded Saturday the 5th of October a container crane in Hambrug onto the **WAGENBORG BARGE 5** during high tide, the crane with a weight of 800 tons will be transported to Swinoujscie coming days

Rising shipping volumes bring cheer, but not many expect uptrend to last

The troubled shipping industry in India finally has something to cheer about, although the uptrend is likely to be shortlived. Shipment volumes, driven by an increase in iron ore import by China and economic recovery in the US and Europe, saw a slight uptick in September.

Shipment volumes, across dry bulk, tanker and container carriers, have suffered in the last two years due to excess capacity and a fall in international trade. Therefore, any pick-up in volumes is good news for shipping companies such as Shipping Corp of India, Great Eastern Shipping and Essar Shipping. "There has been an uptick mainly in the dry bulk market. This has been mainly because of iron ore demand from China. The demand for capesize vessels has gone up quite a bit," said Sunil Thapar, director (bulk carrier & tanker division) at Shipping Corp of India. Capt.

Thapar also said charter rates for capesized vessels like panamax and supramax have risen 10-15 % in the last one month. But an oversupply of ships when compared with cargo volumes can mar the chances of the rates sustaining the upward trend.

Capesize vessels usually transport 150,000 tonne cargoes such as iron ore and coal. The average charter rates of these vessels have gone up about 25% in the last month to about \$29,125, according to Bloomberg data.

China imports most of its iron-ore from Brazil and Australia. These routes have seen an increase in dry bulk trade. Baltic Exchange's main sea freight index called the Baltic Dry Index almost doubled in the last one month. It, however, has started trending down since touching a three year high last week.

Essar Shipping, too, has seen a similar surge in dry bulk volumes, but isn't optimistic about the positive trend to sustain. "The bulk market in terms of capesized vessels has picked up. This is because China has opened up and is building stock of iron ore and coal for winter," said Capt. Anoop Sharma, CEO, Sea Transportation Business at Essar Shipping. "The upswing will last three months. This is a blip." The rise in volumes in September is not too significant for the Indian shipping industry, and we will have to wait till at least 2015 to see trade levels similar to ones seen 4-5 years back, according to analyst Shejal Ajmera at Crispidea. On the Indian front, exports have benefited in the last

few months due a revival in the global economy and a weak currency. Exports grew by 11.6% in July and 13% in August. Federation of Indian Export Organisations expects outbound shipments to grow 16% by the end of this financial year.

"While the weak rupee has meant that imports into India have been more expensive , it has also provided the opportunity for growth for exporters," said Franck Dedenis, managing director at Maersk Line for India & Sri Lanka.

Source : [Indiatimes](#)

BUFFEL TRANSPORTED TO NEW BERTH IN HELLEVOETSLUIS

By pilot [Hans Hoffmann](#)



Photo : [Ben Brussel](#) ©

In a joint effort between the [Rotterdam Pilots](#), the [Royal Boatmen Association Eendracht](#), tugs [BUIZERD](#) ([Kees de Jong](#)) and [ADRIAAN](#) (Kotug), the old iron clad ramship "[BUFFEL](#)" was safely transported from Rotterdam to her new home at the historic drydock at Hellevoetsluis.



The transport passing Spijkenisse - Photo : [Lia Metz](#) ©

Built in 1868 by **Napier & Sons** from Glasgow , the ship was converted into a barrack ship by the end of the 19th century. In 1973 the ship was sold to the city of Rotterdam and restored back into her original condition as a ram ship. Due to budget cuts it was decided that the ship could no longer stay in the care of the **Maritime Museum Prins Hendrik** at Rotterdam. Fortunately a new home was found at the Historic **Drydock Jan Blanken** (www.droogdok.nl), while waiting for a new berth to be delivered at the port of Hellevoetsluis. The "**BUFFEL**" will re-open to the public in December (www.debuffel.nl).



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Judge signs off on shipping merger

A state court has approved the purchase of Northland Marine Services by its shipping competitor, Alaska Marine Lines. Anchorage Superior Court Judge Andrew Guidi approved the deal this week after the close of a 60-day comment period which saw no objections, KTOO reported. Lynden Inc., which operates Alaska Marine Lines, and Northland Marine Services are the only marine companies delivering cargo in southeast Alaska, creating fears a monopoly would be created.

One of the conditions proposed by the state of Alaska for the purchase is allowing Sitka-based Samson Tug and Barge to lease space and equipment that will have previously belonged to Northland. Samson will replace Northland as Lynden's competitor in the region. "Right now, our tentative plan is to start service into Southeast Alaska on Nov. 8," said Samson Vice President Cory Baggen. The two sides have 60 days to finalize some contracts. Otherwise, the transaction is complete, said Alaska Assistant Attorney General Ed Sniffen. **Source : mysanantonio**



Bskalish tsld "**GATEWAY**" underway to Australia, passing sistership tsld "**WILLEM VAN ORANJE**" at the height of Il d'Ouessant. Good luck down under guys!!!! **Photo: Willem-crew ©**

Tsavliris Salvages Immobilized Cargo Vessel

On September 17, **Tsavliris** dispatched salvage tug **URANUS**, from Las Palmas, to the assistance of general cargo vessel **HAGEN** (11,927 GRT, 16,825 DWT), laden with about 14,500 MT of Peruvian steam dried fishmeal in bulk, immobilized due to machinery problems about 700 nautical miles Southwest of Azores Island.

Salvage tug **URANUS** arrived at the casualty's location in the evening of September 21 in adverse weather conditions. At daybreak of September 22 towline was connected and commenced towage. Convoy arrived safely off Cascais on September 30 where the **URANUS** delivered the vessel to two port tugs contracted by the salvor. **HAGEN** was safely towed to Lisbon and the same day berthed at TPR Terminal. Source : MarineLink / tsavliris.com



The **BOW SPRING** outbound from Rotterdam – Photo : Cees van der Kooij ©

Tim Freeman arrested at Studland beach after running yacht aground

A DISASTER-prone sailor has been arrested after he sparked a 10th rescue operation in a month.

Freeman, 24, was detained close to where he had ran his 24ft yacht aground at the beach at Studland. It is thought



Mr Freeman's calamitous solo voyages have cost lifeboat and Coastguard rescuers £20,000.

As reported in the Daily Echo earlier this week, before the latest rescue on Thursday, he had triggered nine emergency callouts in a month. After he was rescued five times in a week by the RNLI off the Sussex coast, the Maritime and Coastguard Agency impounded his 21ft yacht for safety reasons.

But Mr Freeman bought a slightly bigger vessel called **Reginald** in Plymouth. The Sidmouth lifeboat was called out after he was seen attempting to run the yacht aground. He then sailed to Swanage, where the lifeboat was called out twice,

once for drifting dangerously close to the shoreline and then after he fouled his propeller with a rope.

Mr Freeman, from East Sussex, then ran the yacht aground again after getting lost and turning down a shallow channel in Poole Harbour.

Despite coastguard appeals for him to stick to dry land, the seaman left Wareham Quay on Thursday and ran aground at Knoll Beach, Studland. He was arrested on behalf of Warwickshire Police in connection with an allegation that he failed to have attended a court appearance in Leamington Spa to answer charges of assault.

A spokeswoman for Portland Coastguard said: "The police called us to say they had received a call from a member of the public about a boat that had run aground.

"They said there was a man standing in the surf holding a rope and trying to control the yacht. "When Swanage coastguards arrived he was not there, but the police received another call about the man in a different area and put

two and two together." Ian Brown, of the Swanage coastguard, said: "To have to be rescued at sea once is unfortunate, twice is very unfortunate and any more than that it is time to think about giving up sailing before yours and others lives are put at risk." **Source : Daily Echo**



Kongsberg Maritime delivers new Polaris ship's bridge simulator for IMT in Mexico

A new Multi-Purpose **Kongsberg Maritime Polaris** ship's bridge simulator has become a key coastal and port development resource for The Instituto Mexicano del Transporte (IMT) following the opening of its new research facility in August 2013, the Company said in a press release.

Based in Queretaro, Mexico, IMT is the leading Research Center for Ports and Coasts in Mexico. The organisation is using its new Polaris simulator, which was ordered in April 2013, within its maritime research, development and project planning activities.

IMT's Polaris simulator accommodates a range of bridge console configurations, instrumentation arrangements, hydrodynamic ship models and initial exercise areas covering navigable waters and adjacent shore lines for the ports of Lazaro Cardenas, Manzanillo, and Veracruz.

In addition to the main Polaris simulator, Kongsberg Maritime will supply IMT with the capability to independently develop both vessel models and exercise areas.

Kongsberg Maritime is a wholly owned subsidiary of Kongsberg Gruppen (KONGSBERG), which is an international technology corporation that delivers advanced and reliable solutions that improve safety, security and performance in complex operations and during extreme conditions.

Kongsberg, Norway headquartered Kongsberg Maritime specializes in the supply of systems for dynamic positioning and navigation, marine automation, safety management, cargo handling, subsea survey and construction, maritime simulation and training, and satellite positioning. The company provides turnkey engineering services within the shipbuilding and floating production sectors. **Source : PortNews**

RI needs more small-sized freighters

The government urged local shipbuilding companies on Thursday to provide more small-sized ships needed to link the remote and outer islands throughout the country. "Indonesia has many small islands located in remote areas. These islands need more short-sea shipping transportation to boost the regional economy," Transportation Ministry deputy director of shipping business development Junaidi said during a public discussion held by the Indonesian Chamber of Commerce and Industry (Kadin).

He added that as of August 2013 Indonesia had a total of 12,600 ships, which were used for economic activities in the main islands and outer islands. This number has increased from 6,041 in 2005. However, the expansive growth among provinces has increased demand for small ships nationwide. Junaidi said that Indonesia needed ships with a deadweight tonnage (DWT) of 3,000 and 5,000 to connect smaller and outer islands. He said that the national

shipping company **PT Pelayaran Nasional Indonesia (Pelni)** could only afford to provide 21 ships with that capacity, including motor ships and wooden ships.



Local interisland cargo vessels moored at Sunda Kelapa (Jakarta) – **Photo : Piet Sinke ©**

"It's important to have more small vessels because Indonesia has planned to improve inter island connectivity under the Master Plan for Acceleration and Expansion of Indonesian Economic Development (MP3EI) program by 2015," he said.

He added that the government needed short-sea shipping as an alternative to reduce the traffic problem on the main roads on the islands of Java and Sumatra. "To achieve this goal, we need more 1,200 small freighters," he said.

Meanwhile Agus Pranoto, vice president of the marine shipping division of state-owned oil and gas company PT Pertamina, said that the company needed more small ships to be able to deliver oil and gas to outer islands.

"We only have 46 small ships out of 97 ships to serve small-sized docks in various provinces," he said.



Photo : Piet Sinke ©

He added that so far those small ships had connected 140 small-sized docks in different areas, including Papua and Maluku islands. In the future, the company plans to have up to 100 additional ships to deliver oil and gas to outer islands.

"We encourage private sectors to invest in small freighters and help us to achieve the goal," he said. Natsir Mansyur, Kadin's deputy chairman for trade, distribution and logistics, said that the private sectors were often reluctant to buy domestic-made ships because of the high prices. He said that the price for a 3,000 DWT domestic-made ship could reach Rp 20 billion (US\$1.7 million), while an imported ship of the same type would cost Rp 12 billion.

"The difference is very significant. That's why private companies prefer to buy imported ships," he said.

NEW LIFEBOAT FOR LELYSTAD



The Dutch lifeboat Institute **KNRM** commissioned the **Habekké - Volendam** built lifeboat **BERT EN ANNEKE KNAPE** at their Lelystad station where the craft is located in the new boathouse **Jan de Braal**

Photo's : Jan de Koning – Bruinisse ©



NYK containership rescues yacht crew in distress

Pacific Islander II, a multipurpose containership owned by NYK Bulk & Projects Carriers Ltd. (formerly NYK-Hinode Line Ltd.), a wholly owned subsidiary of NYK Line, rescued three people on September 26 from a yacht in distress in the South Pacific Ocean, the Company said in a press release.

On September 25, **Pacific Islander II** was sailing from the Tongan port of Nuku'alofa to Noumea, New Caledonia. While en route on September 26, the NYK containership received a request from New Zealand's Maritime Rescue Coordination Centre to assist the crew of a stranded yacht. **Pacific Islander II** immediately maneuvered toward the

yacht and rescued all three aboard at 7:13 p.m. (local time) on the same day. The rescued crew members were in good health and disembarked from **Pacific Islander II** at the port of Noumea on September 28. Source : PortNews

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CASUALTY REPORTING



The Grimaldi ro-ro **Eurocargo Salerno** suffered engine problems in the channel off Selsey Bill whilst on a Voyage from Antwerp to Lagos on 3rd October. She was assisted to the Nab Anchorage off the Isle of Wight by the Southampton tug **Svitzer Bentley**. From there she was towed into Southampton in the afternoon of 4th October, by the Solent Towage tug **Apex**, which is usually based at Fawley Oil Terminal with the **Svitzer Bentley** on the stern. She is due to stay in Southampton until 7th October for repairs. Photo : Chris Brooks - www.ShipFoto.co.uk ©

Panama ship stranded offshore Vietnam, spilling oil

The Panama flagged ship **BRIGHT ROYAL** ran aground in the waters about six nautical miles northwest of Quang Ngai Province's Ly Son Island in Vietnam early on Friday, leaking large amounts of oil. According to the provincial authority, the ship crashed into reefs, causing oil spill from its two tanks of 387 tons of fuel oil, spanning an area of approximately 20,000 square meters, some 730 km south of Vietnamese capital Hanoi. The accident occurred when

the cargo ship, owned by **Vanguard Maritime Ltd** with a crew of 24 members on board, was travelling from Ha Tinh Province's Vung Ang port in Vietnam to Bangladesh, Vietnam's state-run radio online reported Friday. The Quang Ngai provincial authority has instructed its relevant agencies to offer rescue work to the sinking ship and to deal with the oil spill. Source : Xinhuanet

NAVY NEWS

Submarine Surfaces in Middle of an Italian Street in Crazy Ad Stunt



Two very different kinds of out-of-home advertising stunts have been gaining traction lately—first, the sudden appearance of a spectacular, oversized prop designed to delight passersby; and second, an intricately choreographed sequence of fake pandemonium designed to terrify them. Examples of the former: UKTV's giant Mr. Darcy emerging from the British pond, and the giant Games of Thrones dragon skull washed up on the British beach. (The British love this stuff.) Examples of the latter: TNT's dramatic stunt on a quiet town square, as well as its sequel. Now, M&C Saatchi has combined the two approaches with a larger-than-life stunt in Milan, Italy. As part of a campaign for

an insurance company, the agency built a giant prop of a submarine and made it look like it was emerging from the ground. A Smart car nearby appeared to have been damaged by the sub—a potent reminder that it's good to have insurance in case all-but-impossible events occur. Many agencies would have stopped here. But M&C Saatchi then staged an elaborate early-morning event at the scene—having actors dressed as sailors and scuba divers emerge from the submarine in a daze, and the driver of the car exit his car angry and confused. Fake hospital workers and emergency personnel even descended on the scene to treat the wounded. Check out footage [HERE](#) from the event



The Free Libyan Navy Ibn Ouf Class (Type PS-700) Landing Ship **IBN HARITHA 134** drydocked at Cassar Ship Repair Yard Ltd, Grand Harbour, Malta on Monday 2nd September, 2013 after she came from Tripoli Naval Base.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

Nuclear scare at Navy submarine base after 'unbelievable' failures

Double defects left vessels without vital sources of coolant for their reactors, despite earlier warnings and incidents

A major nuclear incident was narrowly averted at the heart of Britain's Royal Navy submarine fleet, The Independent on Sunday can reveal. The failure of both the primary and secondary power sources of coolant for nuclear reactors at the Devonport dockyard in Plymouth on 29 July last year followed warnings in previous years of just such a situation.

Experts yesterday compared the crisis at the naval base, operated by the Ministry of Defence and government engineering contractors Babcock Marine, with the Fukushima Daiichi power-station meltdown in Japan in 2011.

It came just four months after the Defence Secretary, Philip Hammond, announced that the base would "remain vital in the future".

The failure of the electric-power source for coolant to nuclear reactors and then the diesel back-up generators was revealed in a heavily redacted report from the Ministry of Defence's Site Event Report Committee (Serc). Once a submarine arrives at the Devon base's specially designed Tidal X-Berths, it must be connected to coolant supplies to prevent its nuclear reactor overheating.

But last July a series of what were described as "unidentified defects" triggered the failures which meant that for more than 90 minutes, submarines were left without their main sources of coolant.

The IoS has learnt that there had been two previous electrical failures at Devonport, both formally investigated.

They were the loss of primary and alternative shore supply to the nuclear hunter/killer attack sub HMS Talent in 2009 and the loss of "AC shore supply" to the now decommissioned nuclear sub HMS Trafalgar in 2011, the Serc report said.

John Large, an independent nuclear adviser who led the team that conducted radiation analysis on the Russian Kursk submarine which sank in the Barents Sea in 2000, said: "It is unbelievable that this happened. It could have been very serious. Things like this shouldn't happen. It is a fundamental that these fail-safe requirements work. It had all the seriousness of a major meltdown – a major radioactive release."

Mr Large warned that if a submarine had recently entered the base when the failure occurred the situation could have been "dire" because of high heat levels in its reactor.

Babcock launched an internal investigation after the incident; this blamed the complete loss of power on a defect in the central nuclear switchboard. It said the defect had resulted in an "event with potential nuclear implications".

Among a number of "areas of concern" uncovered by the Babcock investigation was what was described as an "inability to learn from previous incidents and to implement the recommendations from previous event reports".

A subsequent review from the Base Nuclear Safety Organisation revealed the "unsuccessful connection of diesel generators" and questioned the "effectiveness of the maintenance methodology and its management", while advising Babcock to "address the shortfalls in their current maintenance regime".

Operated under extremely tight security and secrecy, the Devonport nuclear repair and refuelling facility was built to maintain the new Vanguard ballistic missile submarines and is also home to the Trafalgar- and Astute-class attack submarines – both powered by nuclear reactors.

Babcock, which is Britain's leading naval-support business and works with the MoD on a number of projects, admits that working with nuclear fuels will always carry a "small risk of a radiation emergency".

Its own "stress test" on Devonport safety, launched after the Fukushima disaster, said that in the event of the failure of both power supplies, heat levels in reactors could be controlled by emergency portable water pumps, and added that such a failure had occurred a "number of times" previously.

Caroline Lucas, the Green MP, said: "It's deeply worrying that a technical fault resulted in an event with potential nuclear implications. As long as we continue our obsession with nuclear – both in our defence system and in energy generation – there are going to be safety issues like this."

Ten days ago, the Office for Nuclear Regulation watchdog published details of an improvement notice it had served on Devonport on 16 July for three alleged breaches of health and safety legislation, and of Section 24 of the Nuclear Installations Act – regarding "operating instructions". Kate Hudson, general secretary of the Campaign for Nuclear Disarmament, said: "Accidents such as the one highlighted in this report again show that a city-centre location is no place for nuclear submarines" Babcock was unavailable for comment last night. But the conclusion of the MoD report said that while recognising organisations and individuals were "increasingly expected to deliver to tighter deadlines

with limited resources", failures would be reported and learned from, to deliver a "safe product" Source : The Independent

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Newport News Shipbuilding Installs 30-Ton Propellers on Aircraft Carrier Gerald R. Ford (CVN 78)



Huntington Ingalls Industries announced that the nuclear-powered aircraft carrier Gerald R. Ford (CVN 78) has put on significant weight in the dry dock at its Newport News Shipbuilding division with the installation of four 30-ton bronze propellers. At 21 feet in diameter, each propeller spins to push



the aircraft carrier through the water.

"Installation of the propellers culminates more than 10 months of focused work by numerous trades in support of installing the underwater shafting," said Rolf Bartschi, NNS' vice president, CVN 78 carrier construction. "The configuration of the blades, the weight of the propellers and the extremely tight tolerances required make this a challenging installation. I commend the rigging and machinery installation mechanics for a job well done."

Gerald R. Ford's primary hull structure reached 100 percent structural completion in May, bringing more than three years of structural erection work to a close. Work continues on the ship, including the piping and electrical systems and the habitability areas such as the galley and mess spaces. The ship's christening is scheduled for Nov. 9.

Yangzijiang unveils \$871m order wins of bulkers and boxships

Yangzijiang Shipbuilding has secured \$871m in new orders comprising of 12 bulk carriers and five containerships. The orders include four 208,000 dwt bulk carriers, five 82,000 dwt bulk carriers, three 64,000 dwt bulk carriers, and five 10,000 teu containerships ordered by **Seaspan Corp.** The 17 new effective contracts are scheduled for deliveries in 2015 to 2016, Yangzijiang announced.

Year-to-date, the privately-owned Chinese shipbuilder has 52 shipbuilding contracts amounting to \$2.1bn. The yard is also sitting on 28 options worth a total of \$1.36bn, of which 11 options are for containerships worth \$850m and 17 are for multi-purpose bulkers worth \$510m. **Source : Seatrade Global**



The pushertug **HERKULES III** at the slip at **Kooiman** in Zwijndrecht Additional sponsoons are added to reduce draught and carry more Fuel Oil, for Paraguay. **Photo : Arie Boer ©**

ROUTE, PORTS & SERVICES

A red ship named FUGRO EQUATOR is shown at sea. The ship has a white superstructure and a red hull. The name "FUGRO EQUATOR" is visible on the side of the ship.

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The **MSC MARIA SAVERIA** passing Vlissingen inbound for Antwerp - **Photo : Huib Lievense ©**

Maersk Line revises 'Ecumed'

Maersk Line is to revise the rotation of its 'Ecumed' Black Sea to West Coast of South America service with the addition of westbound calls at Izmir and at the central Med hub of Marsaxlokk. The new westbound call at Malta will come in addition to the Ecumed's present eastbound calls, whereas Izmir was not served by the 'Ecumed' so far.

The revised rotation reads as follows: Novorossiysk, Ambarli, Izmit, Izmir (new), Marsaxlokk (new), Algeciras, Caucedo, Manzanillo (Pan), Panama Canal (waypoint), Buenaventura, Guayaquil, Balboa, Panama Canal (waypoint), Manzanillo (Pan), Algeciras, Marsaxlokk, Izmit, Ambarli, Yuzhnyy, Novorossiysk.



The **MAERSK BOGOR** - Photo : Frits Janse ©

The 3,078 **MAERSK BOGOR** has inaugurated the new rotation with last week's northbound sailing from Buenaventura and the first call at the new port of Izmir is scheduled for 5 November. Along with the addition of the two calls, the service rotation is extended from nine to ten weeks and a tenth ship, the 3,078 teu **MAERSK BALI**, will be redeployed to the 'Ecumed' in order to maintain weekly sailings. Source : Linervision

Navy begins developing Oyster Bay into mini Subic; mum on US pivot

OYSTER BAY, Palawan, Philippines—At Naval Forces West headquarters, the wooden planks that are the main platform of the Philippine Navy's sole naval shipyard facing the West Philippine Sea are breaking apart and starting to surrender to the elements.

The planks have cracks and gaps wide enough to send a full-sized man straight into the clear blue waters below.

The crew of a naval supply ship, which was chanced upon by the Inquirer while visiting the facility on Friday, was loading up for a routine run to the Kalayaan Islands in the disputed Spratlys island chain and knew enough to be careful.

Recently, the Philippine government dusted off old plans to develop Oyster Bay, a picturesque cove nestled in old growth mangrove forests and limestone cliffs in the western flank of Palawan's central region. Defense officials are hopeful the decades-old plans to upgrade the naval facility into a major shipyard and naval facility will finally move. The Oyster Bay development plans come as tensions are increasing over China's aggressive assertion of ownership over the entire South China Sea, including parts of what the country calls the West Philippine Sea.

There has been an initial P500 million released to complete some major infrastructure components, including a 12-kilometer access road from the mainland.

"We call this a capability upgrade," said Commodore Joseph Rostum Peña, commander of Naval Forces West (Navforwest).

Once completed, the facility would have an extended wharf to accommodate "at least four large naval vessels," he said. He cautiously avoided a conversation on the South China Sea conflict.

Peña said part of Navforwest's capability upgrade would come from the Armed Forces of the Philippines' modernization program. This include the installation of high-powered radar systems in strategic areas from north to south of Palawan facing the West Philippine Sea. The radar systems would allow them to closely monitor developments in the disputed areas of the Spratlys.

"The coastal watch program should allow us eventually to monitor our seas in real time," Peña said. At least four of these stations that form part of the radar network have already been upgraded, according to Peña. He said they were hoping to add more radar stations, including one in the Sulu Sea to specifically watch over the Tubbataha Reefs, a United Nations Educational, Scientific and Cultural Organization (Unesco)-designated marine protected area.

Armando Lustre, head of Lustre Construction that won a Department of Public Works and Highways (DPWH)-administered contract to complete the 12-km road from the village of Macarascas to Oyster Bay, said they had begun the road work and were expecting additional funding for the third and final phase of the road development plan for the area.

Peña likened the Oyster Bay facility to "a mini Subic" once completed. Like the former US naval facility in Zambales, the bay has physical characteristics that can host large warships. "It is also ideal as a base for our Marines. It has vast jungles suitable for training," Peña said.

Peña declined to comment on the suitability of Oyster Bay for use by US naval ships under a new bilateral defense agreement that would allow the United States access to Philippine military bases, saying only that their facility would be "suitable for large warships." This US return to the country is part of its pivot to the Asia Pacific, a form of temporary basing in nations in the region.

The development of Oyster Bay has encountered resistance from the local community. Around 10 years ago when the Philippine Navy began developing Oyster Bay and its naval reservation, all the villages around it rejected the facility, expressing this in a referendum conducted by the city government. But Jane Villarin, a village council representative of Macarascas which hosts the newly transferred Navforwest headquarters believes the objections had been assuaged. "I don't think the community will resist the development of the naval base ... we are used to them now," she said.

Source : **Inquirer Southern Luzon**



SVS BONNY, ex Japanese Government Fisheries Patrol Vessel **SEIKAI MARU** about to sail from **Damen yard** in Singapore for Phuket and Mombasa. She is named after Anne Bonny, an infamous Elizabethan era pirate, as are most SVS vessels. **Photo : Jon Elliott ©**

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Sanur to have new dock, face lift

The Denpasar administration is planning the construction of a wharf in Sanur to facilitate speed boats to ferry passengers to and from Nusa Penida islands, an official said.

Gde Astika, head of the city's transportation agency, said that the facility would make the experience more convenient, especially given the large number of people that made the trip daily.

He said the local people in Sanur — a once quiet coastal village that is now a popular tourist spot — thought the dock would be a good idea as accommodation, shops, cafes and restaurants were being built in the area.

The village is now famous for being an upscale resort with a high number of expatriate residents. "As a follow-up to the locals' idea, we conducted a study — the result of which suggested the project would be feasible," he told Bali Daily on Friday. Based on the results of the study, the city administration together with the central government designed a master plan on the project, which was completed a couple of weeks ago.

"We discussed this plan with the local people and they welcomed the project," he said, without elaborating on the details of the master plan. He said the project would be funded by the central government.

Currently, the Transportation Ministry directorate general is drafting a detailed design for the dock so the project's cost could be estimated. Speed boats and traditional boats take passengers from Sanur to Nusa Penida, which comprises three islands: Nusa Penida, Nusa Lembongan and Nusa Ceningan. These islands are well-known snorkeling and diving spots.

Passengers are not only tourists, but also locals. The Dalem Ped Temple in Nusa Penida is one of the most important temples in Bali and attracts a constant flow of pilgrims from mainland Bali. Astika said that the development of a dock in Sanur was in line with a national project to develop the locale as a Strategic National Tourism Area (KSPN).

Last year, the central government officially established 88 KSPN across the country. In Bali, Sanur is included alongside Kuta and Nusa Dua under one KSPN.

This KSPN is expected to be a model for others for the implementation of a destination improvement project funded by the central government and the local administration. Early next year, the government will start an improvement and beautification project to increase the appeal of Sanur as a tourist destination. This project will be jointly supported by the central government and the city administration, with the central government providing Rp 5 billion (US\$446,000) and the city administration earmarking Rp 10 billion from its annual budget.

Head of the city's Tourism Agency, Putu Budiasa, said Sanur would retain its characteristics that make it a unique destination. "This multi-year project is due to commence next year, with new facilities such as a jogging track, souvenir shop area and garbage management." This project would also include the development of certain parts of Sanur that see less tourists, he added. **Source : Jakarta Post**

McDermott and TH Heavy Engineering formalize JVs

Affiliates of McDermott International and TH Heavy Engineering Berhad have confirmed the formalization of several joint ventures (JVs). The JVs were formally approved by THHE shareholders at their annual general meeting on 3rd June 2013.

"This is a milestone occasion for both companies" said Scott Cummins, Senior Vice President and General Manager, McDermott in Asia Pacific. "We have worked together on previous international bids as prime contractor and subcontractor, but with the new joint ventures we are both better able to commit and combine resources to enhance our joint Malaysian business."

"THHE is motivated, entrepreneurial and keen to make major contributions to Malaysia's offshore oil and gas industry," continued Cummins. "Now the joint ventures are complete, THHE can also more fully access the experienced personnel, technical expertise, proven systems and world-class assets that McDermott contributes to the joint ventures; we look forward to further contributing to Malaysia's aspiration of becoming the number one hub for oil and gas in the Asia Pacific region."

The McDermott-THHE joint ventures will specifically focus on meeting the increasing needs of energy clients in Malaysia and is expected to bolster Malaysia's engineering, procurement, construction, installation and commissioning (EPIC) capabilities to support the country's projected extensive oil and gas growth. **Source : Offshore Shipping Online**

.... PHOTO OF THE DAY



The tug **ADRIAAN** as stern tug with the **BUFFEL** enroute Hellevoetsluis – **Photo : Hans Hoffmann ©**

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