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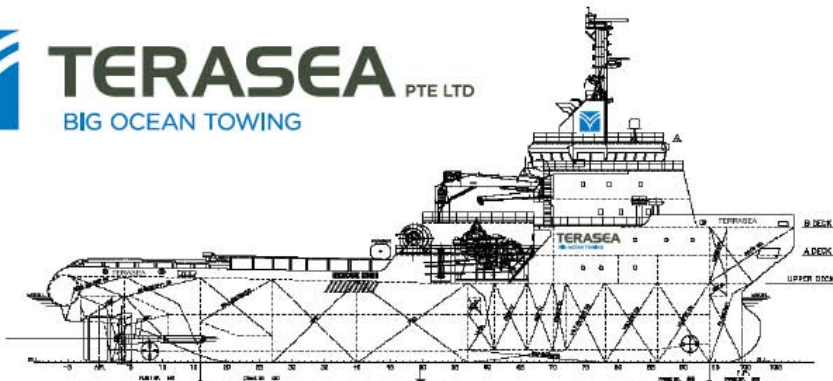
The KNRM Egmond aan Zee lifeboat ADRIAAN HENDRIK during exercise in the surf zone off Egmond during NW 6 bft

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02-02-2013 : The tanker **EMMA VICTORY** inbound to Vancouver harbour Photo : Robert Etchell ©

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World' s largest container vessel undergoes trials

Maersk Line's huge new container vessel Triple-E is undergoing trials at Chalmers Lindholmen. According to Harbour Master Jörgen Wallroth, the vessel, which will be launched in the summer, could be calling at the Port of Gothenburg. Triple-E will be the classification for what will be the largest container vessel in the world. To ensure the vessel can put into the Port of Gothenburg safely and efficiently, it is currently undergoing tests on a ship simulator at the Department of Shipping and Marine Technology at Chalmers University of Technology. "We must be able to guarantee that the vessel can sail into and out of the port in a safe, environmentally correct way. That's why we are conducting a

risk analysis. Together with pilots and tugs, we are putting the vessel through a series of trials on a simulator," says Jörgen Wallroth, Harbour Master at the Port of Gothenburg. Together with Maersk Line, SSPA and the Department of Shipping and Marine Technology at Chalmers, the Port of Gothenburg has entered data for the new vessel into the simulator. This work has taken several months. Now the time has finally arrived for the testing staff to take control of the 400-metre-long, 59-metre-wide vessel. "Our fairway is built to handle vessels that are 60 metres wide and we are currently carrying out trials to ensure that both the approach and departure function smoothly," Jörgen Wallroth continues. In total, it will be possible to load 18,000 containers (TEU) on the vessel, which is 2,500 more than Maersk Line's current largest container vessel, which calls at the Port of Gothenburg each week. The size of the vessel is expected to result in major environmental and efficiency gains. "Triple E stands for Energy efficiency, Economy of scale and Environmentally improved. We are particularly proud of the fact that Triple E vessels will emit 50 per cent less CO2 per container than the market average on the Asia-Europe service," says Christian Juul-Nyholm, Head of Maersk Line Scandinavia.

The vessel is currently being built at a shipyard in South Korea. During the summer, it will enter service between Asia and Europe, a route that in recent years has been marked by rapid growth in trade volumes. "Our hope is that the vessel will call at the Port of Gothenburg and when it does we will be more than ready to receive her," concludes Jörgen Wallroth. The testing is going on from the 29th until the 31st January. **Source: Port of Gothenburg**

Captain unconscious at the wheelhouse



Photo : Stan Muller ©

The volunteer lifeboat crew KNRM Breskens Saturday afternoon a captain evacuated from the Maltese freighter **YASEMIN**. The man, with heart problems, was rushed to the hospital in Terneuzen.

The Maltese freighter around noon from the Western North Sea ascended to head for Turkey. Once offshore shows that the waves still too high for the coaster and the captain decides to turn around and near Vlissingen to anchor.

When the ship sails towards Westerschelde, the captain suddenly collapses in front of his crew and the pilot. After a brief period of unconsciousness, the man comes back anyway.

Meanwhile, the pilot ofcourse alarmed the pilotsation. The Coast Guard alerts KNRM Breskens and an ambulance. With the ambulance personnel with equipment on board, the lifeboat **ZEEMANSHOOP** leaves the port of Breskens to sail to the Oostgat in the mouth of the Westerschelde. At Dishoek they came alongside the ship and two crewmembers and two paramedics got onboard.

Once on the bridge the ambulance personnel takes care of about the patient, while the crewmembers evaluated the situation to see how to get the man evacuated. After making an ECG, the paramedic concluded that it is not good looking and he has to be rushed to Terneuzen. Moments later, the **ZEEMANSHOOP** took over the patient and set sail at full speed to Breskens. Here he is switched into the ambulance with flashing lights and sirens which goes towards Terneuzen. **Source : KNRM-Breskens**

A banner for 'Offshore Weather Forecasts & Climatology' by Meteogroup Offshore. The background is a blue sky with white clouds and a faint image of an offshore oil rig. The text is in yellow and white. The Meteogroup Offshore logo is in the top right corner. The banner lists services: WEATHER FORECASTS • ROUTING • METOCEAN REPORTS • 24/7 CONSULTANCY • NOWCASTING PRO. At the bottom, it provides contact information for three offices: Netherlands, Singapore, and Aberdeen.

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The **BRAVE TERN** installing Meteorological Masts at the Dogger bank (Northsea) – photo's : Crew Brave Tern ©

ReCAAP Report

The ReCAAP Information Sharing Centre has issued its Annual Report for January – December 2012. There has been a marked improvement in the situation of piracy and armed robbery against ships in Asia in 2012. A total of 132 incidents (123 actual and nine attempted incidents) were reported in 2012 compared to 157 incidents (135 actual and 22 attempted) reported in 2011, and 167 incidents (134 actual and 33 attempted) in 2010. Compared to 2011, this is a 16% decrease in the total number of incidents reported in 2012, the largest year-on-year decrease during the five year reporting period of 2008-2012.

The decrease was more apparent at the ports and anchorages in Bangladesh and Vietnam, in the South China Sea and the Straits of Malacca and Singapore. While statistics shows a consecutive downward trend commencing from 2010, the total number of incidents reported in 2012 was still higher than 2008 and 2009, hence there is no room for complacency.

Of the 132 incidents reported in 2012, seven were incidents of piracy occurred in the South China Sea, and 125 were armed robberies against ships.

Overall, there is a decrease in the number of Category 1 (very significant) incidents and petty theft (minimum significant) incidents in 2012 compared to 2011. However, the number of Category 2 (moderately significant) and

Category 3 (less significant) incidents have remained fairly consistent in 2011 and 2012. Four Category 1 incidents were reported in 2012 compared to eight incidents in 2011. Of the four Category 1 incidents, three were incidents involving the hijacking and one was an incident involving illegal siphoning of Marine Gas Oil (MGO) from a tanker. All hijacked vessels (including barges) except for one tug boat were found and recovered, and the 11 pirates involved in the siphoning of MGO were apprehended by the authorities. The crew was not injured in the incidents. The overall improvement of the situation of piracy and armed robbery against ships in Asia in 2012 demonstrated the effectiveness of the ReCAAP information sharing network, and operational-level cooperation and collaboration among the ReCAAP ISC, ReCAAP Focal Points, regional authorities, partner organisations and the shipping community.



The **AMADEUS** outbound from IJmuiden – Photo : Marcel Coster ©





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The Hoek van Holland KNRM lifeboat **JEANINE PARQUI** operating off Hoek van Holland
Photo : Jeroen Borst ©

Product tanker markets improved during fourth quarter of 2012, outlook still looking hazy

As has been the case during the previous year, product tanker market patterns are becoming harder and harder to predict, as the constant shifts of oil product flows are impacting freight rates. Still the last three months of 2012 proved to be rather positive for tanker owners. According to Capital Product Partners which released its fourth quarter and full year results this week, "overall, product tanker spot earnings in the fourth quarter of 2012 improved considerably with average earnings for the quarter reaching the highest level since the first quarter of 2009. Demand for product tankers was quite robust in all main product tanker markets, as increased arbitrage opportunities in the Atlantic basin and increased demand for Medium Range tankers ("MRs") in the East led spot rates to increase. Product tanker period market activity improved during the course of the fourth quarter of 2012, as more charterers sought to take period coverage and at slightly higher time charter rates compared to the third quarter of 2012" said the company.



The **STEN HIDRA** outbound from Rotterdam – Photo : Paul Gerdes ©

It added that "on the supply side, the product tanker order book experienced substantial slippage during 2012, as approximately 55% of the expected MR and handy size tanker newbuildings were not delivered on schedule. Analysts expect that net fleet growth for MR and handy size product tankers for 2013 will be in the region of 3.6%, while overall demand for product tankers for the year has been revised up to 4.2%. We believe the improving demand and supply balance of the product tanker market should continue to positively affect spot and period charter rates going forward. The Suezmax spot market improved towards the end of the fourth quarter, as increased demand out of West

Africa to the US and delays in the Turkish Straits pushed rates considerably higher from the low levels experienced during most of the fourth quarter of 2012. Overall, average spot earnings for crude vessels in 2012 improved slightly when compared to 2011, due to a strong first half of 2012, when a spike in OPEC production, together with aggressive stock building and longer trading distances in response to the Iranian supply issues, exerted upward pressure on rates. Slippage for the Suezmax tanker order book as of the end of December 2012 continued to affect tonnage supply as approximately 34% of the expected Suezmax newbuildings were not delivered on schedule. Industry analysts expect the Suezmax tanker order book slippage and cancellations to increase going forward due to the historically weak spot market, the soft shipping finance environment and downward pressure on asset values. Suezmax tanker demand is expected to grow by 5.2% in the full year 2013 with net fleet growth projected at 5.6%" Capital Product Partners concluded. The Hellas-based company announced revenues for the fourth quarter of \$38.3 million, including \$0.3 million in profit sharing revenues, compared to \$44.0 million in the fourth quarter of 2011. The company's higher revenues in the fourth quarter of 2011 reflect primarily the fact that following the acquisition of Crude Carriers on September 30, 2011 a number of the Partnership's vessels were trading under voyage charters earning voyage income of \$9.7 million, compared to \$0.0 voyage income in the fourth quarter of 2012. Meanwhile, in the VLGC market segment, Exmar said this week that the fourth quarter saw a substantial drop in freight rates and time charter equivalent earnings, as a result of less freight enquiries both East and West of Suez mainly driven by a reduced expansion in Middle East Gulf LPG exports. The outlook at the end of the year remained less favorable owing to reduced demand resulting in several idle vessels. "Despite this depressed market at the end of 2012, it is expected that freight rates will rebound in the course of 2013 on the basis of strong demand and increased product availability. The coverage for 2013 is 26%" Exmar noted. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



02-02-2013 : No shortage of car Carriers, seen at Melbournes Webb Dock in the late afternoon sun, **Ruby Ace** alongside with **Trans Future 6** departing for sea

Photo : Andrew Mackinnon – www.aquamanships.com ©

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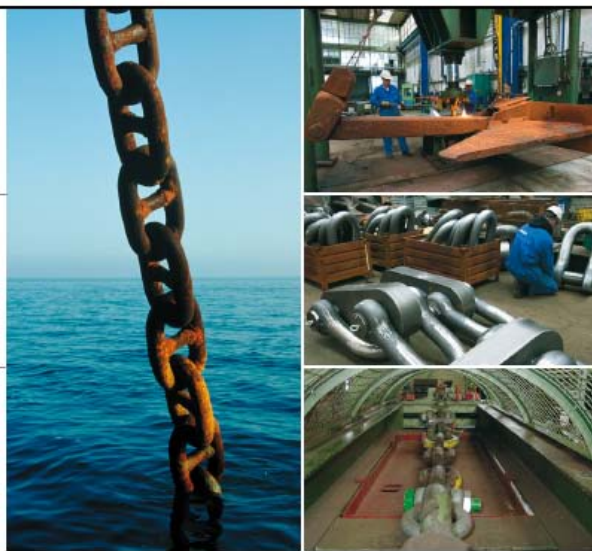
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FIRST SHIP ARRIVED AT BELFAST NEWEST QUAY



02-02-2013 - **Belfast Harbour** and **Dong Energy** welcomed the first ship which officially opened the newest quay in the Port of Belfast. **EIT PALMINA** arrived at 1000 in the morning and berthed safely alongside soon after with the assistance of Svitzer **Bidston** and **Willowgarth**. Photo: **Jamie Shorthouse** ©

See this link for more info <http://www.belfast-harbour.co.uk/news/article40/belfast-harbour-aims-to-become-leading-uk-renewables-hub>

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The **FICARIA SEAWAYS** arriving in Terneuzen assisted by 2 URS tugs due to strong winds.

Photo : Sjaak Klaassen - Klaassen F&V Production ©

Skies clearing in Hong Kong

The prospect of tighter regulation on bunker fuel will benefit citizens of Hong Kong, as well as shipping companies. Maersk Line and 16 other shipping companies in the Hong Kong Liner Shipping Association (HKLSA) and the Hong Kong Shipowners Association (HKSOA) have extended a voluntary pact to use cleaner fuel in Hong Kong. The extension for another year until 31 December 2013 follows an indication that the Special Administrative Region will introduce tighter regulation.

The Fair Winds Charter, introduced in 2010, calls for carriers to use bunker fuel with sulphur content of less than 0.5 percent while in Hong Kong waters, significantly lower than the official limit of 3.5 percent.

Tim Smith, Maersk Line's Chief Executive for the North Asia Region and chairman of the Hong Kong Liner Shipping Association, who had previously called for more regulation, welcomes the prospect of more regulation. "Recognising that it will take more time to introduce the legislation to make fuel switch mandatory in Hong Kong, the industry has decided it will extend the voluntary switch for another year," he told Bloomberg.

Why is regulation good?

"It may sound ironic that as an industry we are asking for regulation," says Tim, "but we do this because we know the issue has to be addressed."

Shipping is now the largest source of sulphur dioxide (SO₂) emissions in Hong Kong. If all operators switched to using low-sulphur fuels, emissions from shipping would fall by 80%, having a significant impact on overall air quality, a visible problem in the city with more than 300 'avoidable deaths' every year.

"We would rather engage with government and contribute to the process of defining regulation that is practical, consistent and fair," explains Tim. "At the moment, the 'good guys' pay for the cost of doing the right thing for the environment, while some less scrupulous competitors actually get a cost advantage from burning more polluting fuels."

Sharing the cost of improvement

Showing that the industry was prepared to contribute voluntarily to solving the problem in Hong Kong has contributed to the government introducing subsidies on port dues, says Tim. With Chief Executive Leung Chun-Ying announcing plans for tighter regulation last week, there is now hope for cleaner skies in the future of Hong Kong.

"Hong Kong government welcomes the commitment of shipping industry to address the issues of emission in marine time sector in Hong Kong. We will continue to collaborate with shipping industry, and push for introducing legislation to make switching to lower sulphur fuel compulsory in Hong Kong Port," said K.S. Wong, Environment Secretary of Hong Kong Government, at the press conference last week. Mads Stensen, Global Advisor on Environment and CSR in Maersk Line, says: "Fuel switching in Hong Kong is a local initiative but it is also a part of our global objective of driving down air emissions from our own fleet as well as for the shipping industry as a whole. This requires that we go beyond regulation in selected areas in order to drive a development towards a level playing field through regulation or financial incentive schemes. The establishment of a level playing field is crucial in order not to financially punish those companies that actually reduce their environmental impacts." [Source: Maersk Line](#)



The **KEVIN C** operating in Rotterdam – Photo : Paul Gerdes ©

M/V "New Expedition" Delivered

New Design-11th Cape-size Bulk Carrier of Dunkerque-max Type.



Mitsui Engineering & Shipbuilding Co., Ltd. (MES with President Mr. Yasuhiko Katoh) completed and delivered 174,600 dwt type bulk carrier, **MV "New Expedition"** (MES HULL No. 1825) at its Chiba Works on February 1st, 2013 to Salute Maritime S.A., Panama. This ship is the 11th ship of the designed Cape-size Bulk Carrier of Dunkerque-max Type(*). It enables effective cargo handling, easy maintenance of cargo holds and structural safety by adopting a double-side skin to cargo holds construction.

(*) **Cape-size Bulk Carrier of Dunkerque-max type**: A common name for the Cape-size Bulk Carrier accommodated to the restriction of the port of

Dunkerque, France. Source : MarineLink



ACTA marine's **COASTAL VANGUARD** arrived with the **GLOMAR COMMANDER** in Harlingen

Photo : Cpt Jan Almoes – Master Koegelwieck ©

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Reshaping Panama Canal Trade Means Boom in U.S. Gas to Asia

Six years after the Panama Canal began a \$5.25 billion expansion to capture shipments of Asian-made goods to the U.S. East Coast, the flow of liquefied natural gas in the opposite direction promises to be a better bet.

Shipments of the fuel, along with rising commodity and energy cargoes between the U.S., Latin America and Asia, are likely to provide the largest sources of demand growth when the project is complete in June 2015, Administrator Jorge Luis Quijano said in an interview. Shipping containerized goods, which generate most business for the 50-mile link, has yet to return to the same level as 2007, two years before the global economy had its worst recession since World War II.

The shift shows how rising U.S. shale-gas output is reshaping global energy markets. The Panama Canal enlargement is central to the change because the route cuts voyages by more than 7,500 nautical miles (8,500 miles) to Asia, where fuel demand is growing fastest. The waterway, handling 5 percent of world trade and shipping 333 million metric tons in the year to Sept. 30, is used by as many as 14,000 ships a year, connecting 160 countries and 1,700 ports, according to its website.

"This could be a significant boon to our business," Quijano said in the telephone interview on Jan. 17 from Balboa. "There's been a lot of interest in going through the expanded Panama Canal with LNG cargo from the Atlantic going to Asia."

The original plans for a third set of locks at each entrance of the 99-year-old canal were based on capturing extra traffic from larger container ships to grow routes to the U.S. East Coast from Asia, Quijano said. Traffic on the route represents 43 percent of the canal's transport, up from 11 percent in 2000, Monica Martinez, a canal spokeswoman, said in an e-mailed response to questions.

Unexpected Growth

What the canal didn't foresee when it planned the expansion was the rise of shale gas, produced from hydraulic fracturing of rocks, Quijano said. The extraction method boosted U.S. gas output by 30 percent in the past five years and so-called tight-oil production by 20 percent, according to BP Plc (BP)'s Energy Outlook 2020, released this month. The nation will become a net exporter in 2017, according to Europe's second-biggest oil company. Liquefaction chills the fuel into a liquid for transport by sea.

The U.S. may boost LNG output to 50 million tons annually by the end of the decade, from zero this year, according to Morgan Stanley. That would make the nation the world's third-largest producer, after Australia and Qatar, the bank estimated in a Jan. 28 report.

The U.S., which currently has one LNG export terminal, in Alaska, will probably permit additional overseas sales because the price of natural gas in the country is cheaper than the cost of producing shale gas, Sverre Bjorn Svenning, a shipping analyst at Fearnley Consultants, said in a Jan. 29 phone interview from Oslo. The Oslo-based unit of shipbroker Fearnley A/S worked as consultants to the canal 10 years ago on projected demand for liquefied bulk cargoes. A U.S. Energy Department-sponsored study in December supported LNG exports.

"The Panama Canal is definitely good news for east Asia, and it's where the highest global prices for LNG are," Svenning said. His company is putting together deals to build vessels to ship the fuel that are based on using the canal for long-term charters, he said.

While the U.S. will probably allow exports of LNG, it's also possible the country will limit overseas sales to curb domestic energy costs, according to Hartland Shipping Services Ltd., a London-based shipping consultant. That could result in a higher proportion of Asian demand being met by Asian suppliers, Hartland said in a Jan. 11 report.

Delayed Project

The expansion project is running late. The completion date of June 2015 is six months later than originally planned when the project was approved in December 2006, Quijano said.

While growth in containerized cargo shipments through the canal slowed last year, the global economy is still expanding. World trade will quicken to 3.8 percent in the current 12 months from 2.8 percent in 2012, according to the International Monetary Fund.

Locks that are 66 percent wider and 43 percent deeper will be able to accommodate about another 2,600 dry-bulk ships, oil tankers and LNG carriers, according to fleet data from IHS Fairplay compiled by Bloomberg. About 80 percent of the world fleet of 369 LNG carriers fit the new locks' dimensions, from less than 10 percent today, the data show.

Colombian Coal

The new dimensions will also allow another 650 container ships in addition to the 3,994 that already fit. While a further 1,697 bulk carriers, hauling coal, iron ore and grains, can also use them, the largest Capesize vessels won't be able to transit fully laden because they will sit too deep in the water, according to data compiled by Bloomberg.

The biggest bulk carriers can bring coal from northwest ports in Colombia, the world's third-largest exporter of power-station coal, to Asia as the short-cut makes them competitive in price against Australia, the second-biggest, once the canal opens, Quijano said.

Growth in transits by laden container ships expanded 2 percent to 3,286 last year, down from a 7.3 percent growth rate in 2011, according to data on the canal's website. That's still below the 3,598 tally in 2007. Revenue from those shipments climbed to \$955 million from \$644 million five years earlier.

The wider locks will more likely boost shipment sizes of soybeans exported to China, the biggest buyer, from ports in the U.S. Gulf, Svenning said. Vessels carrying up to 120,000 tons of cargoes will fit through the wider canal laden with the agricultural commodities, just over double current ships' capacity, he said. Exports to the Asian country from the U.S. climbed 16 percent to 26 million tons in 2012, Chinese customs data show. **Source: Bloomberg**



First arrival of the **HAFNIA SEAWAYS** into Vlaardingen, the ferry is replacing **HUMBER VIKING** on the Vlaardingen--Immingham route for **DFDS SEAWAYS**. – Photo : Rob de Visser ©

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Sunday morning the **MSC FABIENNE** ran aground at Cristobal. Later in the afternoon 4 harbour tugs managed to get her afloat - **Photo : Joren Meijer ©**

NAVY NEWS



02-02-2013 : **FS Primauguet** arriving at the river Tyne for Northumbrian Quay, North Shields on a courtesy visit.

Photo : Kevin Blair ©

Problems in INS Vikramaditya fixed, sea trial to start in June



Engine problems which caused a delay in the delivery of the refitted aircraft carrier **INS Vikramaditya** to the Indian navy have been fixed and the ship will sail for additional sea trials in the White Sea in June.

"All the problems with the boiler insulation have been fixed by Russian specialists with the use of Russian-made components," an official from Russia's Sevmash shipyard said. The **Vikramaditya** was originally built as the Soviet Project 1143.4 class aircraft carrier **Admiral Gorshkov**.

The **Vikramaditya**, which is already years past its original 2008 delivery date, was

supposed to have been handed over on December 4, 2012, but sea trials in September revealed the ship's boilers were not fully functional. The source of the problem, which reduced the ship's maximum speed, was due to use of low-grade Chinese-made firebricks in the boiler insulation instead of asbestos, according to Russian shipbuilders.

Vyacheslav Dzirkaln, deputy director of Russia's Federal Military-Technical Cooperation Service (FSVTS), said previously that the carrier will be delivered to India in November 2013. New Delhi has shown signs of impatience over the [Vikramaditya's](#) tortuous refit, and demanded compensation from the Russians at a meeting in October 2012 for the latest delay in delivery, *Ria Novosti* quoted Defence News as saying. The Russians rejected that claim, saying the parts which failed had been bought by the Indian Navy.

India and Russia signed the original USD 947 million deal in 2005 for the purchase and refit of the carrier, but delivery has already been delayed twice, pushing up the cost of refurbishing the ship to USD 2.3 billion. The Project 1143.4 carriers and a class of destroyers with the same engines suffered a history of boiler failures during their service lives.

The ship was laid down in 1978 at the Nikolayev South shipyard in Ukraine, launched in 1982, and commissioned with the Soviet Navy in 1987. It was renamed after the Soviet Union collapsed in 1991. In 1994, the [Gorshkov](#) sat in dock for a year for repairs after a boiler room explosion. In 1995, it briefly returned to service but was finally withdrawn and put up for sale in 1996.

The ship has a displacement of 45,000 tons, and an endurance of 13,500 nautical miles (25,000 km) at a cruising speed of 18 knots. It will have an air wing consisting of Russian-made MiG-29K jet fighter planes and Kamov Ka-31 early warning radar helicopters. Some of the MiG-29K fighters have already been delivered to India. **Source :** [ZeeNews](#)

USN Mishaps, Mistakes Could Cost \$1B

The past year has been a banner one for the U.S. Navy in at least one unhappy category — major mishaps. The number of major mishaps involving aircraft carriers, ships and submarines was higher than in recent years, and the unbudgeted repair bill is just one more factor squeezing fleet maintenance accounts in the middle of the service's fiscal crisis.

"As a result of mishaps at sea — ships and submarines — I have an \$850 million, unforecasted maintenance bill," Adm. Bill Gortney, commander of U.S. Fleet Forces command, said in a Jan. 28 interview.

"The chief of naval operations doesn't give me any extra money to take care of that," Gortney said. "What matters to me is mishaps cost lives, and I can't replace a sailor's life. And mishaps cost money to repair equipment. I can go buy new equipment, but it's expensive."

Gortney was referring to the repair costs for only four ships — the submarines [Miami](#) and [Montpelier](#), cruiser [San Jacinto](#) and destroyer [Porter](#). The combined, fleetwide repair bill for all mishaps isn't known, but it will be significantly higher than Gortney's number, perhaps closer to \$1 billion. Some of the repair costs are known, and others aren't — subject, among other things, to ongoing damage assessments and contract negotiations.

The repair costs are being paid for from a variety of accounts, and they're not all from the same budget year, but it's just one more factor to add to the money squeeze on all the military services. Navy leaders have spent much of January warning of the negative impact of about \$4.6 billion in operations and maintenance (O&M) cuts should sequestration strike after March 1 and another \$4 billion O&M shortfall for the rest of fiscal 2013 should Congress fund the remainder of the year under a full-year continuing resolution.

The ship repair bill comes from a variety of mishaps and problems. The most spectacular — and expensive — was the arson fire on the submarine [Miami](#) in May. The Navy estimates the total bill to return the sub to service at around \$450 million, plus or minus \$50 million. A \$94 million planning contract was awarded in August, and planners hope to spread the rest of the bill over several budget years to lessen the impact. Sequestration threatens \$294 million of that in 2013, the service warns.

Another high-priced repair is needed for the destroyer [Porter](#), damaged in August in a collision in the Arabian Gulf. More than \$2 million was spent in a foreign shipyard for cosmetic fixes, but full repairs will cost at least another \$125 million — the amount the Navy says is at risk should sequestration hit.

The submarine [Montpelier](#), damaged in an October collision with the cruiser [San Jacinto](#), needs at least \$41 million in repairs — another figure at risk from sequestration — but the full extent of the work is not yet determined.

Repairs to [San Jacinto](#) already have topped \$10 million, and may go higher, the Navy said. Supplemental work needed for ships already in overhaul is also a factor. The Navy awarded at least \$128 million in supplemental work packages in 2012 for the aircraft carrier [Theodore Roosevelt](#), now in the later stages of a three-and-a-half-year refueling overhaul.

Re-delivery of the ship already has been pushed back from last December to June of this year, and completion is threatened by a full-year continuing resolution, the Navy has said. While not in league with the extra work needed for Roosevelt, “emergent” work on a number of other ships in overhaul is also adding to budget problems.

Other repairs needed in 2013 were for the amphibious assault ship **Essex**, from a May collision with the oiler **Yukon**; a rudder replacement for the amphibious assault ship **Kearsarge** that cost at least \$10 million; the urgent flight deck resurfacing for the carrier **Dwight D. Eisenhower**, needed because the ship’s replacement, the carrier **Nimitz**, couldn’t make its deployment date in order to replace a defective reactor pump.

The repair bill for **Nimitz** remains, publicly, a mystery. Navy authorities could not provide a cost estimate for the repairs, which are taking place at the ship’s homeport of Everett, Wash. The carrier’s strike group deployed in January without it, and the Navy doesn’t expect Nimitz to deploy until sometime in the spring.

Eisenhower, in the meantime, is temporarily in Norfolk, Va., and will return in the early spring to the Middle East — missing a year-long drydocking overhaul that now needs to be rescheduled.

After all the problems last year, 2013 hasn’t gotten off to the best start. The submarine **Jacksonville** wrecked a periscope Jan. 10 when it started to surface under a merchant ship in the Arabian Gulf. A more serious incident began Jan. 17, when the minesweeper **Guardian** grounded on a reef in the Philippines. By Jan. 28, Navy officials decided to break up the ship on the scene rather than try to salvage and repair it. While a special action by Congress was used to pay for the initial assessment work on **Miami**, the Navy is still looking for options to pay for the other repairs, and the overall impact on maintenance budgets is still unclear. Source : defense News

Holland class offshore patrol vessels



The new Dutch OPV **P 843 GRONINGEN** moored at Den Helder Naval base - photo's Arie Verheij ©



The **Holland class** Offshore Patrol Vessels are new offshore patrol vessels built for the Royal Netherlands Navy. They are designed to fulfil patrol and intervention tasks against lightly

armed opponents, such as pirates and smugglers. A contract between the Royal Dutch Navy and [Damen Schelde Naval Shipbuilding](#) in Vlissingen, the Netherlands was signed in 2007 for the construction of four vessels at a total cost of €467.8 million. The vessels resulted from the Dutch Ministry of Defence's Marinestudie. The study proposes the sale of four existing Karel Doorman class frigates, and using the proceeds and savings of the sale to commission four dedicated patrol vessels, allow the building of a more capable Joint Support Ship to replace the [AOR HNLMS Zuiderkruis](#), and reintroducing a mine-sweeping capability to the Dutch Navy.

The vessels are planned to be deployed to the Caribbean region, the South China Sea and the North Sea. They have the capability to carry out missions such as anti-piracy and blockade duties, and also can be used for emergency transport.

The [Holland Class](#)' main armament is a 76mm Oto Melara Super Rapid gun with a firing rate of 120 rounds per minute and an effective range of 16 km. Secondary armament is provided by a 30mm Oto Melara Marlin WS rapid cannon, two 12.7mm Oto Melara Hitrole NT's and two 12.7mm M2HB machine guns. All can be remotely operated.

The Holland class is fitted with a combined electric or diesel (CODELOD) propulsion system. It comprises two MAN 12V28/33D diesel rated at 5,460 kW each, combined with electric motors that drive a controllable pitch propeller through two shafts.[2] Electric operation is used mainly for low-speed operation.

The above seen [P 843 Groningen](#) was laid down on 9 April 2010 and launched on 21 April 2011. She was built at the Damen Schelde shipyard in Galați

ICONIC SECTION OF QUEEN ELIZABETH AIRCRAFT CARRIER READY FOR DELIVERY

The iconic Forward Island, known as Upper Block 07, is the hub of the ship as it contains the main bridge and approximately 100 vital mission systems compartments. Paul Bowsher, QE Class project leader for BAE Systems in Portsmouth, said: "The Forward Island is a key part of the [Queen Elizabeth](#) aircraft carrier and once again the exceptional standard of construction that we have achieved is true testament to the skills and talents of our team.



"It is a very proud moment to see her leave the hall, but we are already looking forward to her return home to Portsmouth as part of the largest warship ever constructed for the Royal Navy."

It is the first block to depart with her final paint colours applied, all windows fitted and consoles installed, along with 43km of cables and 3,101 pipes. She also proudly displays the [HMS Queen Elizabeth](#) crest.

Weighing 680 tonnes, the Forward Island was today carried onto a barge which will depart next week for Rosyth where final assembly is underway. A transportation team will now spend the next four days ensuring the structure is fully secured to the barge.

The Forward Island recently passed a Ministry of Defence audit on all compartments and a full BAE Systems care and protection inspection to ensure the block is weather proof and able to undertake the sea journey. A 78 tonne lifting frame has also been attached to allow the Goliath Crane in Rosyth to lift it onto [HMS Queen Elizabeth](#) in March. Once the Long Range Radar has been installed on top of the Forward Island, the ship will stand at 56 metres, which is taller than the Niagara Falls.

The aircraft carriers [HMS Queen Elizabeth](#) and [HMS Prince of Wales](#) are being delivered by the Aircraft Carrier Alliance, a unique partnering relationship between BAE Systems, Thales UK, Babcock and the UK Ministry of Defence.

The ship's main bridge has floor-to-ceiling windows, which are up to two metres tall to ensure a level of visibility far beyond previous aircraft carriers. **HMS Queen Elizabeth** is the first aircraft carrier to use an innovative design of two islands. The second 'Aft Island' operates as an airport control tower to co-ordinate aircraft movements, but both islands are designed with the ability to incorporate the other's role in an emergency, thus increasing the survivability of the ship.

The 65,000 tonne **Queen Elizabeth Class** aircraft carriers will be the centre piece of the UK's military capability. They will be based in Portsmouth where significant investment is already underway to prepare for their arrival. Source : BAE Systems

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Hamburg Sud's **SANTA CRUZ** in drydock at **Damen shiprepair** in Schiedam, The "**Santa Cruz**" is the fourth newbuilding of a series of ten identical container vessels each featuring a slot capacity of 7,100 TEU and fitted with 1,600 reefer container plugs. This makes her one of the largest ships ever built for Hamburg Süd."

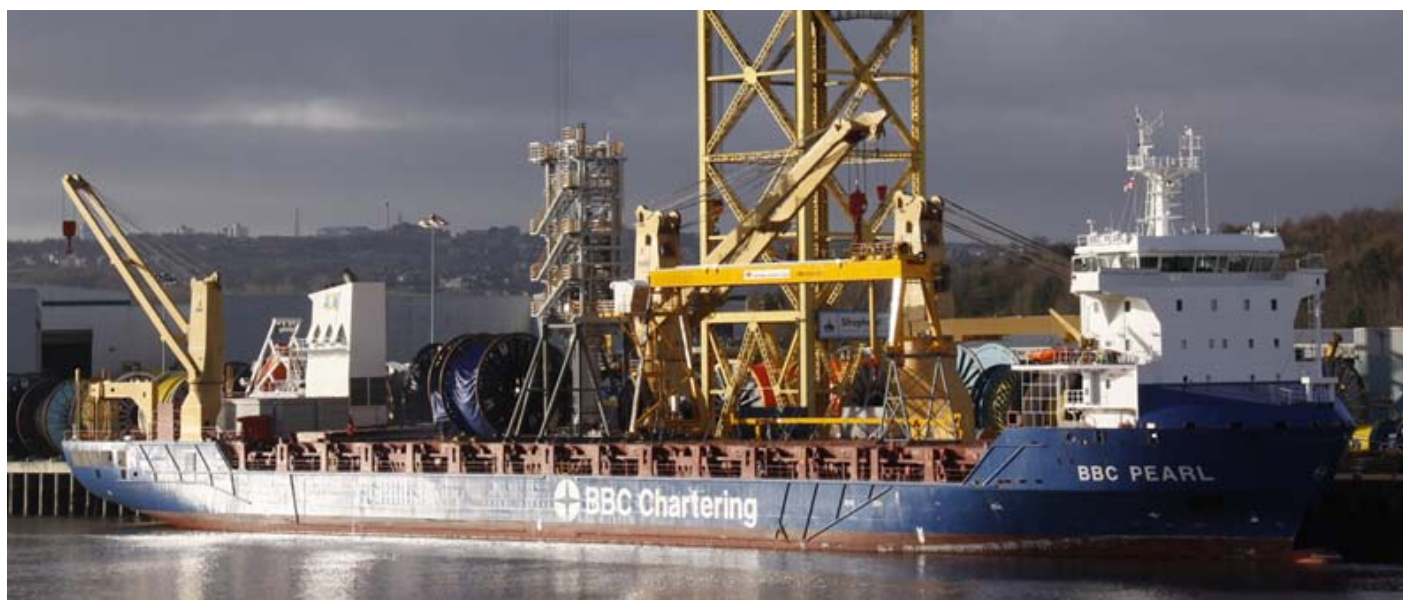
Photo : Hans Elbers, www.fotovlieger.nl

ROUTE, PORTS & SERVICES

Suez Canal increases tolls from May, 2pc for boxes, 5pc for bulkers

THE Suez Canal Authority has announced that tolls for the waterway will be increased from May 1. For general cargo, ro/ro and passenger vessels the increase will be three per cent. Containerships and vehicle carriers will have the least increase at two per cent.

According to a detailed new tariff structure the tolls will increase by five per cent for crude oil tankers, petroleum product tankers, chemical carriers and other liquid bulk carriers, LPG, LNG and dry bulk carriers, said a port news report from GAC. Source : Schednet



01-02-2013 - The BBC PEARL moored at OTP, Walker along the Tyne - Photo : Kevin Blair ©

Vizag coal terminal approved

Vizag General Cargo Berth Private Ltd, a joint venture in which **Sterlite Industries (India) Ltd** has 74 per cent share and Leighton Welspun Contractors Private Ltd 26 per cent, has obtained permission to start commercial operations of its first fully automated coal-handling terminal at Vishakhapatnam. The berth, implemented at a total cost of \$150 million, will begin working in the current quarter. "We are prepared to take up similar projects elsewhere. Our experience in executing large projects helped us in constructing the berth in two years," the company said. The berth is capable of handling cape-size vessels, with a faster discharge rate. Source: The Hindu Business Line

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Continent Group opens container service from Kotka port to Moscow

Continent Group has opened a service of container transportation from seaport of Kotka (Finland) to Moscow, the company's press center reports. Test transportation by the new service was held in December 2012. The first containers were delivered in time with no delay or problems with customs clearance.

This door-to-door service includes consolidation of all cargoes arriving in Kotka from all over the world (America, Europe, Asia) and further transportation by a container train to Silikatnaya station with further delivery to a customer's stock in Moscow and return of empty containers to Finland.

The service dispatch frequency is every 10 days with 3 days of delivery. All types of cargo in 20-feet and 40-feet containers except for excise and refrigerated cargoes.

The customs broker Continent works in the market of foreign trade activities since 2002. It renders a number of services in foreign trade activities sphere, as customs registration, services of the customs broker, the international cargo transportation (including transportations lengthy, heavy and off-gage loads), and as customs registration (customs clearance) of vehicles. The Group incorporates 5 companies specializing in certain type of foreign trade activities.



02-02-2013: the car carrier **MORNING CEDAR**, down-bound on the main arm of the Fraser River, Vancouver, B.C.
Photo : Mike Zelt ©

11 companies in fray for Ennore port's box terminal

The Ennore Port's revival plan to develop a container terminal has attracted 11 companies, including multinationals such as Port of Singapore Authority, DP World and APM Terminals. Larsen & Toubro, which on Wednesday inaugurated its container terminal at the neighbouring Katupalli port, has also responded to the port's expression of interest (EoI) from prospective bidders. Ennore Port Ltd (EPL) had earlier selected container terminal operator, Bay of Bengal Container Terminal consortium, which was terminated in October over delay in finalising funds. According to sources in EPL, bidders should plan for a quay length of over 700 m, but constructed in phases. In the earlier instance, the port went for a 1,000 m container terminal. However, considering the slowdown in the global economy, the companies felt that the development should be in phases. The next step will be to issue a Request for Qualification for the project.

EPL plans to develop terminals that can accommodate ships with a capacity of at least 8,000 twenty foot equivalent unit (TEU) and 14,000 TEU in future. The development and operation of the terminal will be through the PPP model on BOT basis for a concession period of 30 years according to the Model Concession Agreement /Government of India Guidelines. **Source: The Hindu Business Line**

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Interest in Davao hots up

International Container Terminal Services, Inc. (ICTSI) and Asian Terminals, Inc. (ATI) are likely to complete for the contract to develop Sasa Wharf in Davao City in the far south of the Philippines.

The auction for the concession of the facility will be held by June. Sasa Wharf a berth measuring 920 m long and a 48,848 sq m container yard. Davao is the nation's second largest city in area terms and is increasingly positioning itself as a trade conduit to Malaysia and Indonesia. **Source: Sea Ship News**

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Oilpainting of the **ss ROODE ZEE** made by **Hans Breeman**. Build in commissioning for **Smit** in 1908 and operational till 1933. She was build with a triple expansion 3 cylinder steam engine of 1250 i.p.k. www.hansbreeman.nl

.... PHOTO OF THE DAY



01-02-2013 : Seen in Tilbury Dock, Bore's **SEAGARD**
Photo : Capt. Julian Jager, Master m.v. Norstream ©

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