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Acta Marine's tug Coastal Power towed the hydrographic survey vessel Hr.Ms. Snellius A 802 from Damen Shipyards Den Helder tot the local complex of the Royal Netherlands Navy. Photo: Peter van Boven ©

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A **DMT** reversed ANCHOR-HANDLING WATERFALL WINCH during trials in Rotterdam, on board of the **DAMEN Shoalbuster 2709** vessel with **YN571686** (with HEEREMA's **ÆGIR** in the background). –
Photo: Lars Herweijer – DMT ©

Samskip supports EC proposal on container weight

Samskip Multimodal supports the European Commission's proposal to revise the „Maximum Authorized Vehicle Weight“ article to allow maximum combined transport laden weights of up to 44 tonnes to move using 45ft containers.

April 15th the European Commission proposed revising Directive 96/53 Weights and Dimensions, Chapter 2, article 2.2.2 sub C of the „Maximum Authorized Vehicle Weight“ article, designed to promote combined transport. The existing article restricts 44 tonne combined transport loads in containers to units of 40ft in length.

The 2011 European Commission's White Paper "Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system" states the European Commission's goal of reducing greenhouse gas emissions by at least 60% by 2050 (in comparison with 1990). One of the means to achieve this goal is by facilitating a modal shift from road to rail or waterways for distances longer than 300 km by optimising the performance of multimodal logistics chains.

In recent years, the 45ft pallet-wide high cube container has gained wide acceptance in combined transport as these containers can replace the 13.6 m trailers commonly used for pure road transport, in Europe - offering the same 33 pallet capacity.

As one of Europe's largest multimodal operators with a large fleet of 45ft containers, Samskip Multimodal says that the relaxation in weight restriction will allow its customers to transport four tonnes extra, in turn stimulating growth of combined transport. It therefore fully supports the European Commission's proposal to revise the „Maximum Authorized Vehicle Weight“ article from only allowing 40ft ISO containers to including 45ft containers to carry 44 tonnes.



The Damen built **Shoalbuster 2709** with yard number **571686** during bollard pull tests yesterday in Rotterdam Caland Canal – Photo : Jan Oosterboer ©

Seamen's strike leaves Greek islands without ferry links

Greece's islands have been left without ferry links with the mainland due to a 24-hour strike by seamen protesting austerity policies.

The 24-hour walkout by the seamen ends early Wednesday. Greek state railway workers are also holding work stoppages Tuesday to protest planned transport reforms.

Greece is in the midst of a major financial crisis that brought it to the brink of bankruptcy three years ago. The country is surviving on international rescue loans, granted in return for unpopular spending cuts and tax hikes, as well as extensive economic reforms. On Monday, Greece and its international creditors agreed on further reforms that will allow disbursement of its next batch of rescue loans.

The deal includes some 15,000 civil service layoffs through 2014. **Source : FoxNews/ Ferries of Southern Europe**



The **OPDR TANGER** outbound from Gibraltar – **Photo : Francis Ferro ©**

Cruise ship disaster pre-trial hearings due in Italy

The deadly **Costa Concordia** cruise ship disaster returns to court in Italy on Monday with the start of a long series of indictment hearings against six suspects including captain Francesco Schettino. Among the five crew members accused by prosecutors is the luxury liner's Indonesian helmsman Jacob Rusli Bin, suspected of contributing to the tragedy by misunderstanding a command moments before the crash

Thirty-two people lost their lives in the accident, including a five-year-old girl. Rusli Bin's whereabouts are not known but he has been assigned a lawyer and the accusations against him will be heard in absentia. Schettino is expected to attend. The sixth accused is Roberto Ferrarini, the head of ship owner Costa Crociere's crisis unit who is suspected of delaying rescue operations which prosecutors say was the main cause of loss of life.

The Costa Concordia crashed at high speed into the Tuscan island of Giglio on the night of January 13 with 4,229 people from 70 countries on board as Schettino attempted a risky "salute" manoeuvre. The giant liner veered sharply and then keeled over in shallow water. Most of the passengers and crew were evacuated with the ship's lifeboats but hundreds were forced to jump into the sea and swim ashore in the dark.

The court has scheduled 40 pre-trial hearings lasting into July before it rules on whether a trial should go ahead and when it will take place. The hearings are to start at 0730 GMT on Monday. Survivors are allowed to attend the hearings, where prosecutors and defence lawyers will tackle some of the key issues in the expected trial.

The case is being heard in Grosseto, the city nearest to the site of the tragedy where the ship still lies on its side as an unprecedented salvage operation prepares to right it, refloat it and tow it away.

Dozens of survivors in civil courts are suing Costa Crociere, the biggest cruise operator in Europe and a subsidiary of the US-based giant Carnival Corp. Most of the survivors who did not suffer injuries or lose loved ones have accepted compensation from Costa of around 11,000 euros (\$14,000) each. In terms of the criminal proceedings, the company

negotiated a controversial plea bargain with the court last week in which it accepted some responsibility as the employer of the suspects and paid a one million euro fine.

Carnival's revenues in the first quarter of 2013 were \$3.6 billion. Thirty lawyers working for survivors have said they will issue a joint plea on Monday for prosecutors to investigate the boards of Costa Crociere and Carnival, which is the world's biggest cruise company and is registered in Florida.

"The idea is that prosecutors in Grosseto should widen their investigation to the companies for their role in the crimes that the current suspects are accused of," said Cesare Bulgheroni, one of the lawyers taking part in the protest.

Bulgheroni alleged that the company had poorly-trained personnel on board and delayed the evacuation of the ship -- all accusations that have been denied by Costa Crociere. Codacons, a consumer association which is suing Costa Crociere on behalf of some survivors, has published a report that showed key equipment on board apparently malfunctioned including sealed doors. Bruno Neri, a professor called by Codacons to carry out the technical analysis, said: "Schettino has been turned into a scapegoat". **Source : France 24**



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The **TASMAN BAY** (ex Aalsmeergracht) inbound for Melbourne – **Photo : Dale E.Crisp ©**

German state bank KfW may step-up lending to shipping industry

German state bank **KfW** is considering expanding its lending to the shipping industry, stepping into a gap left by other European banks which have cut exposure to a sector struggling with one of the worst slumps on record. "I can

imagine increasing the volume of our ship business - if the risk-return profile is right," Chief Financial Officer Bernd Loewen said at the sidelines of the bank's annual press conference on Tuesday.

KfW, Germany's third largest bank by balance sheet, already ranks among the top ten shipping financiers worldwide with a book of ship loans worth 14.5 billion euros (US\$19 billion). Last year the bank underwrote 2.5 billion euros in new shipping loans, up from 2 billion in 2011.

The shipping industry is facing difficult times because of the economic downturn and a glut of new ships ordered during the boom years before 2008. Charter rates have fallen below break-even levels. The tough conditions have already bankrupted several shipping firms and forced others to restructure. **Source : Business Times**



The **CPC ZAPATA** anchored at Singapore Jurong Anchorage
Photo : Capt Neil Johnston – Master Salvanguard ©

KOTUG levert maatschappelijke en sportieve bijdrage

Op 14 april 2013 hebben 14 sportieve medewerkers en relaties van **KOTUG** de **ABN Marathon** van Rotterdam gelopen en hebben gezamenlijk een afstand van 211 km afgelegd.



Naast deze sportieve prestatie, hadden de **KOTUG** teams ook een maatschappelijk doel voor ogen en wisten bij de relaties van **KOTUG** geld op te halen voor twee fondsen:

- **CCU Fonds** (www.ccufonds.nl). De ziekte van Crohn en Colitis Ulcerosa zijn twee chronische darmaandoeningen die nog steeds ongeneeslijk zijn. Zolang de medische wereld naar de oorzaak zoekt, kiest het CCU Fonds voor een maatschappelijk offensief. Door onderzoek wil het CCU Fonds de complicaties rond deze aandoeningen inzichtelijk maken. Doel daarvan is maatschappelijke acceptatie af te dwingen, de beschikbaarheid van gericht werkende medicamenten voor alle betrokkenen te waarborgen en klachtgerichte medische begeleiding te versterken.
- **Stichting Nationaal Fonds Verminderde Weerstand** (www.verminderdeweerstand.nl) Stichting Nationaal Fonds Verminderde Weerstand financiert op structurele wijze onderzoeksprojecten in het vakgebied immunologie. Want alleen door beter inzicht te krijgen in de oorzaak van immuun deficiënties en door het ontwikkelen van nieuwe behandelmethoden kunnen we patiënten een beter leven bieden.



Na afloop van de marathon werden de lopers, hun partners en fondsen verwelkomd met hapjes en drankjes bij restaurant Nul10. De lopers kregen een sportmassage, een service die beschikbaar gesteld werd door **Redwise Crewing**. In het lentezonnetje werden de lopers verrast met een in kristal gegraveerde hardloper, aangeboden door **Crystal Specials**.

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China deploys navy ships to patrol disputed islands

A day after asking Japan to stop encroaching its territory, Chinese military on Wednesday for the first time deployed its naval ships to patrol the islands disputed with Tokyo in the East China Sea. This is the first time in recent months China deployed its naval vessels for patrols in the islands waters replacing the marine surveillance vessels, even though some naval ships were seen in the waters earlier. A two-vessel fleet of the Chinese People's Liberation Army Navy patrolled the territorial waters surrounding the Diaoyu Islands this morning, state-run Xinhua news agency reported. China calls the islands Diaoyu while Japan refers to them Senkakus, which were administered by Tokyo till last September after which China started challenging the Japanese hold on the islets.

Significantly they also conducted open-sea offensive and defensive training as well as exercises of intercepting and searching illegal vessels in the western Pacific Ocean on Sunday and Monday, it said. Missile destroyer **Lanzhou** and missile frigate **Hengshui**, both from the Navy's Nanhai Fleet, entered the sea area via the Miyako Strait on Tuesday night, the report said. Today's patrol by the Nanhai fleet ships came after vessels from the PLA Navy's Beihai Fleet and Donghai Fleet had previously patrolled the Diaoyu Islands waters.

Yesterday Chinese Defence Ministry spokesperson Yang Yujun asked Japan to stop encroaching the country's territory asserting it has the capability and determination to safeguard them.

"What is important now is for Japan to stop activities that undermine China's territorial sovereignty and take actions to ensure the issue resolved," he said while release a white paper on the Chinese military. The paper named Japan as "trouble maker" while accusing US of making situation "tenser" by forging alliances in Asia. **Source : ZeeNews**



The **HHL RHINE** moored in a Western Australian port – **Photo : Pelsaert ©**

3 men missing after submarine accident

Three people are missing after a submarine accident near the coast of South China's Guangdong province on Monday. Four people were in the civil submarine, developed by Zhuhai Jianyu Shipping Co in Zhuhai, when it was undergoing a trial operation underwater, Southern Metropolis Daily reported on Tuesday.

The accident happened when the submarine surfaced in duckweed floating on the sea's surface, which caused motor failure, the report said. The only survivor told a rescuer that the pilot opened the door of the submarine in an attempt to escape, as he felt stuffy in the 5-meter-long, 1.2-meter-wide submarine.

The four left the submarine after a wave caused it to sink. One managed to swim back to the shore, but the other three went missing. A rescuer, surnamed Zeng, said the waters where the accident happened were 2 meters deep in low tide. He said the people onboard might have panicked. "They could have waited for us to arrive if they had climbed onto the mast of the submarine," he said. Gao Guangxue, chairman of Zhuhai Jianyu Shipping Co, said the accident was caused by the pilot's decision to open the door without a permit, and that it had nothing to do with quality of the submarine. Rescuers are searching for the missing people and the accident is being investigated, according to the local government. **Source : ChinaDaily**

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The **MARIETJE ANDREA** passing Dordrecht - Photo : Marius van den Ouden (c)

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Pirates pose complex, increasing threat to West African shipping

Armed hijackers pose a growing threat off Nigeria's oil-rich coast, where commercial ships do not enjoy the protection of naval security that has dramatically reduced Somali piracy on the other side of Africa.

The Gulf of Guinea region, which includes Nigeria, is an increasingly important source of oil, cocoa and metals for world markets, although international navies are not actively engaged in counter-piracy missions in the region at present.

Unlike waters off Somalia and the Horn of Africa, where ships can transit past at high speed with armed guards on board, many vessels are forced to anchor off Nigeria with little in the way of protection, making them a soft target for criminals. Pirate attacks on ships around Nigeria rose to 11 incidents in the first quarter versus 10 in the same period last year, watchdog the International Maritime Bureau (IMB) said on Monday. "The Gulf of Guinea represents an area of concern," the IMB said in its latest report. "Nigeria accounted for 11 incidents in the region. Guns were reported in at least nine of these attacks," said the IMB, monitoring global piracy since 1991.

In the overall Gulf of Guinea, 15 incidents were recorded in the first quarter versus 19 in the same period last year, although those in 2012 had included single attacks in Benin and the Democratic Republic of Congo, IMB data showed.

"The Gulf of Guinea presents the most complex maritime security environment for commercial vessels today, due to the range of attacks from smash and grab robberies to hijackings and abductions," said Rory Lamrock, intelligence analyst with security firm AKE.

Hijacking an entire tanker to steal its fuel cargo is a far more efficient criminal business model than the Somali style of hijacking for ransom. Attackers can see a substantial financial return within a week if a pre-arranged buyer for the stolen cargo is found in West Africa. In comparison, Somali ransom payments regularly take over a year to negotiate."

Unlike in the case of Somalia, which has lacked functioning government for two decades, West African states have been wary of allowing international navies to operate close to their territorial waters because of sovereignty sensitivities.

Despite worsening violence off Nigeria, overall global pirate attacks declined in the first quarter with 66 incidents reported, versus 102 in the same period last year, the IMB said. It said the drop was driven by a lower degree of hijackings by Somali pirates on the eastern side of Africa. The number of attacks involving Somali gangs fell to five incidents in the first three months versus 43 in the first three months of 2012, IMB data showed.

Prompted by soaring costs for shippers, including insurance and the safety of their crews, international navies have stepped up pre-emptive action against the pirates, such as strikes on their bases on the Somali coast.

Shipping firms are also increasingly using guards and other measures such as razor wire and better monitoring.

"The drop in reported attacks is due to pro-active naval actions against suspect pirate action groups, the employment of privately contracted armed security personnel and the preventive measures used by the merchant vessels," IMB director Pottengal Mukundan said.

"The attacks will rise to past levels if the naval presence is reduced or vessels relax their vigilance." The annual report by the Oceans Beyond Piracy advocacy group published last week estimated the cost of piracy at \$5.7-6.1 billion in 2012. **Source : The Star**



The **TORM AMALIE** enroute Amsterdam – **Photo : Joop Marechal ©**

Russian shipping giant stung by Cyprus haircut

Two of Russia's biggest companies said there is a substantial risk that they won't be able to recover tens of millions of dollars frozen in Cypriot banks, reports the Wall Street Journal. OAO Sovcomflot, Russia's biggest shipping group, said it has \$25.8 million frozen in Popular Bank. "There is significant risk a large part of these funds will not be recoverable and for the immediate future are blocked and not accessible," SCF said in its 2012 earnings report. The shipping company, the world's fourth-largest tanker operator in terms of tonnage, reported annual revenue of \$1.4 billion.

Source: Famagusta Gazette



The **Q KEEN** assisted by the **Iskes tugs HERCULES** and **ARION** in the port of IJmuiden
Photo : Marcel Coster ©

Singapore Shipping Corporation completes acquisitions

Singapore Shipping Corporation has completed its share purchases in a ship agency, a terminal and a logistics company. SSC has spent S\$15m buying stakes from MYP Ltd in Hai Poh Terminals, Island Line, Nanyang Maritime (S'pore) and SSC Shipping Agencies. MYP is keen to offload its maritime stakeholdings as it wants to focus exclusively on real estate.

SSC's business is presently based on its fleet of car-carriers, which are placed on long-term charters to blue-chip operators. On the rationale for the acquisition SSC said it "remains open to complementary, opportunistic acquisitions that can help improve the group's revenue streams, profitability and returns for shareholders." **Source: Sea Ship News**



The **ENA JADE** anchored off Singapore – Photo : Capt Neil Johnston – Master Salvanguard ©

Baltic Dry Index up to 880 points

On April 16, 2013, the Baltic Dry Index climbed to 880 points, up 4 points (0.46%) against the level of April 15.

BDI is a number issued daily by the London-based Baltic Exchange. Not restricted to Baltic Sea countries, the index provides "an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a timecharter basis, the index covers Handysize, Supramax, Panamax, and Capesize dry bulk carriers carrying a range of commodities including coal, iron ore and grain. Because dry bulk primarily consists of materials that function as raw material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production.

On 20 May 2008, the index reached its record high level since its introduction in 1985, reaching 11,793 points. On 3 February 2012, the index had dropped 647 points, the lowest since 1986.

Aannemer PUMA rondt eerste deel Maasvlakte 2 af

Koninklijke Boskalis Westminster N.V. (Boskalis) en **Van Oord Dredging and Marine Contractors B.V. (Van Oord)** leverden op 17 april de eerste fase van Maasvlakte 2 op aan opdrachtgever Havenbedrijf Rotterdam; volgens planning, binnen budget en conform de vastgelegde kwaliteitseisen. Vijf jaar geleden ging PUMA, het samenwerkingsverband van beide aannemers, van start met de uitbreiding van de Rotterdamse haven. Vandaag is realisatie van 700 hectare nieuw bedrijventerrein, 11 kilometer zeewering, 3,5 kilometer kademuur, 24 kilometer wegen, 14 kilometer spoor en 560 hectare havenbassin een feit.



Foto : Hans van der Linden www.aerolin.nl AerolinPhotoBV/ PUMA ©

De werkzaamheden die PUMA nu heeft afgerond vormen het leeuwendeel van de aanleg van Maasvlakte 2. Op dit moment werkt het Havenbedrijf aan de nautische toegankelijkheid van Maasvlakte 2 door het plaatsen van lichtlijnen en boeien voor de scheepvaart zodat op 22 mei Maasvlakte 2 kan worden opengesteld voor schepen. Het komende jaar wordt nog volop gewerkt aan infrastructuur op de grens van het bestaande havengebied en Maasvlakte 2, onder andere met de aanleg van een ongelijkvloerse kruising ter hoogte van de ECT-terminal, om het nieuwe havengebied naadloos aan te sluiten op het bestaande. Daarnaast bouwen APM Terminals (APMT) en Rotterdam World Gateway (RWG) hard aan de nieuwe containerterminals die beide bedrijven eind 2014 operationeel willen hebben.

Maasvlakte 2 is een project van grote getallen; 240 miljoen kubieke meter zand is aangebracht om land te winnen, bedrijventerrein op hoogte te brengen en 7,5 kilometer strand en duinen aan te leggen. 7 miljoen ton

waterbouwsteen, 20.000 betonblokken van elk ruim 40 ton en 150.000 ton klei zijn in de 3,5 kilometer lange harde zeewering verwerkt. Zo'n 300.000 kubieke meter beton is bij de aanleg van de kademuur gebruikt.

Voor de aanleg van deze eerste fase van Maasvlakte 2 (het nieuwe land, infrastructuur op Maasvlakte 2 en verbindingen met het bestaande havengebied) had het Havenbedrijf een budget van € 1,9 miljard beschikbaar. Het contract met PUMA is verreweg het grootste en meest aansprekende van het werk. Het Havenbedrijf heeft voor dit contract met een waarde van ruim € 1,1 miljard gekozen voor een Design, Construct en Maintenance contract.

Ontwerp, realisatie en onderhoud zijn hierbij gespecificeerd in een Programma van Eisen, dat voor een groot deel uit functionele eisen bestond. Hierdoor konden Boskalis en Van Oord hun innovatieve meerwaarde laten zien. Het ontwerp van de harde zeewering werd in samenwerking met de opdrachtgever geoptimaliseerd tot een zogenoemd stenig duin met een blokkendam als golfbreker ervoor. De storm die deze innovatieve zeewering moet kunnen weerstaan komt statistisch gezien slechts eens in de 10.000 jaar voor. Voorafgaand aan de aanleg hebben testen op schaal de effectieve werking van het ontwerp aangetoond. **Bron : Transport Online**



Above seen the **Flipper-9** (previous **KW 32 Geertruid Margaretha** and **Ocean VII SCH333**). Moored in Walvis Bay (Namibia) **Photo : Michel de Pooter ©**

CASUALTY REPORTING

An advertisement for Multraship Towage & Salvage. The logo features a stylized yellow and blue 'M' followed by the text 'MULTRASHIP TOWAGE & SALVAGE' in blue. Below the logo, the website 'www.multraship.com' and the phone number '+31 (0) 115 645 000' are listed. The background of the ad shows a large white ship with a blue hull, likely a freighter, being towed by a smaller tugboat in a harbor.

Dutch freighter collides with Neste Oil tanker in the Bay of Bothnia

The **M/V Varnebank**, a Dutch freighter, struck the stern of a Neste Oil tanker, the **M/T Neste**, which was carrying a part cargo of diesel fuel, south of Kemi in the Bay of Bothnia at 18.05 EET on Tuesday, 16 April, the tanker owner said in a press release.

Both vessels were following a route indicated by the icebreaker **Odin** when the **M/T Neste** became stuck in the ice. It was after this that the **M/V Varnebank** hit the stern of the tanker. The collision was of a minor nature and did not injure anyone or result in any damage to the environment. Crew of the **Urho**, another icebreaker, checked both vessels for damage and gave them permission to continue to the next port, where a more detailed examination will be carried out. The authorities will carry out an investigation of the chain of events that led up to the collision.

Neste Oil Corporation is a refining and marketing company concentrating on low-emission, high-quality traffic fuels. The company produces a comprehensive range of major petroleum products and is the world's leading supplier of renewable diesel. Neste Oil had net sales of EUR 17.9 billion in 2012 and employs around 5,000 people, and is listed on NASDAQ OMX Helsinki. **Source : PortNews**

NAVY NEWS

Fire on submarine at Portsmouth Shipyard

A small fire broke out on the **USS Topeka** Tuesday morning, according to officials at the Portsmouth Naval Shipyard, but was quickly extinguished. The fire started around 11:30 a.m. in the forward part of the nuclear-powered submarine.

Shipyard spokesman Gary Hildreth said the small fire was caused when a temporary electrical service panel was being relocated and a cable sparked, resulting in a nearby plastic cover igniting. The small fire was immediately covered and extinguished. There were no injuries as a result of the fire.

The **USS Topeka** has been at Portsmouth Naval Shipyard since December and is currently undergoing an engineering overhaul in one of the yard's dry docks. **Source : New Hampshire Union Leader**



Sailors and Marines man the rails aboard the amphibious assault ship **USS Peleliu (LHA 5)** while entering Hong Kong. Peleliu is the flagship for the **Peleliu Amphibious Ready Group** on deployment in the U.S. 7th Fleet area of responsibility **Photo : US Navy ©**

Pakistan Navy gets Chinese-built warship

An F-22P frigate built for the Pakistan Navy with Chinese assistance was commissioned during a ceremony held at a naval shipyard in the southern port city of Karachi Wednesday. Pakistan Navy chief Admiral Mohammad Asif Sandila

was the chief guest at the commissioning of **PNS Aslat**, which was built at the Karachi Shipyard and Engineering Works.

The event was also attended by senior officials from China and Pakistan, including the Chinese Ambassador and the vice president of the China State Shipbuilding Corporation.

The commissioning of **PNS Aslat** marked the culmination of a contract signed by Pakistan and China in 2005 for four F-22P warships. Three of the frigates were built in China and technology was transferred for constructing the fourth warship in Karachi. **PNS Aslat** is fitted with advanced weapons and sensors that make it a "highly potent platform" capable of operating in a multi-threat environment. Its inclusion in the Pakistan Navy's destroyer squadron will strengthen the country's capabilities to defend its maritime frontiers, the navy said in a statement.

The construction of the fourth frigate in Pakistan had enhanced the Karachi Shipyard's capabilities in the construction of warships, the statement said. The construction of warships, fast attack craft, small tankers, utility ships and tugs in Karachi Shipyard reflects the government's indigenisation policy aimed at attaining self-reliance in defence capabilities, it added. **Source : ZeeNews**

Russia to base French-made new assault ships in Far East

Moscow plans to base its French-made Mistral-class amphibious assault ships in the Far Eastern port of Vladivostok when they enter service, Russian media reported. Several options were considered, but the choice fell on Vladivostok due to its existing transport infrastructure, RIA Novosti news agency quoted Roman Filimonov, head of the Defense Ministry's construction department, as saying. In addition, Russia intends to build for the new ships a short-term base in Petropavlovsk-Kamchatsky, another Far Eastern port, he said, adding that other possible bases are still being considered.

Necessary infrastructure for the two ships is due to be built in the Far Eastern region of Primorsky Krai by 2015, according to the report.

Russia signed a 1.2-billion-euro (1.58-billion-U.S.-dollar) deal with a French shipyard in 2011 for two Mistral-class ships, the first of which is due for delivery in 2014 and the second in 2015. A Mistral-class ship is capable of carrying 16 helicopters, four landing vessels, 70 armored vehicles and 450 personnel. **Source : cctv**

Navy seal hops aboard ship during preparations for exercises

A seal has boarded a Royal Navy ship as it was about to carry out military exercises near Carnoustie in Angus.

The seal swam up into the landing dock at the back of the ship as she was anchored preparing for her part in the large scale exercise as the command platform.



Flopping about the bay, the seal appeared to wave at the surprised Royal Navy and Royal Marine personnel who had gathered in the dock as part of the exercise serials. Lieutenant Sarah Filshie, the Air Aviation Officer managed to catch a few pictures of the mammal before it swam back into the chilly waters.

She said: "It's rather unusual to have a seal actually come on board but he seemed very inquisitive and interested in what we were up to. He stayed for about half an hour before one of the other officers approached him to see if he needed any help getting back into the water,

and then he just turned around and went back out again. He'd seemed perfectly comfortable just sitting there waving at us."

The Royal Navy, Army and RAF are gearing up to launch Europe's biggest war game off the coast of Scotland on Friday with a spectacular beach assault.

Involving more than 40 warships, 40 fixed-wing aircraft and 30 helicopters from the UK, Netherlands, Canada, France, Denmark, Belgium, Norway, Poland, Sweden and Germany, over 12,000 personnel will be putting their warfighting skills into action.

Exercise Joint Warrior will put this Response Force Task Group, which is designed to respond at a moment's notice to rapidly unfolding world events, to the test in a vast arena off the East and West coasts of Scotland over the next three weeks. **Source : STV News**

Angola: Brazilian Warship Moors At Luanda Port

The **APA** ocean patrol vessel belonging to the Brazilian Navy moored on Monday alongside the Port of Luanda, under the military relations with the Angolan Navy (MGA). During their arrival, the captain and some members of the crew received courtesy greetings from the Angolan port authorities, Angolan Navy and officials of the Brazilian embassy in Angola, especially the military attaché of Brazil to the country.

According to the programme, crew members will carry out some military operations, training of anti-piracy actions, sporting activities, as well as a visit to the Angolan Military History Museum.

Speaking to the press, the captain of the vessel, commander Carlos Considera said that it is a great satisfaction moor in Angola, taking into account it is a sister country.

He also said that it is the first trip of the ship, which was built in the UK and will last for two and half months, passing by Portugal, Spain, Mauritania, Senegal, Ghana, Angola, Namibia and finally Brazil. On his turn, the spokesman of the Angolan Navy, captain Augusto Lourenço, highlighted that visit of the Brazilian Navy in Luanda will enable the reinforcement of military cooperation. **Source : All Africa**

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Zaliv shipyard (Ukraine) to set 2012 profit to covering losses of previous years

The general meeting of shareholders of **JSC Shipyard Zaliv** held on April 15, 2013 decided to set the profit for the reported period to covering the losses of previous years and do not create the fund of dividends payment and, thus, do not accrue the dividends for the period of 2012, the shipyard's press center reports. The company shareholders listened to and approved the report of the General Director of the Society about the results of financial and economic activities in 2012, the report and conclusions of Revision committee and the report of Supervisory Board.

Also the financial results of Society were examined and approved, as well as annual reports. Shareholders meeting approved the appointment of Larin Alexander to the post of General Director **JSC Shipyard Zaliv** who acted for general director starting from September 2012.

OJSC Zaliv shipyard specializes in repair and construction of different types of vessels. 37.94% of Zaliv shares is held by Private Limited Company Forth Asset (Great Britain).



Interorient Marine's Dwt 40,429 Product Tanker **"NORIENT SOLAR"** on her 1st. Special Survey at **Cernaival Shipyard** in Algeiras. Photo : Enrique Pérez - Cernaival Shipyard ©

Government tries to find way for Skaramagas Shipyards to work again

The government has submitted an amendment to Parliament that it hopes will pave the way for Skaramangas Shipyards west of Athens to reoperate.

The shipyards have been largely idle for the past year but the coalition has proposed that a team of accountants to assess whether the Greek Navy can continue using the shipyards for construction and maintenance.

In December, Kathimerini reported that the Defense Ministry had written to Abu Dhabi Mar, the company that owns Skaramanga Shipyards, to say that the government is prepared to release up to 7 million euros in funding for the maintenance of Hellenic Navy submarines as long as the firm guarantees that this money will be used for the payment of employees and other costs relating to the shipyard. Source : ekathimerini

Keppel Land posts unaudited profit of \$96.6m for Q1 2013

According to financial results (unaudited) of the Company and of the Group for the quarter ended 31 March 2013 net profit of **Keppel Land Limited** for the period totaled \$96.6 million, the Corp. press release said. The profit was achieved despite absence of bumper profit from Reflections at Keppel Bay. Higher earnings came from property

investment due to increased contribution from Keppel REIT and Marina Bay Financial Centre Phase 2. Fund management earnings grew 25% to \$14 million on higher fee income from Keppel REIT Management and Alpha Investment Partners.

Keppel Land is the property arm of the Keppel Group, one of Singapore's largest multinational groups with key businesses in offshore and marine, infrastructure as well as property.

Keppel Land is one of the largest listed property companies by total assets on the Singapore Exchange. The Group's total assets amounted to about \$11.5 billion as at 31 December 2012. It is part of the FTSE ST Real Estate Index, FTSE ST China Top Index, FTSE All-World Index, FTSE Asia Pacific ex-Japan Index, FTSE EPRA/NAREIT Global Real Estate Index and EPRA/NAREIT Index. **Source : POrtNews**

IHC Merwede sells first IHC Beaver® 65 DDSP

Following the launch of the IHC Beaver® 65 DDSP in February, the first vessel has been sold to Advanced Construction Company, a member of the Al Geithy Group, based in Saudi Arabia. Testing was successfully completed at IHC Merwede's shipyard in Sliedrecht, The Netherlands, in early March and delivery to Jeddah will be organised in the second quarter of this year. After delivery the dredger will begin work in the Red Sea.



The new vessel succeeds the highly successful IHC Beaver® 6518 and belongs to the renowned IHC Beaver® series of standard cutter suction dredgers. She has been designed with an integrated spud carrier, which makes for a stronger dredging vessel, especially in waves. Another key feature of the IHC Beaver® 65 DDSP is the directly driven submerged pump (DDSP) mounted on the cutter ladder. Working in combination with the Curve® impeller, this allows the vessel to dredge at high-mixture densities, without any limitation on the vacuum – even at larger dredging depths. Compared to other dredgers in its class, she is equipped with greater cutting and pumping power.

Built in accordance with BV Coastal Area classification, the vessel can be used on inland water and out at sea. Like all IHC Beaver® dredgers, she offers easy dismounting and transportation possibilities, and is built from stock for short delivery times.

COSCO Shipyard floats out Vroon's first livestock carrier

Cosco Shipyard in Guangdong, China, has held recently a launching ceremony for **Galloway Express**, first livestock carrier being built for **Vroon B.V.**, the Dutch company news release said.

The launching took place in two stages. On 6 April the vessel was pulled from the slipway to the floating dock, a process that took six hours. The second stage, on 9 April, was to lower the ship into the water by filling the floating dock.

Galloway Express is the first of four livestock carriers being built for **Vroon** at the Shipyard. We look forward to her delivery this summer.

Breskens, the Netherlands headquartered **Vroon B.V.** is a diversified international shipping company. Today the company operates worldwide and has a fleet of around 160 vessels transporting livestock, dry cargo, containers, automobiles, and clean and dirty oil products, as well as a large fleet of offshore-support vessels. The company employs about 110 people. **Source : PortNews**

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The **OBELIX BULKER** moored in Melbourne – Photo : Dale E.Crisp ©

Amarcon and GTT signs cooperation agreement on sloshing prevention technology

Amarcon and GTT will develop technology that enhances the quality of sloshing measurement and prediction for LNG carriers

Amarcon, a member of the **ABB group**, announced that it has signed a cooperation agreement with GTT (Gaztransport & Technigaz) to market and further develop a forecasting and advice software system for sloshing prevention onboard LNG carriers. The agreement was signed at the LNG17 Conference & Exhibition in Houston, US. In the coming years, a significant growth in the long distance transport of LNG is expected. Consequently, a considerable number of new build LNG carriers will come into the market. It is clear that the safe operation of these vessels will be imperative. To respond to this demand, last year Amarcon and GTT already announced the joint effort on development of sloshing prevention software for LNG Carriers. The sloshing prevention is an advanced module within Amarcon's OCTOPUS advisory suite that will forecast and advise the crew with optimum route to achieve time savings while preventing risk for sloshing. Sloshing prevention will greatly boost the LNG tanker's safe conditions and optimize the operational availability of the ships.

"We are looking forward on working together with GTT in order to serve LNG carriers with a state of the art onboard sloshing advice, which will help crews to choose the route, speed and course with least risk for sloshing, so time savings can be achieved and damage to the LNG membrane tanks can be prevented. Also in the offshore LNG, we see large potential and need for this kind monitoring and advisory systems as a part of an asset management program" Leon, Adegeest, General Manager of Amarcon said.

GTT (Gaztransport & Technigaz) is a French engineering company formed in 1994 specializing in designing and licensing the construction of cryogenic LNG storage tanks for the shipbuilding industry.

Amarcon, a fully owned subsidiary of ABB, provides monitoring and forecasting software solutions for performance and availability optimization of sea-going vessels, and is the leader in vessel motion prediction solutions. ABB acquired Amarcon in august 2012 as an important step to expand its marine software offering. Today, ABB offers a wide range of marine advisory and optimization systems to the maritime and offshore market. ABB (www.abb.com) is a leader in power and automation technologies that enable utility and industry customers to improve performance while lowering environmental impact. The ABB Group of companies operates in around 100 countries and employs about 145,000 people. Source : ABB



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Prize Winning Stinger handling system to improve pipe-laying

ULSTEIN is currently customizing their innovative Chain type Stinger Handling system concept for three different companies on three different continents. The compact system improves both the vessel design and pipe-lay operations, and as acknowledgment on April 16th 2013, the equipment has won the bi-annual IRO Innovation Prize. The participants casted their votes for the 4 nominees, and **Ulstein Idea Equipment Solutions** came out as winner.

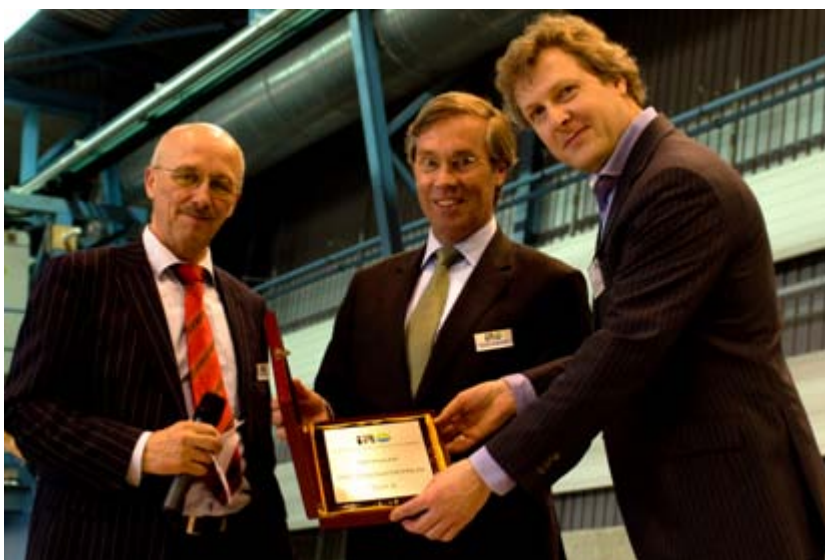
Two distinct developments can be observed in today's offshore construction market: Firstly, exploration and production in deeper waters will continue to push boundaries of existing technologies, and innovative solutions will be required to enable construction at increased water depths. Secondly, the operators are increasingly striving to optimize of the utilisation of existing or smaller assets with smart equipment to perform at better cost.

Deepwater infield pipelines are forecast to grow at a yearly pace more than 15% between 2012 and 2017. Pipelines are typically installed by using techniques called J-Lay or S-lay. Traditionally S-lay was used in shallower waters and J-lay for deeper waters. However, since S-lay provides some distinct advantage over J-lay in relation to the optimisation of the pipe-joining process, the market demanded to further develop S-lay equipment to install pipelines at deeper waters. The deeper waters require the stinger and its handling system to be capable to operate at higher loads. Most

offshore construction vessels, so called derrick lay vessels, used for the installation of sub-sea pipelines have both pipe-lay and heavy-lift functionalities.



Traditionally the stinger handling system comprises winches with wires and sheaves, which, by the increasing load is reaching its practical limits in relation to the available deck space with the presence of the offshore crane. Another



disadvantage and operational cost often forgotten is that wires need to be frequently exchanged, imposing both cost and downtime for (de-)reeving. For most heavy lift operations, the stinger will be removed and to avoid time demanding (de-)reeving of the cables typically an A-frame is added to the Stinger Handling configuration. Aside from the investment for such frame, an A-frame imposes an obstruction to the so called firing line for objects that may need to be supported from the vessel into the water.

The market demand and opportunities for operational improvements of existing solutions led to the development of the Chain type Stinger Handling System by **Ulstein Idea Equipment Solutions**. The system is very compact and characterised further by its small

footprint, leaving space for most lifting operations. The system comprises hydraulic driven chain pull units, using only proven technologies and components. For large heavy lift operations the units, including the chain, can be quickly removed by simply removing some pin connections and some connections at the manifold. By its nature this system does not contain costly consumables nor does it require a heavy and costly A-frame, optimising the investment of the equipment. As the main pulling system comprises large capacity cylinders, the system can be easily upgraded with a functionality to avoid slack chain due to stinger uplift, using components already present

Features:

- More free deck space on rear deck
- Less interference with lifting operations

- Reduced (de-)mobilisation time
- Large object handling along stinger
- Lower capital costs
- Reduced operational costs
- Possibility to build in a stinger uplift peak load prevention

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The tug **BRAVEHEART** port of Pointe Noire with in the back ground, 2 new container cranes

Photo : Tom Mulder ©

World dockers back London Gateway solution

World dockers' union representatives meeting in London unanimously backed the involvement of Unite the Union at the London Gateway terminal.

Speaking from the meeting of the ITF's dockers' section committee, which brings together ports union leaders from around the world, ITF president and dockers' section chair Paddy Crumlin stated: "The situation is simple. London Gateway is a major DP World project. DP World is firmly on record as valuing the contribution of workers and unions.

Unite the Union is equally committed to a positive outcome at London Gateway. The company should be talking to them right now about how to achieve that." ITF dockers' section secretary Sharon James added: "There is a clear pathway to successful labour relations at London Gateway. Unite are on that pathway already. The ITF invites DP World to join them."

The meeting passed the following resolution:

This meeting of the ITF Dockers' Steering Committee, comprising seventeen dockers' unions affiliated to the ITF, meeting in London on 17 April 2013;



The Iskes tugs **SIRIUS** and **ARGUS** enroute with the **Annie Hillina ROS 170** from IJmuiden to **Shipdock** in Amsterdam **Photo : Marcel Coster ©**

Malaysia's Northport to invest RM1bn in redevelopment plan

Northport (Malaysia) Bhd, the port operating subsidiary of NCB Holdings Bhd, plans to allocate RM1 billion to finance new redevelopment projects over the next five years beginning 2014, the company's press release said.

According Northport CEO Abi Sofian Abdul Hamid, under the proposed five-year plan, the terminal operator intends to upgrade its container wharf facilities comprising Wharf 8, 9 and 10 and buy new container handling equipment so that it can handle bigger ships as well as expand its capacity further.

The proposed redevelopment will also include upgrading of the conventional cargo terminals in Northport for break bulk, liquid and dry bulk cargo and that in Southpoint -- the oldest section of Northport. **Source : Portnews**

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.... PHOTO OF THE DAY



The **SVITZER SAHAM** operating in the port of Sohar (Oman) – Photo : Rik van Marle ©

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