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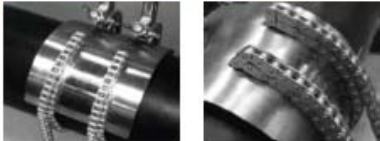
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The EUROGRACHT enroute Shipdock in Amsterdam – Photo : Marcel Coster ©

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Fairstar's **FJELL** Departed from Batam bound for Australia -Photo : Martin de Klerk ©

RINA Group supports new UAE class society

International classification society **RINA Group** has been chosen as the International Association of Classification Societies (IACS) partner to support the development of Tasneef, a new classification society for the United Arab Emirates. Emirates Classification – Tasneef has been established in Abu Dhabi and plans to expand with future worldwide offices. Working in partnership with RINA, the goal is to develop Tasneef as an international classification society capable of meeting the technical and classification needs of the region's maritime industry, the UAE flag and international commercial shipping.

Andrea di Bella, Area Manager Middle East, RINA Group, says, "We are very excited to have been chosen to assist the development of Tasneef after a tender process that included all the major classification societies. We will work closely with Tasneef on a number of newbuilding projects and ships in service to develop their procedures and technical competence. We expect this to be the beginning of a long partnership as the UAE further expands its maritime interests."

Mr. Rashed Alhebsi, Head of the Establishment Committee of Tasneef, says, "We selected RINA to help us develop Tasneef because of its proven competence and the good collaboration we experienced with them during our UAE Naval shipbuilding (corvette class) programme. We at Tasneef have carefully and systematically reviewed potential partners and we took our time to decide. This new partnership is built on a successful relationship. The way Tasneef looks at RINA is as a long-term strategic partner where both companies will fulfil the demand for classification services in potential sectors in this region known for fuelling the world with energy, oil and gas. Tasneef and RINA Group will also support this region, which is becoming a world hub for the maritime industry where more than 60 per cent of the world's shipping either operate or pass, especially after establishing Khalifa Port which increases the shipping capacity of this region. Tasneef and RINA are currently finalising together a portfolio of up to 44 classification projects in 2013 varying from new construction and ships in service to supporting the UAE Flag administration with thousands of statutory certifications."



The **OCEAN SHANGHAI** arriving late Saturday afternoon from New Orleans to discharge coal at the Tyne bulk terminal. [photo : Kevin Blair ©](#)

Eekels delivers complete SPM buoy



automation systems based on proven industrial components. A single point mooring buoy (SPM) typically consists of a surface buoy attached by chain anchors on the seabed. The product flow line from a production or storage facility is laid on the seabed and is connected to a seabed manifold from where a flexible hose carries the product to the surface buoy. This surface buoy is invariably fitted with a turntable trough which the hawser and flexible export

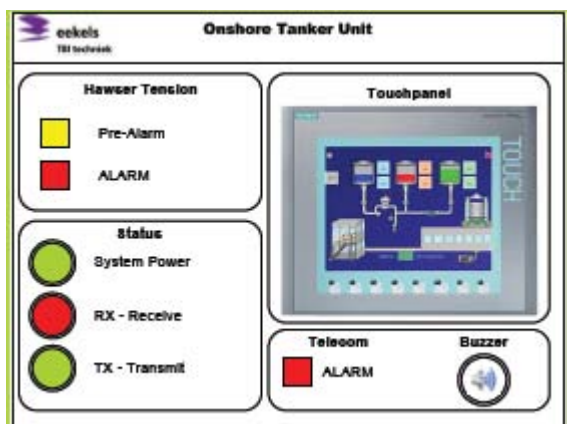
pipeline are routed to the off take tanker. The SPM buoy enables a vessel to freely rotate in response to waves and wind direction. The product flow line can be kilometres long depending on the type of product or operating philosophy of the onshore facility.

Autonomous power

The Redundant Automation and Data Acquisition Station and the onshore repeater stations have their own autonomous power source. The power of the system will be supplied by Solar Panels with backup batteries. The mobile tanker unit and the onshore tanker unit have to be supplied with 100V-240V AC 50/60HZ. This unit will get the power from the bridge at the tanker or the central control facility of the customer.

Mobile Tanker Unit

The Mooring master has to be supplied with all necessary information.



To ensure the mooring master has this information, he can connect with the system through a Mobile Tanker Unit. The Mobile Tanker Unit has a radio modem which can communicate with the Automation and dataAcquisition station distance between mobile case and data acquisition station about 500m. The mooring master can directly monitor theHawser Tension data. Next to the direct view the Mobile Tanker Unit has the possibility to present mimics where e.g. Battery status, Solar Panel status, HPU accumulator pressure, Hydr. Oil level, Swivel pressure etc. can be presented. All analogue values can be presented in bar graphs. If applicable the valves can be controlled. The Mobile Tanker unit will have to be supplied with 100V-240V AC 50/60HZ power. Onshore tanker unit The system has the possibility to connect an onshore tanker unit. The onshore tanker unit has the same

functionality as the Mobile tanker unit. To prevent problems, the control of the system will be configured to only the Mobile tanker Unit or only the Onshore tanker unit. The onshore tanker unit has also the ability to connect to the customers automation system with standard . The onshore tanker unit

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Costamare's **MSC ANTWERP** (9030732) outbound from Melbourne photo : Dale E Crisp. ©



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Market can't get any worse – China lines

Ocean carriers should seek rational, creative and cooperative development to shake off losses, readjust their fleet and regain a solid ground in preparation for a recovery in the market, according to Chinese Shipowners' Association head Zhang Shouguo.

"The shipping doldrums seems to have hit bottom," said the vice-president and secretary-general of the Beijing-based association. "This year's situation couldn't be worse, although it may still be quite serious." The term "rational development" largely refers to optimising the capacity structure to lessen worsening overcapacity and find a balance by retiring old and pollution-heavy vessels and not blindly following the expansion of other lines, said Zhang. By creative development, he wanted shipping companies to improve risk and cost control systems, and upgrade services and management. More importantly in the current period, cooperation among the carriers was necessary not only in shouldering social responsibility but also in avoiding malignant competition. Communication with upper and lower reaches of the logistic chain could reduce risks and prepare for the future. Capacity adjustment and restructuring could also be realised through cooperation and alliance mechanisms.

After a lacklustre performance in 2011, the shipping industry in China barely survived the global slowdown in 2012, hammered by rising fuel and falling rates. Among 14 of the Chinese mainland listed shipping enterprises, nine reported losses in the first three quarters, with Cosco leading the way again after 2011.

Although their total revenue managed slight increases, a whole industry loss seems inevitable for the whole of 2012.

"The enterprises are confronting even worse difficulties this year than last year, and it is hard for carriers to make money under current shipping rates," said Zhang.

Cosco, China Shipping Container Line and **Changjiang Oil Transport**, all share-listing carriers with consecutive losses, have failed to make ends meet so far. Cosco said it was issuing overseas bonds in US dollar denomination through its overseas branches. Cosco Shipping (Hong Kong) raised US\$89.6 million from North European Bank on November 20. CSCL also noted on November 19 that it had raised \$358.6 million by selling some container vessels owned by its branch companies.

Sluggish industrial indices offer testament to the market pessimism. Industrial analysts at the Shanghai International Shipping Institute, a compiler of Chinese mainland shipping indices, concluded below-average indices for the third quarter of 2012 for the first time in two years. The China Shipping Prosperity Index was only 78.17 points, down 16.37 from the previous quarter. The index for Chinese ports was 97.42 points, down 20.72 percent from the first quarter. The situation in the last quarter of 2012 is believed to have improved, but only slightly.

Information from the Shanghai International Port (Group) indicated that in the first nine months of 2012 the number of idle vessels in Shanghai only saw a slight increase. Data from the management committee of the Shanghai Comprehensive Bonded Zone show idle container vessels at Yangshan Port Area rose by 1.5 percent in the first three quarters and 5.5 percent at Waigaoqiao Port Area. While the BDI (Baltic Dry Index) averaged around 1,400 points last year, it lowered to an average of less than 1,000 most of the time. The recent BDI rebound in November was seasonal because of Christmas, said industry analyst Du Jianping from Zhongyin International.

It is unlikely there will be a rise in rates with the start of 2013 as there is still overcapacity on key ocean routes. Many of the carriers do not see boosting bottom lines from rates after paying for fuel and crew salaries, not to mention port surcharges, depreciation and bank interests.

"Overcapacity is the deep-rooted cause of weak shipping rates," said Zhang. In 2012, the retirement and dismantling of old vessels was speeded up. According to the Chinese Shipowners' Association, vessels with a total of 30 million dwt were retired in the first 10 months of 2012 worldwide and for the whole of 2012 this could reach 35 million dwt, compared with 25 million dwt in 2011. However, the capacity increase in 2012 was estimated at above 100 million dwt, which means a net increase of about 65 million dwt. By the end of October container capacity increased to 16.67 million TEUs from 15.91 million boxes.

"Increases in new vessel deliveries and their growing size will keep pressuring the shipping market and it will take time to fundamentally tilt the unfavourable imbalance in supply and demand towards carriers," said Zhang. The fleet overhang will erode the limited increases in cargo traffic even with a gradual economic recovery, he added.

Information from other departments indicates cargo flow is expected to grow and speed up this year. Minister of Commerce Chen Deming, at a forum on November 29 in Beijing, said: "Initial forecasts indicate that international trade in 2013 will be slightly better than in 2012."

Trade with emerging markets such as South America, Africa and Central Asia will fare better, said Cao Yuanzheng, chief economist of the Bank of China. Cao added that China's economy was expected to arrest its seven-quarter slowdown in the last quarter of 2012 and that would be sustained in 2013. [Source portnews](#)



The **HSS DISCOVERY** moored in Curacao-photo : [Steven Scheffer](#) - [BHOSS BV](#)

Trial for B.C. Ferries officer almost 7 years after Queen of the North sank



Marven Robinson still marvels at instincts that jolted him from his bed the night of March 22, 2006, prompting him to tune into his marine radio in time to hear a mayday distress signal that sent him scrambling in darkness to help rescue all but two passengers of a sinking British Columbia ferry. Memories remain sharp for the First Nations man, from his initial confusion pinpointing the vessel's location to arriving at the sinking ship aboard a gillnetter 40 minutes later. But in the fatal [Queen of the](#)

[North](#) disaster, he thinks he's an exception.

"It's six years (ago) and people are kind of like, 'Oh my God, it's coming back now.' So everybody is starting to get that worry (that they) don't remember much of that night," he said in an interview. "But I tell you for me, it's really easy. I can remember what I saw." One of the ferry's former crew members goes on trial this week, and Robinson expects to join a group of Hartley Bay native band members in relaying his recollection of the incident as a sworn witness. Almost seven years on, Karl Lilgert will face charges of criminal negligence causing death after the ship crashed into an island and went down along B.C.'s northwest coast.

Lilgert was the navigation officer and on the bridge that night, according to a subsequent Transportation Safety Board investigation. He was the officer in charge after the Second Officer went for a scheduled lunch break. Lilgert has pleaded not guilty to the two counts connected with the deaths of passengers Gerald Foisy and Shirley Rosette, whose bodies were never found. The couple from 100 Mile House, B.C., was presumed drowned.

On Wednesday, jury selection was conducted. Neither Lilgert's lawyer or the Crown have commented on why it's taken this long to get to court. A basic timeline provided by B.C.'s criminal justice branch states the initial investigative report was provided to Crown by police in February 2008.

Charges were sworn on March 16, 2010, four years after the incident. A preliminary inquiry was held in provincial court in May 2011, while the indictment was signed the following September.

"Any delay like that is really troubling," Bentley Doyle, spokesman for the Trial Lawyers Association of B.C., said in an interview. "It's very tough for everyone involved, for either side of the file."

He said some of the typical causes for delays include difficulty aligning lawyers' schedules, complex disclosure in which lawyers need to read tens of thousands of pages of documents, and a lack of judges.

A trial should commence within 18 months, as justice is jeopardized when the delay creeps towards two years and beyond, Bentley said. Cases have sometimes been thrown out.

Lilgert's lawyer, Glen Orris, told The Canadian Press at the time the charges were approved that his client would plead not guilty. "He doesn't deny that he is responsible for what happened. He was the person in charge of the ferry at the time that it ran aground, so clearly, he's the one who's responsible," said Orris in March 2010.

"But my view is the mistake or mistakes he may have made don't amount to criminal negligence."

The wreck occurred in the wee morning hours when the ship slammed into Gil Island. It was four hours into its regular run to Port Hardy, on the northern tip of Vancouver Island, from Prince Rupert on the northwest coast. It took just a little over an hour for the vessel to go down, after striking land at a cruising speed of roughly 30 kilometres an hour. Passengers were saved by descending into lifeboats and about seven First Nations vessels that came to their aid, arriving before the coast guard. The ferry's hull plating along the starboard side was ripped open at the waterline.

The trial takes place after a full investigation by the Transportation Safety Board, which concluded with a report in March 2008. In conjunction, the board also made recommendations to bump up safety for ship passengers across Canada. The board concluded Canadian passenger vessels should improve procedures for keeping track of passengers and for crew training in an emergency. It also recommended all large Canadian vessels be fitted with voyage data recorders. **B.C. Ferries** also conducted an internal investigation. Families of the dead passengers in the meantime settled lawsuits with BC Ferries, while a class-action suit was also settled for 45 passengers who made it off the ship.

Robinson, who is a councillor with the native band that's part of the Gitga'a't First Nation, said he believes upwards of 15 of his neighbours from the 160-person village could be called as witnesses. The band has long complained the **Queen of the North**, still submerged in more than 450 metres of water, poses an environmental threat due to the slow leak of fuel and on-board dish detergent. The 44-year-old said he had to stop digging clams from anywhere near where the ship went down, less than 10 kilometres from his home. At a time when the proposed Enbridge pipeline project is making perpetual headlines, he's hoping the return of public attention to the incident serves as a reminder of the perils B.C. wilderness faces from any potential increased ship traffic. "We're in a time right now where there's a lot of commercial activity planned for the coast here," he said. "We need the public to understand why First Nations feel the way they do about shipping that happens in their territories." **Source Victoria Times Colonist / Ferries outside Europe**

IoM Ship Registry Hits 15m Tonnage Milestone

The Isle of Man's Shipping Registry has confirmed that Gross Registered Tonnage surpassed fifteen million for the first time in its history following the registration of one of the world's largest vessels, ore carrier **Berge Neblina** in the early hours of January 4. The Registrar at the Ship Registry, Muriel Sweetman, worked late into the evening to allow the registration of the vessel, at a minute past midnight, to coincide with a ceremony being held in the Far East. "This is a service we offer, which very few of our competitors can match but is really appreciated by our clients," she said. The Chinese-made vessel is some 361 meters long, with a Gross Tonnage of 184,000 and Deadweight Tonnage of 388,000, representing a major addition to the registry. The addition of the Berge Neblina comes following a marketing push by the Registry kicked off in 2010 to target emerging markets in Asia. During 2010, the Registry attended a number of events to expand its network of contacts in the region and create awareness of the Registry. Following a substantial increase in business received from Asian clients, the Registry appointed local surveyors to represent the Registry in 2011, and trained and appointed third-party auditors in 2012.

The Manx Shipping Registry is among the world's fastest growing, with double-digit growth seen in tonnage terms in both 2010 and 2011, rising from 12m in 2010 to the current level of 15m. The Isle of Man passed the Merchant Shipping (Registration) Act 1984 in order to encourage registration of ships on the island. There is a zero-tax regime for ship management companies based on the Isle of Man. However, in March 2009, the Isle of Man Ship Registry announced its intention to introduce an annual registration fee for the first time in its history. For merchant vessels, the initial registration fee has been set at GBP730 (USD1,180), and the ongoing annual re-registration fee is GBP1,000. Unlike other registries, the fee is not to be dependent upon ship size or type. In addition the IoM Registry grants discounts for multi-vessel owners registering with the flag. **Source: Tax-News**



The TSHD **BREUGHEL** operating in Rotterdam-Europoort –
Photo : Capt Keimpe Tromp - Master mv "Norsky" ©

British waterway deploys ship safety aid to combat GPS attacks

Britain is deploying a back-up ship navigation system in the English Channel, one of the world's busiest shipping lanes, to tackle the growing risks of disruptions of vessel satellite devices and jamming by criminal gangs.

Mariners increasingly rely on global navigation systems that use satellite signals to find a location or keep exact time. One of the most well known is the Global Positioning System or GPS.

The General Lighthouse Authorities of the United Kingdom and Ireland (GLA) this week launched a radio-based back-up system called eLoran to counter the threats of jamming or signal loss of GPS devices. Ships will need to install receiver equipment.

"When a sat nav goes out, it matters a lot to have something secure to fall back on," David Last, special adviser to the GLA, said. "It (eLoran) is an almost perfect back-up." If its GPS system ceases to function, a ship risks running aground or colliding with other vessels.

Last said all GPS systems run the risk of signal loss due to solar weather effects. Also cheap jamming devices are widely available in Britain and have been used by criminal gangs to disable tracking systems on high-value stolen cars.

"There have been major incidents in which North Korea has jammed GPS in South Korea. The outcome is that they lost not just ship navigation, but it affected all of their mobile phone networks and their military systems. We do know terrorists have been arrested in the U.S. with GPS jamming equipment," Last said. "So GPS is very vulnerable."

The eLoran system works on earth-based radio systems to provide alternative position and timing signals for navigation, Last said.

It has been deployed in the Dover area, which includes the Dover Strait waterway in the English Channel, through which an average of 500 ships pass daily.

"We are picking up significant modes of jamming in the UK including in the Dover area," Last said. BThe Dover installation is the first of up to seven to be rolled-out along Britain's east coast, including the ports of Middlesbrough in England and Grangemouth and Aberdeen in Scotland, the GLA said. Passenger line P&O Ferries has already installed the equipment on one of its vessels. "Satellite navigation systems are vulnerable to degradation of signal strength, and our ships have also experienced occasional loss of signal," Simon Richardson, head of safety management at P&O Ferries, said. "We see eLoran as the most effective solution to countering the problem." **Source: Reuters**



The **CHANG HANG TAN SUO** enroute Amsterdam – **photo : Simon Wolf ©**

Piracy, Armed Robbery Update

To date, the following reports were noted by ICC Commercial Crime Services (CCS), the anti-crime arm of the International Chamber of Commerce.

Two robbers armed with guns and long knives boarded a berthed LPG tanker from the offshore side by using a grappling hook. They took the C/O and shore security guard as hostage, proceeded to the master's cabin and stole ship's cash and escaped. No injury to crew.

08.01.2013: 0750 UTC: Posn: 12:40.2N - 043:16.1E, Bab El Mandeb TSS, Red Sea.

About 5-6 persons each in two skiffs doing 14 knots approached a gas carrier ship underway. Alarm raised, anti-piracy measures initiated, distress message was transmitted and the armed security team on board fired a warning flare and showed their weapons. One skiff slowed down but the other skiff continued its approach and closed to 200 meters from the tanker. The armed team fired two more warning shots but the skiffs ignored the warning shots and continue to approach the tanker. Further shots were fired across the lead skiff's bow resulting in the skiffs aborting and moving away.

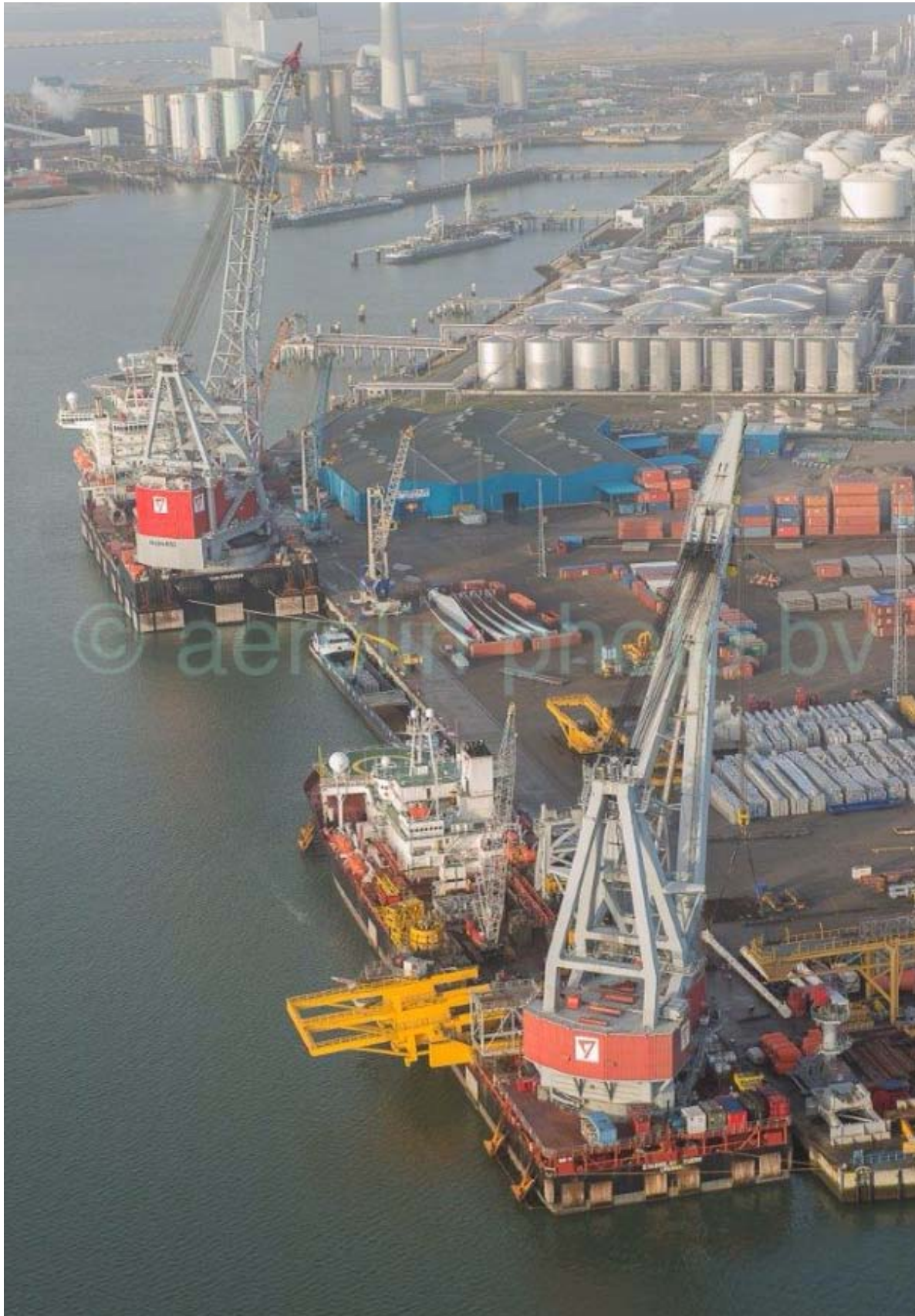
05.01.2013: 1100 UTC: Posn: 03:07.2N-051:51.1E, Around 400nm ENE of Mogadishu, Somalia.

Six pirates in a skiff chased and fired upon a container ship using automatic weapons and RPG. Vessel raised alarm, crew mustered in citadel and armed security team fired warning shots resulting in the pirates aborting and moving away. A warship and naval helicopter were dispatched towards the vessel. Crew and vessel safe.

04.01.2013: 2315 LT: Posn: 01:16.0S - 116:49.0E, Balikpapan Port Jetty No.5 C, Indonesia. Four robbers approached a chemical tanker at berth while engaged in loading operations. One of the robbers boarded the vessel by climbing the forward fire wire, stole ship's properties and escaped. The incident was reported to the local agent and the port authorities.

03.01.2013: 0400LT: Posn: 22:49N-070:03E, Kandla port anchorage, India. Robbers boarded an anchored bulk carrier, broke into the forecandle store room, stole ship's stores and escaped unnoticed.

Source: ICC Commercial Crime Services



Seaway Heavy Lifting's **STANISLAV YUDIN** and **OLEG STRASHNOV** moored at the Rhenus terminal in Rotterdam
Photo : Hans van der Linden.....www.aerolin.nl.....Aerolin photo BV ©



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Dockwise **TEAL** taking bunkers off Singapore – photo : Alexander Pera ©

13th Chinese naval escort taskforce repels batches of suspected pirate speedboats

The 13th escort taskforce under the Navy of the Chinese People's Liberation Army (PLA) received a letter of thanks on the morning of January 6, 2012, local time, from the "**Zhenhua 20**" merchant ship of the **Shanghai Zhenhua Shipping Co., Ltd**, saying that "Thanks to the accompanying escort by the special operation members, we were able to pull safely out of a dangerous sea area. We want to thank the officers and men of the Chinese naval escort taskforce for helping us spend a safe and memorable New Year holiday".

It is learned that the "Zhenhua 20" merchant ship was planning to sail from the Suez Canal towards the Dammam Port of Saudi Arabia. Considering the relatively low freeboard of the ship as well as the frequent piracy activities in the waters, the escort taskforce decided to dispatch special operation members to provide accompanying escort. Led by Yang Liye, political instructor of the special operation team, 4 special operation members boarded the "**Zhenhua 20**" merchant ship in the waters of the Red Sea.

When the special operation members on duty discovered suspected pirate speedboats cruising in small groups around the merchant ship on the evening of January 1, local time, the special operation element immediately entered into combat deployment and successfully repelled the speedboats.

For the next few days, however, several groups of suspicious speedboats in two and three at least, or in seven and eight at most, tailed the merchant ship. Every threat was dismissed thanks to the proper handling by the special operation members. After being escorted for five days, the "**Zhenhua 20**" merchant ship successfully arrived at the destination. **Source: China Military Online**



The present "Peaceboat" **OCEAN DREAM** has called at the South African ports of Durban and Cape Town for the first during a round the world voyage. She was built for Carnival Cruise Lines in Denmark in 1981. **Photo: Robert Pabst©**

Smoother ride for MISC

AFTER an epoch of stormy weather, it looks like the now leaner and more focused **MISC Bhd** is set to sail in calmer waters going forward as its tank terminal business that has begun operation last April, is expected to provide stable recurring income to the shipping giant.

Although the tank terminal operation is yet to relatively reflect a significant contribution to the groups earnings – compared with its energy shipping, offshore and heavy engineering businesses – MISC and its partner Vitol Group, one of the world's largest independent energy trading company, are banking on each other's expertise to further grow the tank terminal operation.

In 2009, MISC partnered VTTI B.V., a wholly-owned subsidiary of Vitol to develop ATB oil storage terminal in Tanjung Bin, Johor

This eventually led to MISC acquiring a 50% stake in VTTI for US\$840mil (RM2.55bil) in 2010, transforming it into a global player in the tank terminal business in the process that owns and operates a network of petroleum products terminals with a gross combined capacity of 8.5 million cu m spanning over 12 countries globally.

ATB's phase one development, with an 890,000 cu m capacity for the storage of liquid petroleum products such as fuel oil, jet fuel, petrol and diesel, was completed in April 2012.

ATB is the first VTTI terminal in South-East Asia and is able to handle tankers of all sizes, including very large crude carriers.

As the capacity of the first phase of the tank terminal has already taken up, VTTI is keen to embark on the second phase of the expansion of ATB in stages that will eventually see the doubling up of its current capacity by 2016.

Located in Tanjung Bin, ATB is adjacent to Port of Tanjung Pelepas and Singapore – two hubs of major shipping lines in South-East Asia to unload and reload their cargo as well as sought bunkering services that could bode well for ATB clients that are generally energy traders.

MISC and Vitol could take advantage of the spill-over demand for ship refuelling services from Singapore as it is the biggest bunkering port globally that supplied a record of 43.2 million tonnes in 2011 according to a Bloomberg report.

VTTI chief executive officer Rob Nijst said the company had intended to grow further and its partnership with MISC, which had vast experience on the marine side, would in turn complement their land logistic knowlegde.

"We do see opportunities in Asia, Africa and Latin America where currently, we are building terminals in Antwerp, Cyprus and Spain.

"But Asia remains an extremely interesting region for us. We do not have any concrete plan as yet now besides ATB.

"ATB first phase of development had been a success – all the capacity had already been taken up and the next level of expansion had also garnered a lot of interest," Nijst said. He added that MISC, being part of Petronas, would also come in handy and hopefully, would help the partnership identify growth opportunity going forward.

Nijst said the terminal was build for energy trader that would like to utilise their services to store their commodities and Vitol was one of our biggest clients.

"For a terminal like this, as long as there are movements in oil price that promotes the flow of oil, it will bode well for us. The worst that could happen is oil price stays the same and does not move," he said adding that it did not matter whether the oil price went up or down as long as there were movements.

For MISC, after making a wise decision to sell off its liner business – which is blamed for dragging the shipping giant into the red – has returned to the black in the nine-month cumulative period ended Sept 30, 2012.

MISC posted a net profit of RM55.6mil from a net loss of RM41.6mil year-on-year.

According to MISC, this was due to higher profit in the tank terminal business following an increase in business activities and lower losses in the petroleum business.

The results show MISC was slowly sailing away from troubled waters after it made a tough decision to cease its liner operations late last year due to competitive and saturated operating conditions.

It was reported that MISC had to make a hefty provision of RM1.67bil together with higher impairment charges on its vessels due to deterioration in the shipping market. Besides the tank terminal business, MISC is still bouyed by the stable and long-term contract nature of the liquefied natural gas shipping division, offshore division as well as heavy engineering via Malaysia Marine and Heavy Engineering Holdings Bhd **source : the star**

'Greatship's Subsidiary takes delivery of a Platform/ROV Support Vessel

Greatship Global Offshore Services Pte. Ltd. (GGOS), a Singapore incorporated subsidiary of Greatship (India) Limited (GIL), which is a wholly owned subsidiary of The Great Eastern Shipping Company Limited has taken delivery of a Platform/ROV Support Vessel, **GREATSHIP RAGINI**, from **Colombo Dockyard Plc**, Sri Lanka.

Greatship Ragini is a DP2 vessel, capable of supporting offshore exploration and production and has been built complying with the SPS Code 2008. With the delivery of Greatship Ragini, GIL and its subsidiaries currently own and operate four PSVs, nine AHTSVs, two MPSSVs, six ROVSVs, two jack up rigs and have one 350 feet jack up rig under construction in UAE. **source : POrtnews**



Stricken tug now 'stable' off Tor Bay, towed hulk sinks

LAST-DITCH attempt to save an ocean-going tug from sinking off Tor Bay looked to be paying off.

Rescuers trying to prevent the vessel from sinking said they were confident of being able to keep the tug afloat.



A spokesman for the Maritime and Coastguard Agency said Mondayafternoon that the tug **Christos XXII** is now stable with the risk of pollution very low.

However, the former German Naval training ship the **Emsstrom**, which had been

listing too heavily for salvors to get onboard, sank just after 1pm, approximately 2.5 nautical miles east by north from Hope's Nose, in 23 metres of water.

The Greek-registered **Christos** was abandoned just before midnight and had been expected to sink in shallow water just off Hopes Nose within an hour.

However, the **Iskestug Brent** was brought alongside with larger pumps, and water levels inside the **Christos** were finally said to be falling. The intention was to tow the tug away. The Torbay lifeboat took eight crew members back to the Brixham RNLI boathouse.

HMS Severn and **Lancaster** were the Navy ships at the scene, along with an RAF rescue helicopter from the Royal Marines base at Chivenor in North Devon. Brixham Coastguard co-ordinated the efforts to save the **Christos**.

Torbay lifeboat's on-scene commander, John Heal, called for all non-essential crew to be taken off the **Christos**, and two men were taken ashore to Walls Hill at Babbacombe by the Navy helicopter. There were fears at one stage that the tug might have had to be beached at Torre Abbey or Broadsands.

A Torbay RNLI lifeboat spokesman said the **Christos**, which had been towing the bare hull of the 80-metre vessel **Emsstrom** up the Channel, had been struck by the barge at around 7pm, causing a large gash in its hull.

It is thought that the tug slowed and was then hit by the following **Emsstrom**, which was also said to be sinking just before midnight.

The **Christos** was taking in water faster than it could be pumped out, and the crew of Torbay lifeboat took pumps from HMS Lancaster on to the tug in choppy seas in an effort to clear the water. Conditions below decks on the tug were such that the lifeboat volunteers had to don breathing apparatus.

Torbay's harbour authorities were being told of the situation late on Sunday night. At around 11pm the crewmen were airlifted off the **Christos**, which was said to be listing heavily. Half a dozen crewmen from **HMS Lancaster** were on board trying to pump water out, along with three remaining **Christos** crew members and two members of the Torbay lifeboat crew.

The Navy personnel managed to partially plug the leak using wooden wedges.

At 11.45pm the order was given for the **Christos** to be abandoned, and there were also reports that the **Emsstrom** was going down.



The **Emsstrom**, no longer attached to the **Christos**, was further out to sea than the tug. The Exmouth lifeboat kept watch on the barge.

The **Christos** is reported to have around 200 tonnes of diesel on board. An inflatable boom was being used to contain any pollution. See also : http://www.youtube.com/watch?feature=player_embedded&v=5iPX39m_pw

An update from Coastguards at 7.20am said RNLI and Royal Navy vessels had now left the scene. The water level on the **Christos** was continuing to fall and divers were expected to start repairs. Two more tugs were heading from Falmouth to assist.

By daybreak, the **Brent** was confident that she could keep the **Christos** afloat to allow for underwater welders to apply a patch to the hull of the **Christos**. Source : this is Plymouth

NAVY NEWS

Russia's Navy to receive over 100 new ships – Vladimir Putin

In coming years, Russia's Navy will receive over one hundred new surface ships and submarines of different classes, the head of the state said at the ceremony of awarding the nuclear-powered missile cruiser **Pyotr Veliky** with the Order of Nakhimov, according to the press center of the Presidential Administration.

"I want to emphasize again that the development of strong and effective Navy is one of Russia's key priorities. We will consistently develop underwater and surface vessels, strengthen conventional forces and naval strategic nuclear forces. In coming years, the fleet will receive over one hundred new surface ships and submarines of different classes. We are fully committed to implementing this ambitious programme. At present the Russian shipyards are developing and building new ships; design centres are creating new marine technology...And we are planning to build up the rate of the fleet's renewal and growth," – Putin is quoted. source : PortNews

SHIPYARD NEWS

SKF Group to acquire Blohm + Voss Industries GmbH

Strengthens SKF's position as global specialist offering complete life cycle & asset management solutions for the marine industry

SKF announced they have signed an agreement to acquire German-based ship components provider **Blohm + Voss Industries (BVI)** from Star Capital Partners. SKF will pay 80 MEUR for 100% of the equity of BVI and assumes net loans/cash of 18 MEUR. The transaction is subject to relevant regulatory approvals. The acquisition is in line with SKF's

strategy to further position itself as the preferred application development partner offering a full asset life cycle management approach for marine solutions.

Blohm + Voss Industries is a leading manufacturer of, and service provider for, premium quality equipment for critical marine applications, including shaft components (seals and bearings), stabilizers, and oily water separators. The company has around 400 employees and originates from the Blohm + Voss shipyard, which was founded in 1877. Sales for 2011/2012 were around 100 MEUR with an operating margin in line with the SKF Group.

"We are excited to have **Blohm + Voss Industries** become part of the SKF Group. The synergies between the SKF and BVI marine portfolio will support SKF to be an even stronger partner for critical shaft components to the marine industry and marine specific applications for both OEM and end users," says Tom Johnstone, SKF President and CEO.

"We are very positive about joining the SKF Group. The combination of our technologies, strategies, and organisations will be a good basis to make SKF an even stronger supplier to the marine industry," says Martin Johannsmann, CEO Blohm + Voss Industries.

Summary and rationale:

- SKF entered the marine business in the 1940's and currently offers products, engineering and services to the marine industry, mainly self-aligning bearings and coupling products
- BVI operations and capabilities have a very strong fit with the SKF marine strategy
- BVI products are of similar design parameters and production processes to other SKF seals and bearing products
- Compliments SKF's existing marine product and service range
- Strengthens SKF's service capabilities and contributes with a complementary market presence, through subsidiaries in Shanghai, Hong Kong, Singapore, Busan, Andover and Kobe and sales agents and service stations worldwide
- Provides a strong customer network with shipyards and ship owners, in addition to SKF's strong position towards OEM's (propeller makers)
- Establishes SKF as a leading supplier of marine sealing arrangements, and hydrodynamic bearings, which is a significant bearing type in the marine industry. **Source Cision**

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Vigor orders giant floating dry dock for Portland

Vigor Industrial has reached an agreement with **Daoda Marine Heavy Industry Company (DDHI)** to purchase a new floating dry dock for \$40 million. At 960 feet long, with an inside width of 186 feet and a lifting capacity of 80,000 long tons, it will be the largest floating dry dock in the United States. (Our picture shows a 30,000 ton class DDHI floating dock)

The new dry dock, set to be stationed in Portland, will be 300 feet longer than the largest dry dock Vigor currently owns. It will be one and half times wider and will be able to lift more than triple the weight.

"We decided now is the time to buy because demand to service large vessels is growing and large dry dock capacity in proximity to the U.S. West Coast has diminished," said Vigor Industrial CEO Frank Foti.

West Coast ship repair capacity took its biggest hit in 2001 when Portland's giant 984 ft x 184 ft then Dry Dock 4 was sold. That dock is now the centerpiece of [Grand Bahamas Shipyard](#).

The new Portland dry dock will be 300 feet longer than the largest dry dock Vigor currently owns. It will be one and half times wider and will be able to lift more than triple the weight.

This new capacity will allow Vigor to service the incoming generation of the U.S. Navy's Military Sealift Command (MSC) dry cargo/ammunition ships, which are replacing some smaller MSC ammunition, combat stores and fuel ships.

The dry dock will be large enough to service commercial vessels including post-Panamax cargo ships and cruise ships. The increased capacity will also help Vigor meet growing demand from the Arctic as oil and gas exploration and other ship operators take advantage of longer ice-free summers.

DDHI will build the dry dock at its shipyard in Jiangsu Province, China, for delivery by March 2014. It will be towed to Portland in three pieces for assembly, and its first job will likely be to prepare Vigor's **largest current Portland-based dry dock for use at Vigor's Seattle facility** This would provide the Seattle shipyard with a new capacity to service Panamax-sized vessels. "We are thrilled that Vigor chose us as a partner for this major capital investment," said Victor Huang, Vice President of DDHI. "Our world-class facilities and experience allow us to provide the best quality dry dock at the most competitive price."

"We look forward to working with DDHI on this critical project," Mr. Foti said. "The new dry dock will allow us to meet future demand, grow our business and put more people to work in the Pacific Northwest." [source : MarineLog](#)



09-01-2013 the [GUISEPPE COSENTINO](#) entering [palumbo malta shipyards](#) photo: [Mario Schembri](#) ©

S.Korean ship orders almost halve on weak demand

South Korea's shipbuilding orders almost halved last year from a year before due to global weak demand, but local shipbuilders ranked first in terms of global market share thanks to solid demand for high-priced ships, a government report showed Monday.

New vessel orders won by the country's shipyards totaled 7.5 million compensated gross tonnage (CGT) in 2012, tumbling 45.7 percent from 13.7 million orders received a year earlier, according to the Ministry of Knowledge Economy.

The drop was attributable to the recession in the global shipbuilding industry. Global ship orders plunged 36.8 percent on- year to 21.3 million CGTs in 2012 due to an oversupply of ships and the prolonged global economic slump. Despite the global slump, South Korea retained its position as the world's No.1 shipbuilding country with the market share of 35 percent. It was followed by China with a 7.1-million-CGT of orders and Japan with a 2.9-million-CGT of contracts.

In terms of value, the country's shipbuilding orders reached 30 billion U.S. dollars in 2012, more than doubling 15.45 billion dollars in orders won by Chinese shipbuilders last year, the ministry noted.

The ministry said local shipbuilders reaped most of the world's high-priced shipbuilding orders. In 2012, domestic shipyards booked all the global four orders for LNG-Floating, Storage, Re- gasification Unit (LNG-FSRU) valued at around 1.2 billion dollars, along with one out of two orders for a Floating, Production, Storage and Offloading (FPSO) and LNG-FPSO worth around 2 billion dollars and 770 million dollars respectively.

Contracts won by local builders for LNG carriers accounted for 73 percent of the total global orders in 2012, with the figure for drill ships reaching 67 percent, confirming the local builders' competitiveness for high-priced vessels and offshore plants.

The country's exports, or actual deliveries, of ships plunged 29.8 percent on-year to 39.7 billion dollars in 2012 due to delivery of low-priced ships won in the post-2008 crisis period. The ministry warned that the global shipbuilding industry will face difficulties in 2013 due to uncertainties over the global recovery and the oversupply, but it forecast that local builders would outperform the industry due to demand for high-priced ships. Top 10 local shipbuilders, including Hyundai Heavy Industries, Daewoo Shipbuilding & Marine Engineering and **Samsung Heavy Industries**, set its 2013 ship order

ROUTE, PORTS & SERVICES



PIL takes MacGregor cranes for Dalian newbuilds

MacGregor, part of **Cargotec**, has secured an order from **Dalian Shipbuilding Industry Co (DSIC)**, in China, for 16 variable frequency drive (VFD) electric cranes, SinoShipNews reports. They have been specified for four 3,900 teu container vessels being constructed for Singapore-based Pacific International Lines (PIL), one of DSIC's most loyal clients. Delivery of the first ship set is planned for the end of October 2013; the other three are scheduled for delivery during the first half of 2014.

"MacGregor electric cranes are the ideal choice for these new ships," maintained Jonas Hägglund, sales manager, MacGregor Cranes. "In comparison to hydraulic equivalents, our VFD cranes offer 30-35% less power consumption, which results in lower running costs and lower environmental impact. Furthermore, MacGregor electric cranes offer an excellent positioning performance of containers and cargo which will shorten the loading/unloading time. They also feature low noise levels, making them an excellent choice in environmentally-sensitive areas."



the **MPI ADVENTURE** working on the Tees Windfarm, **Photo, Nathan Hobday**

Ultrabulk orders kamsarmax in Japan

Ultrabulk has taken 13-year charter on kamsarmax bulker to be built at a shipyard in Japan, **Seatrade Asia online** reports. The Copenhagen-based shipowner said it had chartered the 81,000 dwt bulker newbuilding being built at an undisclosed "leading Japanese shipbuilder" for a period of 13-years with an option to buy. The vessel is for delivery by the end of 2014. Ultrabulk has a total of eight newbuildings on order and options for a further two.

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Ezra bags multiple contracts worth \$160m



The **LEWEK CRUSADER** anchored off Singapore – Photo : capt Jelle de Vries ©

Ezra Holdings, through its subsea services, offshore support services and energy services divisions, grabbed multiple contracts and options worth up to \$160m for several projects in the North Sea and Asia Pacific, Seatrade Asia online reports.

Its subsidiary **EMAS AMC** and **EMAS Marine** were awarded several projects that included subsea and mooring installations and supply of anchor handling tug and supply (AHTS) vessels and platform supply vessels (PSVs).

Another subsidiary EMAS Energy won a multimillion-dollar contract to decommission a pipeline in the Gulf of Thailand. Singapore-listed Ezra also announced on Monday a 49% plunge in first quarter net profit despite a 54% jump in revenue.

Net profit in the quarter ended 30 November 2012 slumped to \$6.77m compared to \$13.3m in the same period of the previous year. Revenue jumped to \$278.7m compared to \$180.46m.

Ezra attributed the decrease in net profit mainly due to higher personnel costs incurred to build up the subsea services division's manpower base in preparation of new projects and vessels, lower contributions from associated companies and higher financial expenses in respect of the group's expansion programme



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Brewery of Trappist Abbey go for dry boots and gloves

Pronomar are very happy about an order from the Westmalle Abbey of the Trappists to supply their highly efficient Pronomar-Top Trock boot and glove dryers for the monks' brewery. For more than 200 years now the monks live a life of prayer and believe in the importance of self sustenance; therefore they run not only the brewery but also a farm and dairy (cheese) production.

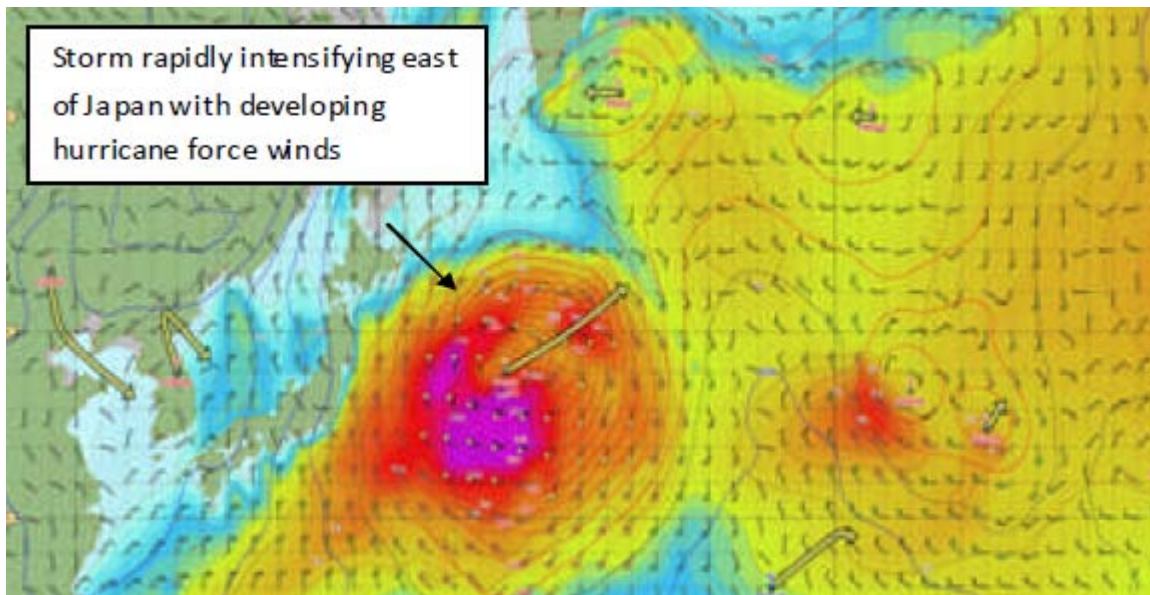
The monks at the Abbey take particular care of the environment and the people. This is why **Pronomar** got the order for their highly efficient, environment-friendly stainless steel drying systems. After installation of the boot and glove dryer, which are maintenance-free with a warranty of 10 years, the monks at the brewery can go after their daily strenuous work in the safe knowledge that they are provided with the best possible work conditions and perfectly maintained boots and gloves. But not only the boots/gloves benefit from being dried properly on a daily basis with a longer lifetime, also the monks benefit. Properly dried work wear increases the comfort and thus the motivation of the workers. From a health point of view the dryers stand for a decrease in sick leaves, as you are more likely to get sick when working in wet or damp boots. With the Pronomar-Top Trock boot dryers this is a thing of the past.

Pronomar trust the dryers will provide the comfort and performance expected and look forward to a possible feedback.

You like what we do and want to find out more? Contact us today at www.pronomar.com for more information! We look forward to hearing from you!

Storm Alert

Western & North Pacific January 14-18th, 2013



A large plume of tropical moisture is currently feeding into a developing low pressure system SE of Japan and is expected to rapidly intensify into a powerful storm low within the next 24hrs. Further strengthening is forecast beyond 24hrs as the storm tracks ENE into the west-central Pacific, then turns NNE toward the Aleutian

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260 scrap ships, highest in five years, imported in 2012

The country imported the highest number of recyclable ships, with iron plates weighing 2.86 million tonnes, last year, Financial Express reports.

Chittagong-based ship-breakers said about 260 ships have been imported in 2012, which is the highest in the last five years, when the industry saw many ups and downs due to legal complexities.

They said their business was back on track and they were expecting more ships to dismantle in the coming days and hold the top position.

At the same time, environmentalists have raised their concern over the environment and workers' safety issues following the import of a large number of old ships.

The Ministry of Industries issued NoC (no-objection certificate) for 260 ships last year, while it also gave cutting permission to ship-breakers for over 200 ships, a senior ministry official told the FE.

"We imported a record number of ships last year as there were no legal complexities that seriously hindered the industry's growth," president of **Bangladesh Ship Breakers Association (BSBA)** Hefazatur Rahman said.

Bangladesh is a unique place for ship-breaking as nearly cent per cent of the products coming from the dismantled ships are being used here, he said.

"The situation is now different from that of a few years back," he said adding over the years, the industry has improved safety standards for the workers through various steps including training for workers and "it is also aware of the environment".

A total of 260 ships weighing 2.86 million tonnes were imported at a cost of about \$1.35 billion, Technical Adviser of BSBA Captain Salahuddin Ahmed said. Bangladesh is the only country, where every part of the ship is sold at a doubled rate compared to other countries like India," he added.

Bangladesh had been the top scrap ship buyer for eight times in a row from 2000 to 2010 leaving China, India, Pakistan, Turkey behind, he said adding, "After 2009 various legal campaigns by environmental groups almost shut down the sector."

"But now the industry is back on track," he said adding the ship-breaking sector was vital to the economy as it supplies the much-needed steel and iron to the domestic market.

"Bangladesh's unique geography is also a reason why ageing ships are taken to its beaches. The unique tide pattern makes it easy to ground the ships during high tides," he explained.

"Now we are more worried as the death incidents are still high," Bangladesh project coordinator of the NGO Shipbreaking Platform, a global coalition of 18 human rights, labour rights and environmental organisations, Muhammad Ali Shahin said. There is lack of worker's training, personal protective equipment, skilled supervisors, compliance with and respect for the law along with the beaching method and risky manual process of cutting and loading, he said.

"Enforcing the law on workers' safety, pre-cleaning of ships and moving the yards away from the beaches can prevent the death casualties," he said further.

According to the platform, 15 ship-breaking workers died in 2012 and 2011 each in Bangladesh, while 12 died in 2010. The country's 125 ship-breaking yards imported 145 ships weighing 1.7 million tonnes of iron plates in 2011. The import had dropped significantly in 2010, upon a judicial verdict, as environmental groups took the issue to court on the allegations of dumping hazardous materials by the ships on the coast and exposing workers to toxic substances. In the face of protests and obeying the court order, the government had suspended import of recyclable ships for about a year. Later, the government introduced new rules for ship-breaking and formed a Ship Breaking Cell at the Ministry of Industries to implement the rules.

The once-active ship-breaking yards at Sitakunda dismantled only 75 ships in 2010, more than 170 ships in 2008 and 150 in 2007, according to BSBA **source : POrtNews**

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The **BOURBON LAZURIT** spotted off Labuan (East Malaysia) – **Photo : Capt Richard Leistra ©**

Lankhorst Tipto Winchlines to moor Norwegian Breakaway cruise ship



Lankhorst Ropes' Tipto winchlines will be used as mooring ropes on board Norwegian Cruise Line's newest vessel, **Norwegian Breakaway**, when it comes into service in April 2013. Currently under construction at leading German shipyard **Meyer Werft**, the state-of-the-art 4,000 passenger ship will be the largest ship ever to home port in New York City year-round.

The Tipto-Winchline is a load-bearing 7- strand core combines high strength and low elongation. An important benefit of the Tipto-Winchline is the non-loadbearing braided cover which protects the rope and increases crew and guests safety by minimizing the risk of snap-back. Norwegian Breakaway will utilize

TiptoWinchlines with the award-winning A3 splice on the ship's mooring deck in addition to Tipto®Eight support ropes. All the Tipto® ropes are floating ropes.

"The combination of long life, safety, innovation and reduction of cost-of-ownership were key factors in our decision to utilize these ropes on Norwegian Breakaway," says Capt. Harvard Ramsoy, nautical superintendent, of Norwegian Cruise Line. "We find the ropes very reliable. Moreover, the rope's bright yellow colour gives a pleasing aesthetic appearance to the vessel for passengers and crew members alike."

For more information on Lankhorst maritime ropes visit www.lankhorstropes.com.

First announced in 2010, the Lankhorst Ropes A3 splice continues to set the standard for ease of handling and splice strength. Winner of the 'Innovation in Ship Operations' award at this year's 'Seatrade' awards, the A3 splice has 100% efficiency, which means there is no loss in rope strength due to splicing. It also makes rope handling easier as there is no doubling of the rope or splice stiffness in the mainline commonly experienced with traditional rope splicing.



13-01-2013 General cargo ship **FREYA SCAN** outbound in vancouver harbour photo : Robert Etchell ©

Petrochemical leak pollutes Shanghai port

Improper loading resulted in a petrochemical leak that has polluted a port in Shanghai, local authorities said Sunday, Xinhua reports. Workers at the Jueshi Port failed to fully shut down a valve while loading C9, a dangerous petrochemical, onto a cargo ship around 10 a.m. Thursday, resulting in the chemical spilling into the port's waters, the municipal work safety administration said.

Local residents reported a pungent odor near the port around 6:30 p.m., leading authorities to discover the leak. Police have taken four people into custody for their alleged involvement in the incident.

Three companies involved in the spill were found to have broken regulations pertaining to the sale, transport and loading of the chemical.

Local authorities have sent 20 vessels to clean up the leaked chemicals. Two local drinking water processing plants have stopped siphoning water from the contaminated area.

A further investigation and environmental evaluation are both under way.

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.... PHOTO OF THE DAY



m/v **AUSTRALIABORG** receiving bunkers at Lake Charles, Louisiana, last Friday. The **AUSTRALIABORG** was loading anode blocks at Lake Charles for Baie Comeau in Canada. **Photo : Nick Bolt Wagenborg Shipping BV ©**