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The **AZALEA ACE** moored in Bonaire – Photo : Henk Ram ©

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The Hurtigruten vessel **NORDLYS** navigating in the Norwegian Fjords – Photo : Pim Zandee ©

Sri Lankan navy rescues 32 refugees

The Sri Lankan navy this week rescued 32 asylum seekers stuck at sea for two months after their wooden boat broke down, officials say.

The survivors, however, told authorities that before their rescue they spent 21 days without food and were forced to throw the bodies of 98 people overboard, Time magazine reported Tuesday. The refugees told local officials they are Muslims from near the Myanmar-Bangladesh border who had set out for Indonesia or Australia. The magazine said the United Nations estimates at least 13,000 people fled the region between Myanmar and Bangladesh by boat last year with 485 of them known to have drowned. **Source : UPI**

Whitstable lifeboat called out to man missing in Faversham

The **Whitstable Lifeboat** had its first call of the year when the lifeboat was launched at 4.55pm to assist police, coastguards and Kent Search and Rescue in a search for a missing 85-year old male in the Harty Ferry area of Faversham. The lifeboat crew of Helmsman Dave Parry accompanied by Stuart Enderby and Dan Monk conducted an extensive search from the mouth of the Swale and Nagden Marshes into Faversham and Oare Creeks and west along

the Swale to Fowley Island between Faversham and Conyer Creeks. After two hours of searching all units were stood down' when Thames Coastguard reported that information had been received that suggested that the search had now moved away from coastal areas. The man was found this evening in Lewisham. **Source : thisiskent.**



18-02-2013 : **CIC PIRAEUS** arriving from Newport News at th Tyne with 65,000 of coal **Photo : Kevin Blair ©**



Henk Smith – a new Associate Member at GSC

Global Salvage Consultancy brings salvage expert on board



In February **Henk Smith** joins **Global Salvage Consultancy (GSC)** as an Associate Member. This fast growing International Service Provider in the field of maritime salvage and wreck removal will be enhanced with (yet) another leading expert.

Managing Partner **Camiel de Jongh** is pleased with the accession of **Henk Smith** to the GSC Group. "This is an additional consolidation of our team. With Henk's background, experience and skills, the GSC team will be further enhanced. Not only will we be able to ensure our clientele with additional continuity, his arrival will also be valuable to our rapidly growing organisation on a tactical and strategically level. About his new position as Associate Member at GSC **Henk Smith** says: "First and foremost, I am pleased to be back in the world of salvage. It's very demanding, not only in view of finding creative solutions to an immediate problem, but also when it comes to communicating with all parties involved. "

Smith started his seagoing career as Deck Officer with JO Tankers and obtained his Master Mariners certificate, after which he moved to SMIT International. Starting as a Salvage Master, Smith gained a solid understanding of the Salvage business. Meanwhile he obtained his MBA at the Erasmus University in Rotterdam and was promoted to the management team of SMIT Terminals & Harbour Towage.

Global Salvage Consultancy was founded in 2008 and focuses on providing expertise to the marine salvage and wreck removal industry. All of GSC's members are experts who have worked with leading international salvage companies.

From the onset, GSC has been globally involved in many small to (very) extensive scale salvage operations, for Owners, their Underwriters and P&I clubs, as well as by offering project management support to leading salvage companies and various authorities. By specialising in marine salvage and wreck removal activities, GSC is able to uphold the highest standards of quality and safety.



The Pilot swath **PERSEUS** outbound passing Hoek van Holland – Photo ; Kees Torn ©



Coast Guard: Cruise ship fire started with leaking fuel-oil line

The fire that crippled the Carnival cruise ship Triumph started with a leak in a fuel-oil return line running from one of the ship's engines, the U.S. Coast Guard said Monday. Leaking oil hit a hot surface, starting the fire, said Teresa Hatfield, the lead investigator for the Coast Guard. Hatfield said there was no indication the leak in a flexible hose section was intentional.

"Fire suppression was immediately activated by the crew, first by waterfog and then by (carbon dioxide). They did a very good job," Hatfield said.

"We are looking at the cause of the fire and why the ship was disabled for so long, and we are also looking at the crew response to the fire as well."

Hatfield said the investigation will last for several months. The Coast Guard said it has conducted 21 interviews with passengers and crew members since Thursday, when investigators boarded the ship while it was still at sea. Hatfield said the oil return line is one of the items that is routinely inspected, but she did not say when it was last inspected or describe its condition at that time.

Vance Gulliksen, a spokesman with Carnival Cruise Lines, told CNN Monday that the ship's last scheduled Coast Guard inspection was on November 15. Gulliksen also said the cruise line agreed with the Coast Guard's determination of the origin of the fire. Coast Guard spokesman Carlos Diaz said the line ran from the ship's "number-6 engine" to a fuel tank.

The Triumph was on the third day of a planned four-day cruise from Galveston, Texas, to Mexico when the fire broke out and brought the trip to a halt. It was carrying more than 4,200 people, including 3,100 passengers. The Triumph was eventually towed into port in Mobile, Alabama, Thursday night, and the last passengers disembarked Friday.

Stranded on the crippled ship, passengers and crew lived with worsening conditions, as toilets stopped working, and waste spilled onto floors and into hallways. Passengers had to use plastic bags to collect their waste.

Passenger Cassie Terry described the ship as "a floating toilet, a floating Petri dish, a floating hell" in a lawsuit filed Friday against Carnival for unspecified damages related to the cruise. Passengers reported long lines for food, shortages of fresh water and widespread boredom. Many passengers slept in hallways or outside to escape the odors and heat below decks.

Patrick Cuty, a senior marine investigator for the Coast Guard, told CNN Sunday that investigators had located the area where flames erupted in the engine room. "We know that the fire originated in front of a generator," Cuty said.

"You can see the ignition marks on the wall." There are three generators in the engine room where the fire broke out. Three other generators are in a second engine room that wasn't involved in the fire, Cuty said. The same ship encountered a problem in January with its propulsion system, according to a notice posted on the website of Carnival senior cruise director John Heald.

On Saturday, Carnival crew members were bused to and from the ship to help with the clean-up. One housekeeper told CNN it wasn't pleasant work but said it had to be done, and the crew was willing to do it. Passengers have praised the crew for its response during the ordeal. Because the **Carnival Triumph** is a Bahamian-flagged vessel, the Bahamas

Maritime Authority is the primary investigative agency and will work with the Coast Guard and the National Transportation Safety Board. Investigators pulled the voyage data recorder, a device that records alarms, voice communications on the bridge, engine speed, navigation information and rudder angle, Cuty said.

It appears that the fire suppression worked as designed, Cuty said Friday. The engineer who was on watch around dawn February 10 saw the fire ignite over a video feed and immediately notified the bridge, Cuty said.

On crippled cruise ship, icky jobs fell to 'amazing 39; crew Lawsuit filed over 'floating hell' cruise **Source : CNN**

Uncertainty of Baltic Dry Index Prompts Long Term Shipping Contracts

Five years ago this week, the **Baltic Dry Index (BDI)** started its rapid ascent from 7000+ (heady beyond belief by today's standards), to brush the 12,000 market just three months later. Few would have believed at that time that an index level of 700+ would ever appear acceptable but as the Index hovers around this point trade continues despite the prolonged slump. With some industry experts predicting another dismal year for bulk cargo carriers, there comes a sign that some of the commodity groups themselves may hold a very different view. MOL Cape (Singapore), a subsidiary of shipping giant Mitsui O.S.K. Lines (MOL), has concluded 20-year Freight Service Agreement for 200,000-tonnes-plus class iron ore carriers with international mining group Rio Tinto. Based on the contract, MOL Cape will place several large-scale carriers to transport iron ore mainly from Australia to China whilst the company has independently developed business in Singapore. Conclusion of the long-term contract with Rio Tinto will contribute to MOL's earnings stability, and further consolidate MOL's national business expansion, whilst for Rio Tinto the deal means continuity in the long term regardless of vagaries in the market.

Indices such as the BDI and the trades that drive them tend to be cyclical, the trick being the ability to prejudge the timing of the cycle and overcapacity rarely lasts for ever and doubtless with this in mind Tim Huxley, CEO of Hong Kong-based Wah Kwong Shipping Holdings, speaking to Reuters recently commented:

"We are seeing a lot of the big commodity producers and charterers showing a lot more interest in taking a long-term cover. That would suggest that they think that freight rates are going to rise in the medium to longer-term. 20-year deals are rare, as not many shippers have the capability to strike such long-term contracts. This year is looking pretty grim. For most bulk carrier owners, this is a year of survival." **Source : Handy Shipping Guide**



Supply Ship Attacked off Nigeria, 2 Crew Kidnapped



WALVIS-7, a Nigeria-flagged offshore supply ship of the Nigerian company **Sea Trucks Group**, was attacked by the pirates near Bonny River, Nigeria on 10 Feb. The Master and Chief Engineer were reported to have been kidnapped.

After days of unconfirmed reports, it was confirmed by the International Maritime

Bureau (IMB), that twelve heavily armed pirates approached, fired upon and boarded the offshore supply vessel, Walvis 7, which was underway at 1830 UTC in position 03:33.55N - 006:35.39E, around 45nm off Bonny Fairway Buoy, Bonny River, Nigeria.

Reports state that the alarm was raised and most of the crew had retreated into the citadel. However, the Master, from Honduras, and Chief Engineer, from Ukraine, were kidnapped by the pirates who escaped with ship and crew cash, as well as personal belongings. The remaining 18 Nigerian crew safely sailed into port. **Source : Maritime Executive**



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The **CMA CGM MAGELLAN** outbound from Southampton passing Cowes, Isle of Wight. Photo : Chris Bancroft ©

Threats of icebreaker strike in Finland

The Finnish trade union **Ships Officers Association** are in negotiations with **Arctia Shipping** on redundancies and changes in employment after the sale of the icebreaker Botnica has stalled. The union has now announced a strike.

"We are waiting for a message from the mediator and naturally hope that we can reach an agreement, so we do not need to go on strike", says Risto Blomquist, leader of the trade union. Trade Manager Risto Blomquist from the Finnish Ships Officers Association says to Sjöfartstidningen that any strike will begin on 1 in March, but only Arctia Shipping's vessels. The state-owned shipping company **Arctia Shipping Ltd** owns the Finnish icebreakers, which previously belonged to the Maritime Administration. The fleet now have seven icebreakers after **BOTNICA** was sold to Estonia in October 2012. Source: Sjöfartstidningen



Another photo of the [AEGIR](#) at arrival in Cape Town – Photo : [Michiel Koppen](#) ©

Windstar Doubles Size of Fleet with Addition of Three Seabourn Ships

Windstar's owner, Xanterra Parks & Resorts®, has reached an agreement with [Seabourn](#) to purchase their three small ships: Seabourn Pride, Seabourn Legend, and Seabourn Spirit. Under the project name Global Windstar, Windstar Cruises will become the market leader in small-ship cruising with 300 or fewer passengers, with a total of 1,230 berths.

"[Windstar Cruises](#) has experienced four straight years of growth. This expansion is the perfect way to build on the momentum following our recent fleet-wide renovation, providing us with the much needed capacity to match the accelerating demand for our intimate style of yacht cruising," said Andy Todd, chief executive officer of Xanterra Parks & Resorts®. "Global Windstar enables us to extend our unique small-ship experience throughout the world."

Windstar will take possession of the three 104 all-suite ships, which hold 208 passengers each, over the next two years in the Mediterranean. The Seabourn Pride will be the first ship to enter into our luxury fleet in April of 2014. Following a Windstar-branded renovation, where we will give the ship a new name and a casually elegant look, the Pride will set sail a month later in the Mediterranean in May 2014; voyages are expected to go on sale in May of this year. We will take possession of [Seabourn Legend](#) in April 2015 and [Seabourn Spirit](#) in May 2015. The yachts will start sailing in May of 2015 following their dry-dock period.

"Windstar is proud of its heritage in sailing and will continue to offer voyages on all three sailing yachts," said Hans Birkholz, Windstar's chief executive officer. "What our guests continue to be enthusiastic about is our intimate, yacht style of cruising. This style is the core of our brand experience and the new ships are a perfect fit to build on that foundation." Global Windstar will also allow us to service new regions of the world such as Asia and South America, in addition to the fifty countries we already sail to. We will continue to focus on the unique destinations that larger ships cannot call on.

You may already have noticed the opportunities Global Windstar presents when we announced Windstar's return to Tahiti in May of 2014. Tahiti has long been the number one destination request from our guests. We are beyond thrilled to be returning. **Wind Spirit**, our recently renovated 148-passenger sailing yacht, will begin 7-day voyages from Papeete, Tahiti on May 2, 2014. Sailing the South Pacific Islands through November 7, the yacht will also call on Moorea, Taha'a, Raiatea, Huahine, and Bora Bora.

We hope you are as excited about this news as we are. Windstar offers you an intimate, unique, and engaging cruise vacation – and we can't wait to see you on board again, whether it's relaxing under the sails or cruising on one of our new all-suite yachts.



The **MSC DIVINA** – Photo : Harvey Wilson ©

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Lamma IV coxswain 'made full turn' to avoid Sea Smooth

Coxswain insists he saw Sea Smooth on the radar and turned to the right, but record shows Lamma IV only changed course by five degrees

By : Simpson Cheung

The coxswain of the sunken **Lamma IV** said he made a full starboard turn when he saw the **Sea Smooth** ferry approaching a minute before the vessels collided, a commission of inquiry into the National Day tragedy heard. But the radar record shows the vessel turned just five degrees. Thirty-nine people died in the disaster on October 1. Chow Chi-wai also said he first saw **Sea Smooth** on the radar, but the public ferry's lawyer suggested Chow had "invented" the story for the inquiry, as it contradicted his previous statements to the Marine Department.

Chow told the inquiry yesterday morning that he had seen **Sea Smooth** on the radar, about one minute before the collision, then visually saw it "dead ahead". He said he immediately took action by making a full starboard (right) turn. He then switched off the engine to minimise impact when he recognised it was too late. But Charles Sussex SC, for the owner and crew of **Sea Smooth**, noted in the afternoon session that the radar record showed **Lamma IV** shifted course by only five degrees in the minute before the crash. "The gradual change of course to starboard ... was a navigational manoeuvre, and was not a collision avoidance manoeuvre," he said. The gradual change of course to starboard ... was a navigational manoeuvre, and was not a collision avoidance manoeuvre Chow insisted he made the turn to avoid collision, but said the **Lamma IV** - which was taking over 100 Hongkong Electric employees and their families to watch the National Day fireworks - could have turned slowly. "You didn't even see **Sea Smooth** until a very few seconds before collision," Sussex said. But Chow rejected his claim, saying **Sea Smooth** was three cables (555 metres) away when he saw it.

Sussex also noted Chow had earlier told the Marine Department he did not keep an eye on the radar after he left the typhoon shelter. He also did not mention to police that he had looked at the radar. "I suggest to you that the story that you're now telling of seeing **Sea Smooth** on the radar is something which you have invented today," Sussex said. Chow denied the suggestion, saying he had simply forgotten to mention the radar in his previous statements. But he later said it was "more or less so" when Sussex suggested that he only applied full helm to starboard 30 seconds before collision.

Chow also said in a written statement that both vessels should have turned to starboard, according to anti-collision rules, and it was hard to understand why **Sea Smooth** did not. Chow, who was seriously injured, was the last person rescued from **Lamma IV**. The hearing continues. Source : South China morning post



The K5 oil centre Malabo West Africa – photo : Aad van Spijk (c)

Maersk Line Celebrates 100-Year Anniversary in Brazil

It was 100 years ago today when Maersk Line – the world's biggest private-sector shipping company - began to trade with Brazil for the first time. Steamship **Laura Maersk** reached Brazil's shores on 19 February 1913, docking at Paranagua first – nearly seven weeks after the ship was launched on 1 January 1913.

"The importance of Brazil to Maersk Line has changed significantly since 1913, we have gone from 2,800-tonne bulk cargo ships to a fleet of SAMMAX 88,237-tonne container cargo ships and we have played a key role in helping the food industry establish itself as a major global player," said Peter Grangaard Gyde, CEO of Maersk Line Brazil. "But this

is just the beginning, we are now helping our customers transport commodities from grains to metals via door-to-door container delivery, providing Brazilian producers access to new markets by opening trade routes across our global services network,” he added.

In February and March 2013, Maersk Line will be launching its 15th and 16th SAMMAX vessels – short for South America Maximum, which completes deliveries on 16 new ships costing USD 2.2bn. The last remaining ships to be launched are the **Maersk Lamini** and the **Maersk Labrea**. The ships are specifically designed to be the largest ships that can safely enter Brazil's ports. The gearless ships largely transport poultry, meat and fruit today. The first SAMMAX to arrive in Brazil was the **Maersk Lima** in June 2011. The SAMMAX has a draft of 13.5m and a length of 299.9m. The ship carries 7,450 TEU, has 1,700 reefer plugs, travels at a speed of 22.5 knots - more than three times faster than **Laura Maersk**, and has 51,909 BHP, or 38,889kW. The crew complement is 28 versus 25 for the **Laura Maersk**.

Looking back

On that historic day, way back in February of 1913, **Laura Maersk** carried 2,800 tonnes of cargo with just four hatches; the engine had three cylinders, 1,400 HP and a speed of up to eight knots. In terms of size, she was just 14m wide, 97.7m long and 6.15m deep. With a crew of 25 that included four engineers, **Laura Maersk** was built to trade with Brazil and was known for transporting bulk cargo such as grain, timber and coal at the time.

It was not for another 81 years when Maersk Line's first-ever container ship **Maersk Santos** arrived at Santos port in 1994, representing the start of a new era for Maersk Line in Brazil. In 2000, for example, the beef industry used only open cargo ships; today they have completely migrated to refrigerated container cargo to transport goods worldwide. This same trend is now starting with the grain, fertilizer, mineral and metal industries. The arrival of **Laura Maersk** and **Maersk Santos** highlight some of the key changes in Brazil's evolving global trade story. Today in the latest trend, metal and fertilizer producers, like beef companies more than 10 years ago, are increasingly turning to containers as a means of reaching new markets for the first time. **Source: Maersk Line**



The **XIN QIN ZHOU** outbound from Melbourne – **Photo : Dale E. Crisp ©**

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NAVY NEWS



18-02-2013 : [HMS DEFENDER](#) departing the River Tyne [photo : Derrick Johnson ©](#)

US Navy details potential defense spending cuts

The fallout continues from concern over defense cuts.



Tuesday, the Navy released a list of dozens of “potential actions” it would take, if Congress fails to reach a deal on debt, and the dreaded sequestration process kicks in on March first. [Click here](#) to read the Navy's list of possible cuts.

Among the many changes: cancellation of the [USS Bataan](#) Amphibious Ready Group deployment in 2014, cancellation of the Blue Angels' performances in the third and fourth quarters of this year, including the shows scheduled for this September at N.A.S. Oceana, and deferring repairs to the

guided missile destroyers [USS Porter](#), which was badly damaged last year in a collision with a freighter in the Persian Gulf. Other possible changes include general reductions on ship operations and flight hours, cutting back of the Naval Academy's midshipmen training program, and cutting Navy civilian employees' pay by 20 percent via furloughs.

Already, the Navy had announced the cancellation of scheduled maintenance contracts to eleven other warships, imperiling those ships' material conditions, and job security for the 40,000 people who work for the 250 companies which make up the [Virginia Ship Repair Association](#). One of those ships, the [USS Abraham Lincoln](#) was scheduled to move this week to [Newport News Shipbuilding](#) for its scheduled mid-lie overhaul and nuclear refueling. That move got put on hold while haggling continues in Washington over the continuing resolution for the 2013 defense budget.

Consequently, the president of the shipyard's parent corporation, Huntington Ingalls Industries, said today furloughs or layoffs could be possible. Mike Petter said, "On March 27th, if there's not a resolution that allows that ship to start in fiscal year 2013, then I think I will affect our workforce." [Newport News Shipbuilding](#) is Virginia's largest industrial employer, with a work force in excess of 21,000 employees. The sequester cuts would sharply reduce military spending further and have big consequences for the region.

A recent Old Dominion University study project Hampton Roads could lose 28,700 over the next three years, if sequestration went forward. The sequester cuts, totaling \$1.2 trillion over the course of a decade, were agreed to in the summer of 2011 in a deal to raise the debt ceiling and were intended to be so unpalatable that the White House and Congress would find a way to avert them by developing an alternate long-term deficit reduction plan. Half the cuts would be to non-combat military spending while the other half would be to domestic discretionary spending. **Source :** [WVEC](#)

US Navy to Congress: No budget, no second submarine in 2014

If Congress doesn't pass a budget this fiscal year, the Navy said it likely would not purchase a second [Virginia-class](#) submarine in 2014. The Navy released its latest plan to Congress on Tuesday for how it will be affected if the government keeps operating on a continuing resolution that funds spending at last year's levels, and if Congress does not act before March 1 to prevent the automatic spending cuts known as sequestration.

The continuing resolution expires March 27, and Congress could extend it for the rest of the fiscal year. U.S. Rep. Joe Courtney, D-2nd District, said the House Armed Services Committee created and passed a plan that authorized two submarines in 2014. "Now it is incumbent on congressional appropriators to work with us to get the rest of the way there," he said. "The House's plate is full and time is running out to act. That is why last week I voted against Speaker Boehner's motion to adjourn, shutting down the House for 10 days that would be better used tackling these issues, supporting our critical defense priorities, and protecting our economy." The Navy told Congress last month it would cancel a \$45 million repair job on the [USS Providence \(SSN 719\)](#) at Electric Boat and two demolition projects involving three older buildings at the Naval Submarine Base in Groton unless Congress agreed on a new budget. And if sequestration occurs, the Navy said, it would delay repairs to the Groton-based [USS Miami](#) and cancel several ship deployments.

At that time, the Navy did not say the second submarine in 2014 was in jeopardy. A Navy spokeswoman said Tuesday's update provides a higher level of detail. EB in Groton and Newport News Shipbuilding in Virginia jointly build two attack submarines per year. The plans for two submarines in 2013 are not expected to change. **Source :** [The Day](#)

France's Hollande eyes frigate deal during Greece visit

French President Francois Hollande will bring a message of support during a visit Tuesday to Athens, where he will attempt to clinch a lucrative frigate deal with Greek officials. The six-hour visit will focus on Greece's privatization process, with Athens reportedly keen for French company EDF to bid in the international tender for Greece's natural gas companies DEPA and DESFA. Hollande is also expected to discuss other investment opportunities with Greek Prime Minister Antonis Samaras, and try to convince officials to lease two FREMM multi-purpose frigates for the exploration of gas and oil reserves in the Aegean. France's Le Figaro newspaper said Hollande will be aiming to send a message to foreign investors that Greece's fiscal consolidation efforts and structural reforms are starting to pay off **Source :** [Europe Online](#)

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Carrier work starts in Portsmouth

Work has begun in Portsmouth on a key section of a new aircraft carrier. The first steel for a key section of **HMS Prince of Wales**, the second **Queen Elizabeth Class** aircraft carrier, was cut earlier this week. The section will contain accommodation, recreational facilities, a laundry and bakery. The block will be placed above Lower Block 02, which is also currently under construction in Portsmouth. The symbolic first steel cut is traditionally performed by senior members of the Royal Navy.

However, twenty-one year old fabricator Shaun Collins was given the honour after receiving a Personal Achievement Award at the **BAE Systems** UK Apprentice Awards. **Source** : ITV

SHIPYARD NEWS

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Nanaimo Shipyard battles to stay out of bankruptcy

The **Nanaimo Shipyard** is financially restructuring itself in an effort to stave off bankruptcy. The shipyard, which has been located on Stewart Avenue since the 1930s, filed a "notice of intent" earlier this month to inform its creditors that it has begun an approximately two-month restructuring process to try and make the operation financially viable once again. The shipyard was expecting a bonanza of contracts that was supposed to create at least 100 new, high-paying jobs as a result of its partnership with Seaspan Marine's Vancouver Shipyard in its \$8-billion federal contract that includes the building of seven new noncombat ships.

The federal ship-building contract, announced early in 2012, was expected to create approximately 4,000 jobs in B.C. over the next eight years, including 200 jobs at the **Victoria Shipyard** in Esquimalt and another 100 at Alberni Engineering in Port Alberni, as well as the work in Nanaimo.

But shipyard president Ron van Wachem said that after almost a year of talks with federal officials about what work the Nanaimo Shipyard will get from the contract, the company has received no commitments on any upcoming work which has left the future of the long-standing but cash-strapped company in limbo. "We've been told not to expect any work from contracts related to the non-combat ships and our other work has been drying up as well," van Wachem said.

"Contrary to what the prime minister said when he announced the **Seaspan** contract in Vancouver last year, we've received no commitments from the government for work at our shipyard other than bringing vessels there to do paint jobs on their bottoms. "It appears that the government is not committed to small businesses in the country."

The **Nanaimo Shipyard** is a full-service shipyard that is mainly engages in refits, conversions and repairs to all kinds of vessels. Van Wachem said operations at the shipyard will continue as usual through the restructuring process.

He said he "doesn't know" what the company will look like after its restructuring efforts, but a new name and new partners may be part of a renewed organization. **Source** : Times Colonist



The **FAIRPLAY 26** entering the drydock at **Van Brink** in Rotterdam Pernis
Photo : **Piet Baan** ©

Rosyth shipyard downgrade 'due to English bias'

THE controversial downgrading of Rosyth naval dockyard by John Major's government was carried out despite one of his ministers warning him the Fife site was cheaper and safer to run than similar facilities in the south of England, according to newly-released government papers. The decision in 1993 to strip all nuclear submarine refitting work

from the Scottish yard in favour of Devonport in Plymouth sparked a fierce backlash against the Conservative government, and was a leading factor in the party being virtually wiped out in Scotland at the 1997 general election.

Now, declassified documents show the depth of ill-feeling in Whitehall and the government in the run-up to the decision made by then defence secretary Malcolm Rifkind, at the time MP for Edinburgh Pentlands.

Amid claims by senior civil servants of the Ministry of Defence's "south of England bias", the papers detail a strained relationship between the MoD and the Scottish Office.

They include a draft minute prepared for then Scottish secretary Ian Lang and sent to Mr Major, which made clear that the "consideration of objective criteria... all point to nuclear Rosyth". The SNP last night said the revelations showed the MoD's "utter disregard for Scotland".

At the time, both yards were engaged in an aggressive and bitter competition to become Britain's sole nuclear dockyard, as part of an MoD review of its ship-refitting capabilities. Securing nuclear submarine work at Rosyth centred on Trident, would have seen refitting, repair and decommissioning contracts worth several billion pounds for about 30 years.

Babcock Thorn, which took over the yard from the government in 1993, now operates it as a surface ship refitting facility with far fewer staff.

Anger over the dispute within the Scottish Office is clear in a minute in which Mr Lang tells Mr Major that opting for Devonport would be "seeking to defend the transparently indefensible".

He explained: "The consideration of objective criteria leads to the conclusion that the nuclear work should be located at Rosyth. Naval management considerations, safety, logistics, employment, the force of commitments given in the past, and the objectives of privatisation all point to nuclear Rosyth." The documents show how the Scottish Office also believed there was an evident bias, with David Miller, Mr Lang's private secretary, writing on 9 July, 1992: "It is very plain that a considerable anti-Rosyth lobby exists within MoD." He added Rosyth "was the only [naval base] to be singled out for detailed analysis of the supposed benefits of closure."

The documents include a letter from then deputy prime minister Michael Heseltine, who was also President of the Board of Trade, in which he intervenes on behalf of Devonport. Mr Heseltine wrote to Mr Major: "The award of the contract to Devonport would help buy the necessary time [for diversification of the economy] and I urge you to give full consideration to this aspect in deciding to which yard the contract should be awarded." SNP Westminster leader and defence spokesman Angus Robertson said: "These shocking documents reveal the MoD's utter disregard for Scotland, exposing as they do, the desire to consolidate everything it possibly could in the south of England, regardless of cost or logic."



The CSD **HUTA 14** moored in the Wilton harbor in Schiedam –
photo : R van Helden – www.scheepsspotter.punt.nl ©

Damaged OOCL Brussels in troubled waters

Delivery of huge container vessel delayed until April after tail shaft damaged during tests

By : Keith Wallis

A massive containership that was meant to be the pride of **Orient Overseas Container Line** is languishing in a South Korean shipyard facing expensive repairs. The **OOCL BRUSSELS** is one of 10 ships, and the first in OOCL logos, ordered by parent **Orient Overseas (International)** for US\$1.36 billion in 2011. The ship and its sister vessels will be the biggest in the company's fleet, capable of carrying 13,208 20-foot containers.

OOCL and **Samsung Heavy Industries** went ahead with a lavish dual-christening ceremony for **OOCL Brussels** and sister vessel **NYK HELIOS** on January 18, despite knowing that the delivery of **OOCL BRUSSELS** would be delayed.

There were more than 80 guests, including Shiu Kuang-si, the president of Taiwan's Mega International Commercial Bank, Chartsiri Sophonpanich, the president of Bangkok Bank, and OOCL chief executive Andrew Tung Lieh-cheung.

The **OOCL Brussels** is a very complicated piece of machinery and it is now in the final stage of being prepared for delivery. The ship was to have entered service on OOCL's important Asia-Europe trades at the end of last month, but now would not be delivered by Samsung until March 26.

Delivery of the ship has been delayed after the tail shaft, which connects the engine to the propeller, was damaged during engine tests. Kim Ho-kwon, Samsung's general manager, confirmed that two sections of tail shaft, including the aft section closest to the propeller, both of which are 14 metres long, were damaged by shipyard workers.

Speaking from Samsung's Geoje shipyard, Kim added that "another very small accident" involving shaft bearings took place while the shaft sections were being removed. He said the cost of the damage, including the new shaft sections and labour, was still being assessed, but he said: "It is absolutely our responsibility." Independent ship safety experts have confirmed reports of the damage.

Two Hong Kong ship management companies contacted by the **South China Morning Post** said the tail shaft was custom-made for each vessel so it was difficult to estimate the cost of repairs. But they said repairs could cost up to at least US\$2.25 million, which should be covered by Samsung's insurers. OOCL spokesman Mark Wong said: "The **OOCL BRUSSELS** is a very complicated piece of machinery and it is now in the final stage of being prepared for delivery. With the slight delay in delivery, we plan to deploy the vessel in April." **Source : South China Morning Post**

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Teekay boosts towage operations in Port Hedland

Teekay Shipping Australia has chartered three more high powered Rotor®Tugs from **KOTUG International** to boost maritime services for the mining industry in Western Australia's North-West region.



Teekay Shipping Australia has boosted towage operations in the Port of Port Hedland in Western Australia, chartering three more 80+ bollard pull tonne Rotor®Tugs on behalf of BHPB Billiton Minerals. The 'RT Rotation', 'RT Sensation' and 'RT Inspiration', supplied under contract from **KOTUG International**, will join three powerful Rotor®Tugs already operating in the Port. Teekay Shipping currently provides crewing and technical management services to BHPB, which now boasts a fleet of 14 tugs in what the mining sector regards as Australia's busiest port.

Managing Director of **Teekay Shipping** Australia, David Parmeter, said the new charter was a great vote of confidence in Teekay's operations. "It demonstrates our ability to work with BHPB Minerals to ensure the Port's towage

operations

safely and effectively meet current and projected demand," Mr Parmeter said. The Port Hedland Port Authority is forecasting an increase in throughput results from 247 million tonnes per annum (mtpa) in 2012, to nearly 500 mtpa by 2017.

Teekay and KOTUG's close working relationship, particularly in Port Hedland, has been further solidified by the establishment of joint venture company KT Maritime Services Australia, created in July 2012. Mr Parmeter said the partnership was "an opportunity to combine the mutually beneficial strengths within Teekay and KOTUG."

"On one hand Teekay is a proven Australian operator of tankers, bulk carriers, FPSOs, FSOs, tugs and a diverse range of specialised vessels for both commercial and government applications. "Conversely, **KOTUG** is a world leader in the tug boat industry and has been consistently recognised and awarded by its peers over the past 25 years. It is widely regarded by the international maritime community as a world class, highly innovative marine towage service provider," he said. Currently, **KT Maritime** is actively engaged in working with owners and proponents on a number of Australia's key resource projects. **KOTUG** currently owns over 40 tugs located in Australia, the Netherlands, Germany and Africa. **Teekay** operates a total of 16 tugs in Australia, located in Port Hedland and Hay Point (Queensland).

CSAV to order 7 Samsung 9,000-TEU ships, with options to take 7 more

CHILE's **Compania Sud Americana de Vapores (CSAV)**, plans to order seven wide-beam 9,000 TEU ship from Samsung Heavy Industries with options to buy another seven to reduce its dependence on chartered vessels.

The CSAV fleet is 81 per cent chartered, the highest among the top 20 carriers, said Alphaliner, which added that Samsung has confirmed the deal, after the signing of a Letter of Intent, with a firm contract expected within a month.

The mega vessels are also expected to help the cash-strapped ocean liner focus on its main lines connecting the Far East and Europe to Latin America (east, and south coasts of South America). Financing is likely to be arranged by the Luksic group, which holds a 37.4 per cent stake in the carrier, given that it participated in a recapitalisation exercise at CSAV in February 2012. **Source : Asian Shipper**

NEW TONNAGE ARRIVED AT DANISH SHIPBREAKER FORNAES

By : Bent Mikkelsen



The Danish shipbreaker **Fornaes** has purchased the Finnish ro/pax vessel **RG I**. It yet not decided if the vessel is going to recycled or it will be resold for further trading. Several buyers are presently circling around the vessel, which arrived at Grenaa after a voyage in tow from Finland performed by the Finnish tugs **METEOR** and **POSEIDON**. Furthermore the former French tug **COURBET** (Panama-flag) arrived at Grenaa with the British supply vessel **CLWYD SUPPORTER** in tow from Sunderland, where the **CLWYD SUPPORTER** has been laid up for more than 12 months. **Fornaes** is expected more tonnage in the coming weeks. – **photo's : Brent Mikkelsen ©**





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20-01-2013 : Sea Shepherd's trimaran **BRIGITTE BARDOT** in Hobart, Tasmania – Photo : [Rene van der Lugt](#) ©

Dredging biggest headache for Mozambique's Beira port

Constant silting and shifting underwater sandbanks at the Mozambican port of Beira require daily dredging, hampering efforts to build the Indian Ocean port into a major minerals export hub, the port's managing director said.

Beira has long been used as a transshipment port, processing cargo from landlocked Zimbabwe, Malawi and Zambia, but recently also started moving coal found in Mozambique's northern Tete province, which links with Beira via an old railway.

Infrastructure bottlenecks are a major headache for miners setting up in the former Portuguese colony, home to vast reserves of coking coal, used in steel making.

Brazil's Vale was forced to curtail its output and export targets last year and Rio Tinto wrote down \$3 billion on its Mozambican assets, partially due to infrastructure constraints.

"This is the most difficult channel in this region that requires dredging nearly every day," Carlos Mesquita, managing director of Cornelder de Mocambique, which handles the port, told Reuters in an interview.

The Pungwe and Buzi rivers come together at the country's second biggest city and their currents build heavy siltation and sandbanks around the channel, making it difficult for large vessels to pass.

A capital dredging project - normally used to deepen a port - was completed in 2011, but was not sufficient to allow Panamax vessels through and currently only ships of up to 9.5 meters can dock at Beira. This is expected to change when another such operation is performed next year.

Still, the port will need to be dredged every day after that to keep the sand from piling up, Mesquita said. The port is also constrained by limited capacity on the railway lines linking with Beira, with huge tonnages of cargo currently arriving by trucks along a heavily potholed highway prone to flooding during the rainy summer season.

The majority of coal coming from Tete, including mines set up by Vale and Rio Tinto is sent via the 545 km Sena railway line, whose upgrade has been subject to many delays and which was shut last week following heavy flooding along its tracks.

Mesquita said Vale and Rio Tinto exported a total of 2.43 million tonnes through Beira last year and this was likely to rise only marginally this year despite Vale's export projections for its mine alone of around 4.9 million tonnes for 2013.

"There are problems on the railway because of heavy rains and this has direct impact on us. This year we should do 2.5 to 3 million tonnes (of coal), that is more realistic," he said.

Vale and Rio Tinto upgraded an existing coal terminal at the port to handle up to 6 million tonnes per year and state logistics group CFM plans a new 20-million-tonne facility to cater for growing demand from coal exporters setting up in Tete.

Mesquita said the coal exports from Tete are putting his other operations under pressure, especially as neighbouring countries would like to increase their shipments as well, given bottlenecks at the ports in South Africa and Tanzania.

From the region, Beira has traditionally been used to export products such as tobacco, grains and cotton and to import food, fuel and fertiliser, but is increasingly moving minerals as well, including copper, iron ore, manganese and ferrochrome.

"I'm already stuck today. I've got ships sitting outside for 5 to 10 days," he said. "Coal is a national agenda that I can't stop, but it's taking away capacity from my traditional cargo." Privately held Cornelder, which was commissioned by CFM in 1998 to manage the port, plans to spend at least 300 million euros (\$400.51 million) in the next five years to boost productivity and throughput via an additional quay, a new fertiliser terminal, upgrades to roads at port and equipment. Container traffic was expected to more than double between 2010 and 2015, while general cargo volumes, which include coal, were forecast to rise nearly sevenfold during that same period. **Source: Reuters**



The "**NORMAND INSTALLER**" and "**BOURBON THETYS**" for shelter in Mosselbay

Photo : Crew Calamity Jane ©

Korean shipping lines team up to offer new Korea-HK-Indonesia service

SOUTH KOREA's Heung-A, [STX Pan Ocean](#) and Sinokor are commencing a joint container shipping service between Korea, Hong Kong and Jakarta called the Pusan Jakarta Express (PJX). The service will be launched on March 24 from Kwangyang on the following port rotation of Kwangyang, (Busan) Pusan, Ulsan, Hong Kong, Jakarta, Hong Kong, returning to Kwangyang. The service will turn in three weeks and deploy three 1,500- to 1,700-TEU vessels, reports Alphaliner. **Source : Schednet**

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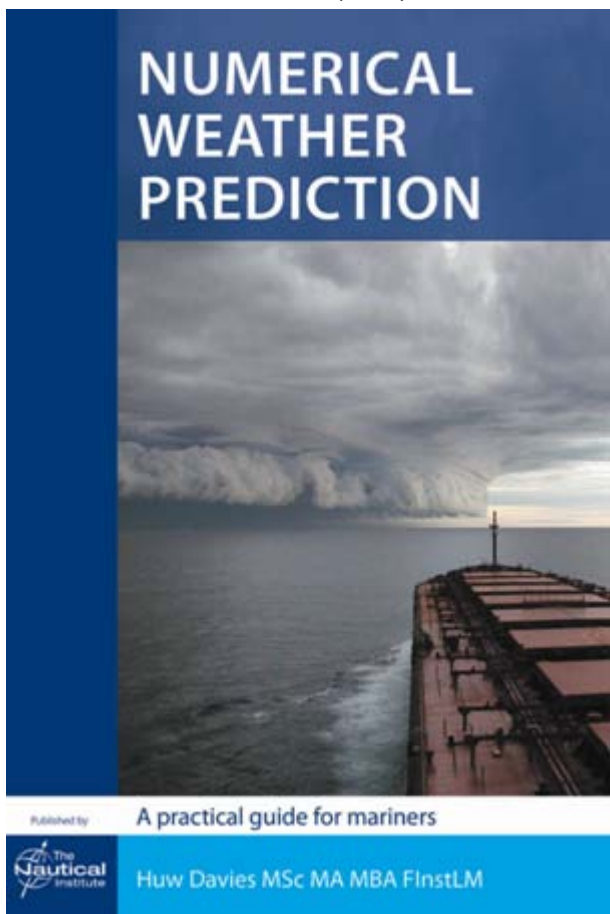
The [FAIRPLAY 27](#) enroute Rotterdam, note the new logo and number in the funnel – **Photo : Leo Varekamp ©**

Launch of Numerical Weather Prediction – a practical guide for mariners

by [The Nautical Institute](#)

The [Nautical Institute](#) has yesterday (Wednesday) launched Numerical Weather Prediction – a practical guide for mariners aimed at explaining the benefits and limitations of numerical weather prediction (NWP) so that mariners can get the most out of it and confidently rely on it for safe operations.

NWP has significantly improved the accuracy of weather forecasts and enabled the development of services specifically for mariners, including routing advice and forecasts as ECDIS overlays. However, statistics from the International Union of Marine Insurance (IUMI) indicate that the leading cause of total loss of shipping between 1996 and 2010 was weather. Between 2006 and 2010, weather accounted for 45% of total losses.



Author **Huw Davies** MSc MA MBA FInstLM explained that “insurers, mariners and shipping companies have not responded to the improvements in weather forecast accuracy or adjusted their procedures and expectations.” In order to close that gap, mariners need to be able to recognise when they are being presented with NWP, establish its source and the characteristics

and performance of the particular NWP model and make informed judgements on suitability and use. This practical guide “cuts through the jargon and complexity to provide mariners with the confidence and knowledge to exploit all of the advantages of modern meteorology and to avoid the pitfalls,” he said.

Effective use of weather forecasting offers the possibility of improving both safety and commercial efficiency. The publication of this guide is in line with The Nautical Institute’s Strategic Plan for 2011-2015, which identified the needs of the seafarer as key to the development of eNavigation. David Patraiko, Director of Projects at the Institute, pointed out that the IMO has initiated this concept to ensure the harmonised exchange of information between ship and shore to support decision-making. “Information should be reliable and in a format that supports decision-making. This guide should help mariners to make the best use of the technology in a practical and professional way,” he said.

Huw is a World Meteorological Organization accredited weather forecaster and a former Commander in the Royal Navy with

extensive experience in marine and aviation meteorology and oceanography both at sea and ashore. He currently advises the UK government, European Commission and a number of FTSE 100 companies on the marine environment and sits on the European Commission Maritime Borders Working Group.

The book explains the NWP production process and examines the accuracy and characteristics of the main meteorological and wave models. Subsequent chapters demonstrate how mariners can evaluate the added value of the many digital weather products and services on offer and also create their own forecasts using freely available NWP sources and free viewers.

In his Foreword, Admiral (Retd) Sir Ian Forbes KCB CBE RN commented that the “capable and fast-moving technology” surrounding NWP “and the mass of information it provides, is only as good as the user’s ability to interpret and deploy it to best effect. And to know how such predictive data was arrived at and by whom.” He acknowledged that when presented with the vast array of new applications and possibilities it offers, “it is all too easy to settle for a less than optimum set of actions and outcomes that fall short of what technology can deliver.” In commending the book, the latest of The Nautical Institute’s practical guides, he stressed that it is written by a mariner for the use of mariners and will inform, educate and ensure the best use of equipment.

In a presentation at the launch, Andrew Paul, Manager Projects and Research, Corporate Maritime Policy at Carnival Corporation, stressed the importance to the shipowner of the continued evolutionary development of NWP. “Accurate meteorological forecasting enables mariners to use their judgement to decide on the most appropriate route to optimise safety and efficiency. Improvements to NWP mean improved support for the Master.”

Numerical Weather Prediction – a practical guide for mariners is available from **The Nautical Institute**
price: £30; ISBN: 978 1 906915 40 7 <http://www.nautinst.org/pubs>

For more information and review copies please contact Bridget Hogan, Director of Publishing and Marketing, The Nautical Institute +44 (0)20 7928 1351, bh@nautinst.org

.... PHOTO OF THE DAY



The ferry **NEW GOLDEN BRIDGE II** Moored in Busan (Korea) – Photo : Fop Leder ©

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