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The ASTREA (ex EDDA FRAM) arriving in IJmuiden – Photo : Willem Koper ©

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The **FUGRO BRASILIS** in Cape Town for bunkers – Photo : Aad Noorland ©

Greening Europe's seaports and freight terminals

Sea and inland navigation ports and freight terminals are faced with growing energy costs and major political and societal pressure in terms of their environmental performance. There are new and stricter air quality standards and regulations coming online, but for the most part today's ports and terminals do not need to be pushed into changing. They understand themselves that there is an economic gain to be had by turning 'green'.

The EU-funded project GREEN EFFORTS ('Green and effective operations at terminals and in ports') is analysing port and terminal processes in detail with a view to developing new solutions reducing energy consumption while promoting the use of cleaner energy at container, roll-on roll-off (ro-ro) and inland waterway terminals.

With goods transport responsible for about 30 percent of the global carbon emissions caused by humans, GREEN EFFORTS is considering the increased use of renewable energies, as well as efforts to get port and terminal personnel

actively involved in saving energy. The project will also examine the possibility of using liquefied natural gas (LNG), as well as shore-based power for berthed ships to reduce particle emissions in ports.

Led by researchers at Jacobs University Bremen, GREEN EFFORTS will develop methods and standards aimed at the reduction of carbon footprints at ports and terminals. Importantly, all results will be described in a clear and comprehensible way to foster easy application. One of the project's key outcomes will be a new information and management tool, the 'Port and Terminal Knowledge Landscape'. This is essentially a virtual 3-D simulator that can model all port operations, from cargo handling to container cooling and provide related information.

The simulator will allow managers to assess any planned measures while calculating their costs and benefits both financially and in terms of productivity.

By focusing on efficiency and sustainability, GREEN EFFORTS is helping ports and terminals to achieve their own visions for 'greener' operations. Additionally to better environmental performance the project will also help port operators provide their customers with more accurate carbon footprint calculations, a key demand within the transport and freight network. The project is working within a larger research framework that includes other EU-funded initiatives such as COFRET, which is looking at carbon footprints across all transportation modes, from road to rail, inland to deep-water shipping and air freight transport.

GREEN EFFORTS is also active worldwide, capitalising on opportunities to share valuable knowledge and practical experience while strengthening trade relations with key stakeholders in the international port community, from South Asian to Latin America and beyond. This information allows clients to calculate and publish their own product-related carbon footprint data, with the aim of improving their competitiveness in an increasingly environmentally conscious marketplace. GREEN EFFORTS has received EUR 2.2 million in EU funding and will run until June 2014. The project's consortium includes major port operators in Germany and Sweden. Along with a number of associated terminals in Europe and Latin America, they will provide the operational data needed and will validate the project's results.

Source: Community Research and Development Information Service (CORDIS)



The TSHD **SHOALWAY** operating in Sillamae (Estonia) with in the background seen the **WODAN** loading the **LONGSAND** - Photo : Arie Verheij ©



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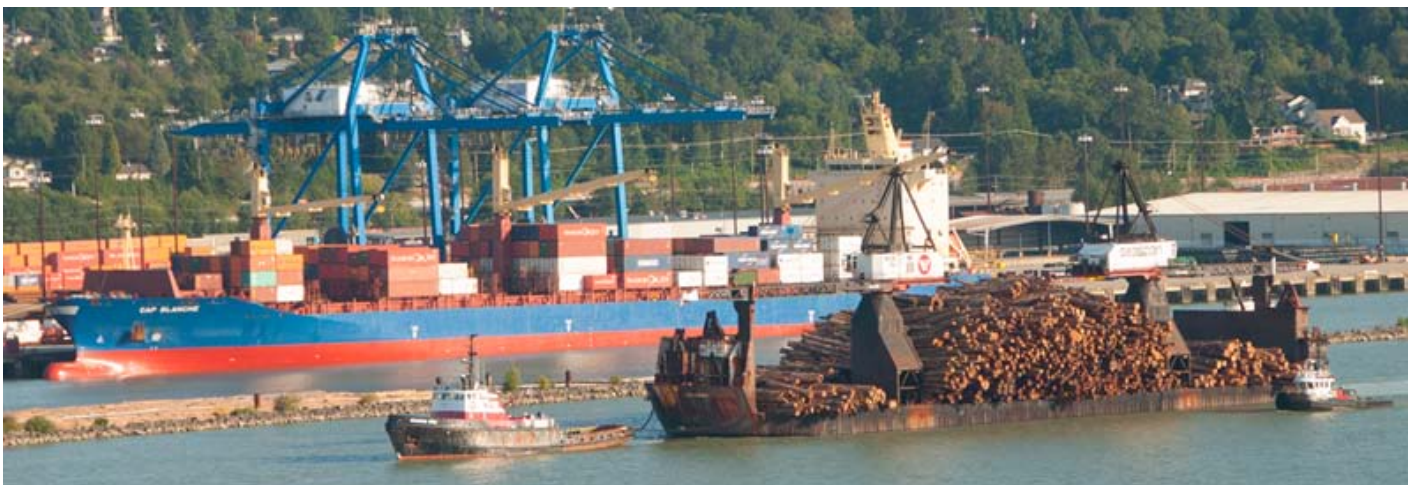


The TSHD **LELYSTAD** dredging in Santos Brazil, as seen through the crane legs of m/v **INDIANA**

Photo : Jan Dekker on board m/v **Indiana** ©

Libya's two largest oil export terminals closed again

Striking security guards again halted loadings at Libya's two largest crude oil export terminals, Es Sider and Ras Lanuf, after operations had resumed briefly following a two-week outage, trading and shipping sources said on Monday. The port outages, coupled with strikes and protests at other oil installations, have caused the worst disruption to the North African OPEC member's oil industry since the civil war in 2011. The stoppage had been lifted on Sunday at the Es Sider terminal, which is operated by the Waha Oil Company, a joint venture between Marathon, Hess and ConocoPhillips with Libya's state National Oil Corporation (NOC). "The security guards have stopped the exports (from Es Sider)," Mohammed El-Hattab, chairman of the federation of oil workers and an employee at Waha Oil Company, said. "We are having discussions now and hope to restart today or tomorrow," he added. Loadings at Ras Lanuf terminal have also stopped again after a brief resumption, the sources said. The port is operated by Harouge Oil Operations, a joint venture between Canada's Suncor and Libya's state National Oil Corporation (NOC). No tankers have loaded although two vessels berthed at Es Sider when the port was opened, sources said. At least one tanker has been waiting outside Ras Lanuf since the end of July when the strikes began. The two ports have a combined export capacity of around 600,000 barrels per day (bpd). In total, around 15 crude and oil product tankers were waiting outside the two ports, according to Windward, a maritime analytics services company. Source: Arabian Business



The 1968-built **SEASPAN KING** towing the 121x27-meter self dumping log barge **SEASPAN PHOENIX** past the 2006-built 222x28-meter **MV CAP BLANCHE** moored at the Fraser-Surrey docks in British Columbia.

Photo : Alan Haig-Brown - web: www.haigbrown.com ©

New Kochi, India, LNG Terminal: First Ship Awaiting Entry

The first cargo vessel, carrying liquified gas for the LNG Terminal at Puthuvype from RasGas in Qatar, has arrived off the port, and is anchored until necessary dredging work is completed, reports Business Standard.

With the shipment, the **Petronet LNG terminal**, with an annual capacity of five million tonnes, is all set to commence operations soon. The vessel, carrying about one lakh cubic metre of LNG, is anchored about 20 km off Kochi, port sources informed the Business Standard. Dredging work is going on at the port and the ship would enter the harbour in another three days. The Kochi terminal will operate at just eight per cent of its capacity in the first year of operation as pipelines taking gas to customers in Karnataka and Tamil Nadu are not ready. The company plans to import 4-5 shiploads of LNG at the terminal in 2013-14. **Source: Business Standard**

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Did you know that in the period 10 december 2012 until August 10th 2013 in total 4200 photo's where published in this Daily Shipping newscippings made by 931 different persons - thanks Ton ☺



11-08-2013 : The **HYUNDAI FREEDOM** arriving in Melbourne
Photo : Andrew Mackinnon – www.aquamanships.com ©

Arctic voyage to give IMO Secretary-General first-hand insight on polar issues

IMO Secretary-General Koji Sekimizu departs this week (Thursday 15 August) on a 5-day Arctic sea voyage as part of a fact-finding mission to the region. Mr Sekimizu will be the guest of the Government of the Russia aboard the nuclear-powered icebreaker 50 Let Pobedy as she voyages on the Northern Sea Route that links Europe and northern Russia. Mr Sekimizu will commence his voyage from the port of Dikson, in the Kara Sea, before undertaking a 1,680 nm trip to Pevek, in the East Siberian Sea. During the voyage, the vessel will transit the Kara Sea, Taymyr peninsula, Shokalsky Strait, Severnaya Zemlya archipelagos, Laptev Sea, Sannikov Strait, Novosibirskie Islands and the East-Siberian Sea. He will be accompanied on the voyage by high level officials from the Russian Government and from the shipping industry, among them Mr Victor Olerskiy, Deputy Minister of Transport of the Russian Federation, Mr Vyacheslav Ruksha, Director General of the Federal State Enterprise Atomflot, and Mr Yury Melenas, the Permanent Representative of the Russian Federation to IMO. The trip comes against a background of increasing interest within the global shipping community in utilizing the Northern Sea Route and other northern passages, as Arctic sea ice recedes and the navigation season becomes longer. During the voyage, Mr Sekimizu will see, at first hand, the effects of climate change on the sea ice coverage, and assess how the facilities and infrastructure needed for Arctic navigation are being developed along the Siberian coastline of the Russian Federation.

It will also provide an opportunity to discuss related matters such as the logistics and supplies required to support Arctic navigation, the need for special qualifications for ships' officers operating in the region and for the provision of adequate ice-breaking capability. The safety of ships operating in the harsh, remote and vulnerable polar areas and the protection of the pristine environments around the two poles have always been a matter of concern for IMO and many relevant requirements, provisions and recommendations have been developed over the years.

Mr Sekimizu will use the voyage to observe and experience the difficulties inherent in Arctic navigation, such as poor weather conditions and the relative lack of good charts, communication systems and other navigational aids that pose challenges for mariners. The remoteness of the area makes rescue or clean-up operations difficult and costly; cold temperatures may reduce the effectiveness of numerous components of the ship, ranging from deck machinery and emergency equipment to sea suction and, when ice is present, it can impose additional loads on the hull, propulsion system and appendages. The IMO is currently developing a draft international code of safety for ships operating in polar waters (the Polar Code), which would cover the full range of design, construction, equipment, operational, training, search and rescue and environmental protection matters relevant to ships operating in the inhospitable waters surrounding the two poles.

The voyage will provide an opportunity not only to assess how existing IMO guidelines on polar navigation are applied and observed, but also to evaluate the effectiveness of requirements under consideration in development of the Polar Code. With his Russian hosts, Mr Sekimizu will discuss broader issues related to Arctic navigation, such as the degree and nature of the responsibility borne by coastal States for the maintenance and support needed for such navigation; the implementation of the relevant provisions of the United Nations Convention on the Law of the Sea (UNCLOS) and other measures, such as the Polar Code, the potential for offshore exploration and the protection of the unique marine environment in the Arctic Ocean.

2013 seems set to be a record year for maritime activity on the Northern Sea Route. There has been a tenfold increase in the number of vessels using the route during recent years. In 2012, 46 vessels sailed the whole route, compared to 34 in 2011 and only four in 2010. For Mr Sekimizu, this mission marks the continuation of a growing first-hand involvement in the complex issues surrounding increased maritime activity in polar waters. In December 2012, he visited Antarctica as a guest of the Government of Chile, and earlier this year experienced ice navigation in northern waters aboard a Finnish icebreaker. He expressed his sincere appreciation to the Government of the Russian Federation for its co-operation and support in organizing this latest visit. **Source: IMO**

Japan city votes to destroy tsunami ship landmark

A stranded fishing boat that became a symbol of the devastation of Japan's 2011 tsunami has long divided a North-Eastern coastal city between those who wanted to keep it as a monument of survival and those who wanted a painful reminder gone. Last week, the city announced it will be torn down after a heated debate and citywide vote. The soul-

searching over the ship highlights how the aftermath of the tsunami disaster continues to torment Japan two years later.


The 330 metric ton **Kyotokumaru** was swept by the towering tsunami from the city's dock for about 750 meters into a residential district. It has become a landmark for Kesennuma, a port city of 70,000 people, and a testament to the destructive power of the tsunami set off by the magnitude-9.0 earthquake on March 11, 2011, which killed nearly 19,000 people.



The nearby smashed buildings and debris were cleared, but the 60-meter tuna-fishing boat has stood, majestic but oddly jarring, on dry ground for more than two years. Opinion on the ship had been so divided it had been put to a vote by the city residents last month. Of the 14,083 responses, 68 percent, or 9,622

people, voted to have the ship destroyed. Only 16 percent voted to keep it. Yoshimi Abe, a 72 year-old housewife and Kesennuma resident, was among those who wanted to get rid of the ship. It's just a constant reminder of the terrible disaster," she said. "When I walk by it every morning, my heart aches." The house that Abe grew up in was destroyed by the tsunami, and she now lives in temporary housing. In contrast, Shigeru Saito, 80, voted to keep the boat, which he saw as a plus for drawing business. "My son owns a store in the temporary market near Kyotokumaru. Many of his customers are out-of-town visitors who drop by to see the ship," he said.

For now, Kyotokumaru still towers over the flattened neighbourhood, its blue and red paint rusting, propped up with iron beams and fenced off with yellow tape. It's surrounded by bouquets of flowers left by people. They pray and take photos. Some just stand and stare. Much of the tsunami-hit region's rebuilding remains untouched. Fears grow about people, especially young people, leaving. Some areas will be ghost-towns for decades because of the radiation from the Fukushima Dai-ichi nuclear power plant that went into multiple meltdowns. The Fukushima fishing company, which owns the Kyotokumaru, has signed a contract with a non-profit organization that recycles ships. The dismantling is likely to start in the next few weeks. Kesennuma Mayor Shigeru Sugawara was disappointed the landmark would soon be gone. "I wanted to leave a visible symbol of what happened here for generations to come," said Sugawara. "The decision has been made, and there's nothing much more we can do." Source : The Hindu



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The **TI EUROPE** moored in Rotterdam Caland Canal loading from inland water tankers
Photo : Hans van der Linden - www.Aerolin.nl - AerolinPhoto BV ©

Transport of refinery equipment



Steder Group BV arranged the transport by coaster and the on carriage to the Q8 refinery jobsite in Rotterdam Europoort for a parcel of refinery equipment. For this job, **Steder Group** chartered the 2,600 DWAT mv **Fehn Courage** which was loaded in Spain. **Steder Group B.V.** is a renowned and dynamic logistic service provider with experience on a number of territories: Agencies, Chartering, Forwarding and Liner Agency. **The Steder Group B.V.** arranges comprehensive logistics for all sorts of cargo transportation, worldwide. **Steder Group** is member of the WWPC (Worldwide Project Consortium) Photo : Dik Tol

Konecranes starts statutory negotiations in Finland

Konecranes starts new measures to reduce the company's annual cost base by EUR 30 million by the end of 2014. Konecranes will start statutory negotiations in Finland regarding possible temporary and permanent layoffs. It is

estimated that the possible permanent personnel reductions in Finland will affect, at most, 90 employees. The reductions in personnel will be made through permanent reductions and early retirements, and by reducing the use of hired personnel and temporary employees, said in the company's press release.

The statutory negotiations will affect all personnel at Konecranes Plc, Konecranes Finland Oy and Konecranes Service Oy in Finland. In addition to possible permanent layoffs, Konecranes will negotiate possible temporary layoffs and early retirements. The company will also reduce the use of hired personnel and temporary employees. Konecranes employs about 2,000 people in Finland.

The actions to be agreed in the statutory negotiations are estimated to be completed by the end of first quarter of 2014. The amount and duration of the possible temporary layoffs cannot yet be estimated.

The aim of the measures is to adjust the company's cost structure and capacity to correspond with the current, weakened market situation and to secure Konecranes' future competitiveness. The considered actions are globally expected to affect a maximum of 600 people through redundancies, temporary layoffs and early retirement. Konecranes currently employs approximately 12,000 persons in 48 countries.



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The Jakarta registered **LOGINDO STOUT** anchoring at Singapore Jurong anchorage -

Photo : Capt S.Hardy - Master of MV. Salvern ©

Izmir Scrap Yard Workers Killed on Board "Love Boat"

According to Turkish media, two workers from the **Izmir Ship Recycling Co.** in Turkey were killed, and nine others injured while working to dismantle the **MS PRINCESS** (also known as The Love Boat).



The Hurriyet Daily News reports that Doğan Balci, 37, and Davut Özdemir, 40, died from smoke inhalation. Nine other workers, Ahmet Acet, Yunus Yeşilkula, Osman Ay, Nuri Çetin, Durmuş Özdemir, Bekir Dinler, Teoman Işık, Muhsin Gedik and Salih Soysal were discharged from hospital on Sunday, according to their report.

Other reports indicate the “smoke” may have been Freon, an inert, odorless gas used as a refrigerant. Haberler.com reports that Freon gas had leaked from an air conditioner in the ship. They quote the relative of the deceased Doğan Balci saying: “Dogan came over to our house on the second day of Eid and said he had been exposed to poison at work along with three others. However, they were given a yogurt drink by their employer instead of being taken to a hospital.

He had complained about pain in his foot.” The report notes that he returned to work the next day, and later died.

Suggesting it was Freon gas poisoning seems a bit unlikely however, because had a large quantity of Freon leaked into the space they were in, Mr. Balci would likely have not returned home that evening, or anyone else in that space for that matter, as they all would have likely suffocated. What seems to have happened, is that the deceased were using a gasoline or diesel-powered pump to de-water the engine room, which was not sufficiently ventilated, and the workers succumbed to carbon monoxide poisoning from the exhaust fumes. **Source : gCaptain**



The **ANL WINDARRA** enroute Rotterdam - **Photo : Ria Maat ©**

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NAVY NEWS



The Dutch OPV **P 840 HOLLAND** arriving in Willemstad (Curacao) last Monday

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Kazakhstan holds ship gunnery practice at Caspian Sea

The Coast Guard of the Kazakhstan National Security Commission's Border Service has held a ship artillery combat shooting practice at the Caspian Sea, Tengrinews.kz reports citing the Border Service's press-service. The drills involved 5 near-border ships, motor boats and around 300 officers. The exercise involved shooting targets at sea from the ships and air-to-sea attacks of support troops of the near-border aviation.

The exercises were focused on protection of the state border of Kazakhstan. They included missions on elimination of illegal armed groups and suspension of smugglers.

"The missions of the drills were fully completed. The near-border officers demonstrated good team work and excellent professional skills at all stages. The participants of the drills have acquired good experience of interaction between divisions of the Border Service during military actions," head of the Regional Department of the Coast Guard Captain 1st Rank Kadyrzhan Mukanov said. At the official ceremony after the drills the militarymen of the Border Service were awarded with diplomas, letters of appreciation and memorable souvenirs. The event finished with the official marching of the personnel. In 2013 the Regional Department of the Coast Guard took part in 3 joint preventive events, special near-border operations and command post exercises (Rubezh-2013, Nelegal-2013 and Boskyn-2013).

Kazakhstan marine border services are responsible for protection of the territorial waters, Kazakhstan's continental shelf and countering illegal activities in the area. Source : Tengrinews - <http://en.tengrinews.kz>

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INS Vikrant is reborn, as new aircraft carrier launched

At Kochi, last Monday, a giant step was taken towards the rebirth of the Indian Navy's iconic former flagship, the **INS Vikrant**.



On March 4, 1961, on a cold, blustery morning at Belfast, Northern Ireland, in the presence of Indian High Commissioner Vijaya Lakshmi Pandit, **INS Vikrant** was commissioned as the Indian Navy's first aircraft carrier. During the 1971 war, the **Vikrant** had imposed a blockade on Bangladesh, and its Seahawk fighters wreaked havoc on Pakistani forces and vessels in Chittagong and Cox's Bazaar. On Jan 31, 1997, the **Vikrant** was decommissioned; it is now a floating maritime museum, moored off Mumbai.



But good navies keep their battleships alive; and India's first aircraft carrier will be reborn as its first indigenously built carrier. At **Cochin Shipyard Ltd (CSL)** on Monday, the reborn **Vikrant** was launched. This signals the completion of its basic structure and the start of its next phase of "outfitting," in which internal machinery, wiring, piping, weapons and sensors will be fitted. This will boost the vessel from its current 18,500 tonnes - already as much as the

original **Vikrant** - to a hefty 40,000 tonnes. The planned weight of 37,500 tonnes will be overshoot significantly, say naval designers, due to weight over-runs on several systems. That will not affect performance, they say.

That weight will include 4,500 tonnes of engine fuel, 1,500 tonnes of aircraft fuel, 1,000 tonnes of fresh water and 500-1,000 tonnes of ammunition. A crew of 1,500-1,600 persons will operate the vessel, and there are facilities to carry a significant number of soldiers (or marines) for operations if required.

It will also include two squadrons (12 fighters each) of MiG-29K and Tejas Light Combat Aircraft (LCA). In addition, there would be about 10 helicopters, mainly for anti-submarine searches and to function as airborne command systems. In nautical tradition, the **Vikrant** was launched by a lady - Elizabeth Antony, wife of Defence Minister AK Antony. After an invocation to the Gods was sung, she smashed a coconut on the ship's bow, a first test for the indigenous SAIL-supplied steel that the **Vikrant** is built from. It passed comfortably.

The launch itself was not the spectacular entry into water of smaller warships, which transit dramatically on rollers from land into water, creating an enormous splash and debris bobbing in its wake. The 260-metre-long Vikrant is simply too large for that. Instead, it was towed out of the dry dock sedately and berthed in the Vembanadu Channel outside. Over the next year or so, it will be outfitted and its superstructure built. This five-story-high structure on the deck will contain the bridge, radars and the Russia-supplied aviation complex that will control flight operations. By

2015, with weapons and sensors in place, the **Vikrant** will commence an extensive process of sea trials and aviation trials. After that, it will join the naval fleet. For the navy, which built its first warship, **INS Ajay**, in 1961, the **Vikrant** is the latest triumphant way stop in a gritty journey towards self-reliance. India now builds sophisticated warships, such as the **Kolkata-class** destroyers in **Mazagon Dock**, Mumbai, but these have been under 7,000 tonnes. The **Vikrant's** sheer size makes its construction a capability leap.

Said the navy chief, Admiral D K Joshi on Monday, "The navy has always been conscious that designing and building warships is a core strategic capability for any nation."

When commissioned in 2018, the **Vikrant** would be the navy's third aircraft carrier. **INS Vikramaditya**, formerly the **Admiral Gorshkov**, will arrive later this year, said Antony on Monday. Operating from the new naval base of Karwar, the **Vikramaditya** will be the flagship of the western fleet. The much older **INS Viraat** will spearhead the eastern fleet, operating from Visakhapatnam. Vice Admiral K R Nair, the navy's Director General for Warship Acquisition & Production, says that the **Viraat's** recent life-cycle-extension refit will enable it to continue in service for the foreseeable future.

But the **Vikrant's** commissioning will achieve a longstanding naval ambition - to have three in-service aircraft carriers, so that at least one is available for each of the two seaboard, western and eastern, even when one aircraft carrier is undergoing maintenance or life-cycle-extension.

"The launch of an indigenous aircraft carrier is the first step in a long journey, but an important one," declared Antony on Monday.

Speculation continues over the size and capabilities of the next vessel, the so-called indigenous aircraft carrier - 2 (IAC-2). Analysts have projected that it would be in the 65,000 tonne category, making it a significantly more capable vessel with many more aircraft.

But Vice Admiral Nair, the navy's top warship planner, insists that the navy has not reached any conclusions. Decisions to be taken are: how many aircraft the IAC-2 will carry and, therefore, its size and tonnage. While the **Vikrant** carries 34 aircraft, the navy might well choose greater punch, with 45-50 aircraft. Size would determine the propulsion system; gas turbines are less complicated, but add 5-10,000 tonnes of fuel load. But a nuclear reactor comes with its own complications, such as a long refueling period during which the vessel is out of action. Another key decision for IAC-2 relates to the launch system. As Business Standard has reported, US company, General Atomics, briefed the navy in May on the new-generation "electro-magnetic aircraft launch system" (EMALS) that will equip the next generation of US Navy aircraft carriers. The navy worries that EMALS is relatively untested, and so could remain with its current "short takeoff but arrested landing" (STOBAR) configuration. Planners are also evaluating the well-tested "catapult assisted takeoff but arrested landing" (CATOBAR) system that the US Navy has used for decades. **Source :**

Business Standard



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Warships of Russia's Caspian Flotilla call on port Baku

Warships of the Caspian Flotilla entered the port Baku (Azerbaijan) on Monday in the course of a campaign on gathering under the flag of the flotilla commander Vice-Admiral Sergei Alekminsky, says press center of RF Defense Ministry. The Missile ship **Dagestan** and small gunship **Volgodonsk** visited the port of Baku within the framework of development and strengthening of cooperation between the Russian Navy and Azerbaijan's Naval Forces in the Caspian Sea. The commands of Russia's Caspian Flotilla and Azerbaijan's Naval Forces are to meet under the programme. **Source : PortNews**



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10-08-2013 : RFA FORT AUSTIN A 386 outbound from Crombie passing under the Forth bridge escorted by the tug OXCAR. FORT AUSTIN was launched from Scotts of Greenock during 1977, [Clyde Built.] OXCAR was launched 1978 from R Dunston, Hessle. Both are still going strong 36 & 35 years down the line. Photo : Iain Forsyth ©

China should speed up aircraft carrier construction: Chinese daily

India's launch of its first indigenous aircraft carrier **Vikrant** should spur China to speed up construction of its domestic aircraft carriers, the Global Times newspaper said in an editorial on Tuesday. "India's actions remind us that the strategic significance of developing aircraft carriers in Asia is not declining. Rather, they are one of the most effective strategic tools in maintaining national maritime interests," said the Communist Party-run tabloid, which is a widely read newspaper known here for its hard-line views. "The earlier China establishes its own aircraft carrier capabilities," the editorial said, the earlier it will gain the strategic initiative." The newspaper, did however, add that there was "no arms race" between India and China, pointing out that Beijing had been more concerned by the recent unveiling of Japan's **Izumo** light carrier, rather than by the launch of **Vikrant**. "India has adopted a different attitude than Japan toward territorial disputes with China. Meanwhile, India's overall national strength lags behind that of China. Therefore, China perceives Japan rather than India as its biggest neighbouring threat," the editorial said. The launch of **Vikrant** had underscored that India was "moving faster in terms of developing armaments such as aircraft carriers" while China was "a latecomer among big powers in terms of developing domestic aircraft carriers". "Even India has moved ahead of us," added the editorial. China's first aircraft carrier the **Liaoning**, a refurbished and upgraded version of the Soviet carrier the **Varyag**, was put into sea-trials last year. China is also constructing its own first indigenous carrier, with defence analysts quoted as saying China would require at least three carriers in service considering the naval strengths of countries such as India and Japan. Source : The Hindu

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Ingalls Shipbuilding launches fourth U.S. Coast Guard National Security Cutter

Huntington Ingalls Industries' Ingalls Shipbuilding division launched its fourth U.S. Coast Guard National Security Cutter, **HAMILTON (WMSL 753)**, on Saturday.



NSCs are the flagship of the Coast Guard's cutter fleet and they will replace the 378-foot High-Endurance Cutters, which began service in the 1960s. Ingalls has delivered three NSCs so far. The NSCs are 418 feet long and has a top speed of 28 knots and can hold a crew of 110 on board at once.

"Launching a ship involves quite a bit of logistics, and our team pulled this off in a very safe and efficient manner," said Ingalls' NSC Program Manager Jim French. "It's a week-long process to first translate the

ship across land into our floating drydock and then going through an extensive ship-wide check-out process to launch. The team's performance was outstanding, and now we can focus on completing the ship and getting her to the Coast Guard next year." These cutter ships are in the **Legend-class**, which is capable of meeting all security mission needs of the previous cutters. The **Legend-class** is the largest and most technologically advanced class of cutter in the Coast Guard, according a press release from Ingalls. Its duties include maritime homeland security, law enforcement, marine safety, environmental protection and national defense missions. "The NSC is a proven hull, and our Coast Guard customer is pleased with the performance of the first three ships currently operating in the fleet," French said. The **HAMILTON** will be christened Oct. 26 in Pascagoula by the ship's sponsor, Linda Kapral Papp, wife of Adm. Robert J. Papp Jr., commandant of the U.S. Coast Guard. The keel laying for Ingalls' fifth NSC, **JAMES (WMSL 754)**, took place May 17 and it is currently 32 percent complete. It is expected to be launched in the spring of next year.

Source : [sunherald](http://sunherald.com)

ITG Group orders two PSVs of the PX121 design from ULSTEIN

The ROC yard, China, will be constructing two platform supply ships of **ULSTEIN's PX121** designs for the **ITG Group**. The contract includes an option for two more vessels. The **PX121** has become very popular among various ship-owners and investment companies, and ROC is a new yard entering the stage of constructing vessels carrying the X-BOW® hull line design from ULSTEIN. This inverted bow leads to reduced speed loss in waves, and consequently less fuel oil consumption, and the absence of slamming is an attractive feature as the comfort for the crew is increased.



Ulstein Design & Solutions provides a comprehensive design & equipment package that includes basic and detail design, all major equipment, site support/construction consultancy and commissioning. "We are happy to see the materialisation of this project and that the yard and the owner, who, after careful evaluation of different designs and design companies, in the end selected **ULSTEIN**

as their partner when entering into the offshore market. We are very pleased with the confidence they show by awarding these contracts to us," says deputy CEO Tore Ulstein in **Ulstein Group**. The ships have a length of 83.4 metres and a beam of 18 metres, and meet the requirements of DNV's Clean Design notation. They have a load capacity of approximately 4,000 tonnes and a cargo deck of 840 square metres. Maximum speed is stipulated to 14.5 knots. This version of the medium-sized **PX121** platform accommodates a total of 30 persons. The vessels will be prepared for an ROV mezzanine deck and a subsea crane for future installation. They will be built in accordance to IMO's SPS Code (Special Purpose Ships) for carrying specialised personnel, and will have OILREC class notation for oil recovery in emergency situations. The vessels are planned for the European market and are suitable for worldwide operation. The vessels are planned for delivery in the first half of 2015. Source : **Ulstein**

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Maersk Line and CMA CGM to modify Far East to West Africa service

Maersk Line and CMA CGM are in the process of revising the rotation and the round trip time of their joint Far East - West Africa operation (#2700), respectively branded as 'FEW5' by the Danish shipping line and as 'WAX2' by the French.

The two carriers seem to have finally agreed on the inclusion of a Walvis Bay call, which was first visited by the 2,732 teu **HERMANN WULFF** of Maersk on 4 August. The addition of Namibia comes at the expense of the Cape Town stop, which should be dropped after a final call by the 3,398 teu **STADT KÖLN** of CMA CGM on 4 October. At the same

time, the Colombo call is to be removed after a last visit on 17 September and the service's rotation will be shortened from 70 to 63 days. Following these modifications, the 'FEW5' or 'WAX2' will deploy a fleet of nine container vessels in the size range of 2,700 to 3,400 teu. Noteworthy for a West Africa service, all nine units are gearless vessels.

For Maersk, the inclusion of Walvis Bay into the 'FEW5' triggers further changes on the Far East - West Africa lane as the Namibia port is to be removed from the carrier's 'FEW1'. In addition, on the 'FEW1' service, the present Lome call is to be replaced by Lagos (Tin Can Island) and the rotation of 'FEW1' thus becomes: Tanjung Pelepas, Lagos (Tin Can Island), Onne, Douala, Cochin, Port Kelang, Tanjung Pelepas. **Source : Linervision**



Van Oord's **TITAN** operating at the Fylanovsky Near Shore project at the Caspian Sea

Photo : Jaap van den Heuvel - Bargemaster Titan ©

Liebherr wins significant ship crane order

Liebherr was recently awarded a remarkable contract covering the delivery of six heavy lift ship cranes for the traditional German shipping company **Rickmers**.



RICKMERS

position with this contract, having won all the tendered contracts in recent times.

The six heavy lift cranes are being built by **Liebherr-MCCTec Rostock GmbH** and will be delivered to the customer in 2014. They will be installed on two ships in the well-known **Hudong-Zhonghua Shipyard** in Shanghai, China and in the future will handle heavy and general cargo all over the world.

In comparison with previous units of the same ship type, the crane capacities have been increased from 400 to 450 tonnes, thus improving the ships' utilization. The heavy lift cranes of the proven CBB series excel in their fast and precise Litronic® control system, which is also used in offshore



and mobile harbour cranes. Moreover, the CBB cranes have a comparatively low total weight and a low centre of gravity. This advantageous design enhances the ships' stability.

Thanks to the worldwide service network and the high degree of vertical integration **Liebherr** serves its customers as a competent partner through the entire life cycle of the crane.

Partnership with long tradition

Business relations between **Liebherr** and **Rickmers** date back to the 70ies. In 1985 a special board crane emerged from the cooperation between the two owner-managed family businesses. For the first time the crane was positioned at the side of a container vessel rather than on the vessel's centreline. Due to this new positioning and the low width of the cranes valuable additional loading space on board the vessels was gained. Today, Liebherr handles a large number of its heavy lift sea transportations with the aid of "**Rickmers-Linie**", a regular world-wide service for project cargo.

The cooperation between the two companies will perhaps be further consolidated in the future with the modernization of Rickmers' fleet through the planned construction of several new vessels.

Focus on heavy lift crane segment

This contract emphasizes Liebherr's increased focussing on the maritime heavy lift crane segment, as announced by the company during the SMM in Hamburg, the biggest trade fair of the shipbuilding industry. The range of heavy lift ship cranes will be extended by one type per year. In future, cranes with lifting capacities of up to 1,000 tonnes will be included in the ship crane portfolio. **Source : Liebherr**



Technips **GLOBAL 1201** arriving at Singapore West Jurong anchorage – **Photo : Capt Neil Johnston – Master Salviscourt ©**

PSA Panama terminal gets land for expansion

PSA International's Panama container terminal is getting additional land for expansion. The Panama Canal Authority (ACP) has granted 20 hectares of land under a lease agreement to PSA Panama International Terminal (PPIT) for "as long as PPIT has a valid concession from the **Panama Maritime Authority (AMP)**," said ACP Administrator Jorge Quijano. This lease agreement will allow **PSA-Panama International Terminal** to expand its present installations, located next to the entrance of the construction of the Pacific new locks. The 450,000 teu-facility began operations in July 2011 and is the fifth major container terminal in the country. Located at the former Rodman US Navy base, at the Panama Canal's Pacific entrance, PSA Panama is built on a 22.5 hectare-site, with a 14 hectare container yard, a 330 m long container and ro-ro berth with 14.5 m water depth. It also has a 9 hectare-area available for development with logistics partners. "PSA-Panama will be able to use only 10 hectares because the rest of the land

will have to be excavated and dredged since it is close to the entrance of the third and eventual fourth set of new locks," said Quijano. "The land with nearly 1,000 m in front of the waterway will be sufficient to build 2 berths for new-panamax vessels," added the ACP Administrator. PSA-Panama construction of its future expansion is expected to begin in the next months. **Source:** Seatrade Global

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The diving support vessel **VOS SHINE** and **VOS SWEET**, owned by **Vroon Offshore Services (VOS)**, simultaneously moored in the seaport of Den Helder. **Photo Paul Schaap ©**

New Zealand's Tauranga and Timaru ports agree strategic alliance

New Zealand's leading international freight gateway, Port of Tauranga, has today announced a strategic alliance with PrimePort Timaru that will herald a new era for New Zealand freight, said in the press release.

For a total investment of \$21.6 million, Port of Tauranga has agreed to:

- Acquire a 50% shareholding in PrimePort, excluding its investment properties;
- Lease PrimePort's container terminal for up to 35 years;
- Acquire the container terminal operating assets and set up a new Port of Tauranga wholly owned subsidiary, Timaru Container Terminal Limited, to operate the terminal

The transaction is subject to the successful outcome of the Timaru District Council's public consultation process.

Port of Tauranga Chief Executive, Mark Cairns, said "Port of Tauranga continues to invest in becoming New Zealand's hub port. We see opportunities to grow PrimePort Timaru as a marshalling point for South Island cargo.

"The alliance with PrimePort will allow South Island exporters and importers to benefit from the large number of international services that call at Tauranga, share the significant freight savings that will come with the arrival in New Zealand of the next generation of large ships and benefit from Port of Tauranga's container terminal expertise and world class productivity.

"Port of Tauranga has the financial strength, location and transport connections to be New Zealand's hub port. Not only can Tauranga Container Terminal accommodate large ships, with our significant land holdings we have the potential to continue to expand at a lower cost than all other New Zealand ports."

PrimePort Chairman, Roger Gower, said: "The alliance with Port of Tauranga positions PrimePort well for the future for the movement of both bulk and container cargoes. We expect this alliance to hasten the consolidation of freight routes in New Zealand by facilitating a more extensive schedule of coastal shipping and rail. It will allow for the redevelopment of Timaru port and the transport infrastructure in the region and the development of flexible and cost-effective routes to and from international markets for South Island exporters and importers.

"Over the last twenty years, Port of Tauranga has grown to become New Zealand's largest and most efficient container terminal. We believe it is best placed to assist PrimePort to achieve its potential in the South Island. We are delighted with the alliance."

Port of Tauranga Chief Executive, Mark Cairns, also said: "Port of Tauranga and PrimePort share many customer relationships. PrimePort is located in the heart of one of the country's leading primary production regions, while 75% of the South Island's population is located within a 200 km radius of its gates.

"PrimePort is ideally positioned to tranship more South Island cargo across Port of Tauranga's container terminal. It also has the capacity to grow. In 2008, PrimePort was handling 80,000 TEU a year. However this number has declined as shipping lines have rationalised port calls in New Zealand.

"Port of Tauranga offers greater flexibility and choice to exporters and importers with more than fifteen international services calling at Tauranga Container Terminal.

"We are looking forward to working with PrimePort to develop opportunities to ship coastally and realise the significant economic benefits that the next generation of ships offer the national economy."

Political Situation in Egypt

Kindly note that as per last Wednesday 14/08, the government imposed a state of emergency for one month as a result of some civil unrest potentially seen to advance in some of the prominent cities in Egypt.

Also a curfew has been imposed in Cairo and some Egyptian cities including Suez & Alexandria Ports from 1900 hours to 0600 hours.

In spite of the above, all activities in the Suez canal will continue to run normally and will not be affected by the country's present political state. Vessel movements as well as convoys will also proceed as scheduled while all ports and terminals operations will remain operating with no changes or delays. Furthermore, all incoming/outgoing vessel-related bank transactions will be executed regularly. **Source : Dominion Shipping Agencies (Egypt)**

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.... PHOTO OF THE DAY



The **LNGc SOYO** taken from pilot boat **SVITZER CONDA**.
Photo : Capt John Butler - Pilot Angola LNG ©