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**20.08.2013 SAL's MV Grietje discharged a Sphere Storage tank - (340,0 t - 20,00 x 22,00 x 24,46m) at ABES terminal in Antwerp - Photo : Hauke Plaass ©**

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23-08-2013 : The **Maersk Mc-Kinney Moller** moored in Deepwater Container Terminal in Gdańsk, Poland.

**Photo : Capt. Przemysław Zieliński ©**

## Two 80-metre, \$10-million cranes arrived at Halifax terminal

The arrival Friday of a couple of enormous \$10-million cranes at Halterm Container Terminal Ltd. in Halifax created quite a spectacle for harbour watchers. "It certainly is not the sort of thing you see every day," Bob Sharp, with Inchcape Shipping Services in Dartmouth, said

Each crane is about 80 metres tall, or almost as tall as the Maritime Centre on Barrington Street (about 90 metres), and each has a boom reach of about 63 metres, a bit longer than a regulation-size NHL rink.



People were able to get a good look at them beginning around 1 p.m. from Point Pleasant Park.”



The Heavy Cargo Carrier **ZHEN HUA 19** going by Portuguese Cove NS on her way into Halifax Harbour to deliver New Cranes for the Port of Halifax **Photo : Rene Serrao ©**

Inchcape Shipping is the local agent for the specially designed delivery ship that departed in June from Shanghai with the fully assembled cranes welded to its deck. The delivery ship, **Zhen Hua 19**, is about the length of two NFL football fields, Halterm said in a news release.



**Photo : John Attersley ©**

Halterm's owner, Macquarie Infrastructure Partners of Australia, is prepared for a two-week discharge process, said an official with the terminal. The two big cranes are expected to be operational at the south-end Halifax terminal about five weeks after that process is completed. **Shanghai Zhenhua Heavy Industry Co., Ltd.**, the world's largest heavy-duty equipment manufacturer, built the cranes.

The two cranes will be the largest available at the Port of Halifax and will have the capacity to handle super-post Panamax container ships wide enough to carry 18 rows of containers. Halterm chief executive officer Ashley Dinning said the huge cranes will allow the terminal to handle the giant ships now being considered for European trades routes to North American ports.

"There is nothing the shipping industry can throw at us that is too big," Dinning said in a news release.

The delivery ship was anchored in Halifax Harbour until about 5 p.m. Saturday, when it was moved to Halterm to begin the discharge process. After off-loading the cranes, the ship will be used to relocate a crane now in use to another location.



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The **NORDIC INGE** in Antwerp – Photo : Willem Hoogendijk ©

## COSL renewed its joint venture contract with Fugro for another 10 years

23 August 2013 marked the beginning of a new decade for the joint venture between **China Oilfield Services Limited** ("COSL" or the "Group") and **Fugro N.V.** ("Fugro"). The joint venture has been in operation for three decades and has recently been renewed for another 10 years, said in the company's press release.

Fugro, headquartered in the Netherlands, is specialized in provision of logistics, personnel, equipment, consultation and technical support for exploration, production and development of natural resources around the world. The joint venture, **China Offshore Fugro Geosolutions (Shenzhen) Co., Ltd ("COFG")**, was established in 1983, COSL and Fugro each hold a 50% interest. COFG is principally engaged in provision of precise navigation services, engineering surveying, underwater remotely operated vehicle (ROV) supporting services for offshore oil and gas exploration, development and production.

The establishment of COFG represents an important initiative that has brought about adaption of new technologies, management improvement, and resources sharing. COFG achieved outstanding development in the past three decades. The renewal of the joint venture contract will further strengthen bilateral exchanges, cooperation and promote common development between COSL and Fugro. **Source : PortNews**



## DFDS invests £34 million in new environmental technology in 2014

In deciding to invest an additional £34.5 million (DKK 300 Million), DFDS is in the process of investing a total of £46 million (DKK 400million,) in new technology that can filter sulphur from ships' exhaust gases. This is a major step in preparing DFDS for the introduction of new environmental regulations in 2015, said in the company's press release.



Left a model of the **PETER PAN** and right the **PRINCESS SEAWAYS**, with in the middle the real **PRINCESS SEAWAYS** entering the port IJmuiden see more about the building of the models at [www.seaways-model.com](http://www.seaways-model.com) !!

Photo : Marcel Coster ©

On 1 January 2015, new environmental regulations will come into force which will be of crucial significance to the shipping industry in the Baltic Sea, the North Sea, the English Channel and the entire northern-European transportation network. Under these new environmental regulations, ships operating in these areas will only be able to use oil with a maximum of 0.1% sulphur. Such oil is significantly more expensive than oil with 1% sulphur, which is commonly used today. Fuel prices will therefore become much more expensive and subsequently increase sea transport costs. This could potentially lead to freight being forced onto European roads and result in an increase in road congestion and other environmental problems. For these reasons, shipping companies have been working hard to find solutions to this challenge. DFDS has decided to invest £34.5 million (DKK 300 Million) in installing scrubbers in eight more of the company's ships in 2014. A scrubber is an air pollution control device of approx. 70 tons, which can remove sulphur from the exhaust gases produced by ship engines, and the new sulphur regulations allow for alternative solutions that have the same environmental effect as using low sulphur fuel. DFDS has previously tested a prototype scrubber on a vessel over a period of several years and will this year complete the installment of the new sulphur removal system on three other ships.

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The **GEORG ESSBERGER** inbound for Antwerp – Photo : Walter de Groot ©

## Service Advice From Machinery Manufacturers Must Be Seriously Paid Attention to

### What happened

In the early hours of 18 May 2012, while transiting the Coral Sea, **ID Integrity's** main engine shut down when its fuel pump reversing mechanism came free and jammed. This caused the camshaft to bend and slip in a drive coupling which resulted in the camshaft being out of timing and therefore the engine could not be restarted.

The ship drifted in a westerly direction towards the Australian coast and the Great Barrier Reef. During the afternoon of 19 May, the ship passed over Shark Reef, located about 60 miles east of the Great Barrier Reef Marine Park, without incident. The following day, the ship was taken in tow when it was about 35 miles to the east of the marine park and towed to Cairns for repairs.

### What the ATSB found

The ATSB found that the engine manufacturer had identified the need for owners and operators to check the fuel pump reversing mechanism for cracks and secureness and provided this advice in service letters. However, on board ID Integrity, this advice had not been included in the engine manuals or planned maintenance system. As a result, over time and despite regular inspections, the system deteriorated and cracks developed in the mechanism undetected. This led to the failure of a fuel pump reversing link on 18 May. The investigation also found that, once notified, the actions of the various stakeholders were appropriate and the response arrangements were effective.

### What's been done as a result

**ID Integrity's** managers have implemented a schedule to inspect all main engines in their fleet and undertake repairs as necessary. Staff from all company ships have been made aware of this incident and it has been included in crew training centre courses.

MAN B&W, the main engine designer, reiterated the need to include all service letter advice in manuals and maintenance systems. They also advised that service letters and updated manuals are always available on request through the website [www.mandieselturbo.com](http://www.mandieselturbo.com) via the Nexus (Customer extranet) link.

The ship's classification society, ClassNK, initiated discussions with MAN B&W to enhance its knowledge of engine design and operation changes. ClassNK also improved the content and extent of information provided to its surveyors.

### Safety message

Service advice from machinery manufacturers needs to be carefully assessed and implemented as necessary as part of a ship's planned maintenance system. Furthermore, all associated documentation should be updated and regularly checked to ensure it remains relevant and reflects the latest available information.

For more details of the investigation report, please refer the link below:

<http://www.atsb.gov.au/media/4182792/mo-2012-005-final.pdf>

Source: Australian Transport Safety Bureau.



## Last Loadout of Jumpers for Gumusut Kakap Project



CPC Singapore, Ballastable 280 ft Barge **Crest 2823** and AHTS **Stanford Alpha**, Last Loadout of Jumpers, for Gumusut Kakap Project, Wet Parking Campaign, Labuan Malaysia **Photo's : Ernesto Marquez ©**



## Subsea Vessel Market Poised For Increase In Demand

The subsea vessel operations market is poised to see an increase in demand in the near term with day rates for some vessels set to increase. Between 2013 and 2017, Douglas-Westwood (DW) forecast \$106 billion of expenditure on subsea vessel operations – an increase of 54% over the preceding five-year period. Global demand is expected to

increase 23% compared to the previous five years. The rate of increase in expenditure is expected to be higher than the growth in vessel days, due to the move towards higher specification vessels to cater for deeper and more complicated field development programs.

Whilst IRM-related days will continue to account for the majority of the market, field development related activity will see an even faster growth rate at a CAGR of 10.7%. This rapid pace will be primarily driven by increased development of deepwater reserves, with Brazilian and African field development work to account for about half of projected global demand.

These are findings detailed in DW's new World Subsea Vessel Operations Market Forecast 2013-2017 which analyses the main factors driving demand for ROVSV, DSV, Flexlay, LWIV and Pipelay Vessels.

Report author, Calvin Ling, commented, "As operators look to increase the efficiency and profitability of their subsea developments, new technologies and processes are shaping the subsea vessel industry. Most notably the increased requirement for high voltage cables to power remote production platforms and complex subsea processing equipment will place a strong onus on flex-lay capable vessels and widen the role of electrical engineering firms in subsea field developments."

Thom Payne, DW Manager in Singapore, concluded, "Subsea development will continue to account for an increasing share of global offshore activity. With the move to deeper waters, the requirement for vessels for a longer duration on site and with higher specifications are increasing, giving rise to higher expenditure prospects. Opportunity will also arise from the major pre-salt developments offshore Brazil and potentially West Africa, the prospects in the eastern Mediterranean and eventually the ultimate subsea challenge – the Arctic." **Source : MarineLink**



## **Broader Horizons: Changing Tanker Fundamentals**

Over the last decade, the structure of the tanker market has undergone significant changes in both supply and demand. To accommodate these trends, we have made a number of adjustments to the way in which the crude and products markets are defined.

### **New Products:**

One key trend has been in the types of vessels carrying oil products. In recent years, orders for, and recent deliveries of, some MRs have had IMO-II graded tanks. These vessels have been previously categorised as chemical tankers. However, owing to the fact that these vessels are now carrying oil products and veg oils, and that the number of these vessels is increasing, they are now included in the product tanker fleet. As demonstrated on the Graph of the Month, the IMO-II graded product tanker fleet has increased from 1.5m dwt in 2003 to 11.5m dwt as of start 2013. Looking for flexibility, owners ordered MR product tankers with IMO-II graded tanks from yards which had ready-made designs. Consequently, many vessels were acquired for the purpose of trading a variety of cargoes, which has led to their inclusion into the products fleet.

### **Variety From Vegetables**

This flexibility includes the ability of to carry vegetable oil cargoes, which have as a result been included in product tanker trade. IMO-II and IMO-III tankers have always taken some veg oil cargoes to supplement volumes. However,



as shown on the graph, estimated tanker demand driven by the veg oil trade has surged by a CAGR of 4.5% between 2008 and 2012. Consequently, more and more owners based in the Atlantic have used veg oils to triangulate from South America to Europe or Asia, having moved an oil product cargo from the US Gulf to East Coast South America.



The **TI EUROPE** with seen on her stern the **NISSOS SERIFOS** in Rotterdam Caland canal. The **TI Class** of ships are the four largest double-hulled supertankers in the world and are the largest ocean going ships currently in service. The class comprises the ships **TI Africa**, **TI Asia**, **TI Europe** and **TI Oceania**, where the „TI“ refers to the VLCC Tanker Pool operator **Tankers International** L.L.C. Photo Hans Elbers - [www.fotovlieger.nl](http://www.fotovlieger.nl) ©

### Fuel Oil Factor

At the same time, it has also become clear that a dirty petroleum product (DPP) trade on uncoated tankers has emerged. Estimated DPP demand on uncoated (i.e. 'crude') tankers has risen rapidly, growing at a CAGR of 12.6% between 2008 and 2012, and projected to increase by 8.1% y-o-y in full year 2013. This reflects the developing trend of very long-haul trades in fuel oil, which offer an advantage to the larger traditional crude carriers, owing to their inherent economies of scale. Furthermore, the overcapacity in the crude fleet following the recession, with overall fleet growth reaching a CAGR of 5.1% between 2008 and 2012, led to crude tanker owners looking to support their earnings and reduce ballast and waiting time by taking DPP cargoes. The shift between crude and DPP cargoes rarely requires cleaning of the tanks, allowing owners more trading flexibility. This trend is here to stay, and as a result DPP trade on uncoated ships has been added to crude tanker demand. Ultimately, the structure of the tanker market is not immutable. Incremental but important changes occur over many years, driven by the change in trading patterns. This was particularly evident following the onset of the global economic downturn in 2008. As a result, a number of adjustments have been made to the structure of our tanker supply and demand statistics. As times change, it's appropriate that the framework of reference should too. Source: **Clarkson Market Research**

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Several Boats waiting at the **NOBLE CLYDE BOURDEAU** to start anchor handling  
Photo : Capt. Don Whelan. X/master Far Saltire ©

## Margate lifeboat crew remembers seafarer rescued seventy years previously

Margate's **RNLI lifeboat** crew have taken part in a poignant ashes scattering ceremony remembering a seafarer rescued by the town's lifeboat at the start of the second world war.

Lifeboat crews are often asked to scatter the ashes of loved ones at sea but when the crew at Margate were asked,



almost a year ago, to carry out such a task it was immediately clear that an interesting and moving story lay behind this particular request. In November 1939 the lifeboat was called out when the cargo vessel **Matra** struck a mine off Margate and immediately started sinking at the end of a transatlantic convoy crossing. The crew were abandoning ship when the lifeboat arrived and 52 of around 85 souls on board were picked up by the lifeboat from the ship's own lifeboats, others were rescued by another merchant vessel. A number of the **Matra's** crew lost their lives in the tragedy. **Peter Piercy** was just sixteen years old and a crew member of the **Matra** and one of those rescued by the lifeboat. In 1947 he moved to California where he died a couple of years ago and it

was his son, **Chris Piercy** who contacted the station stating that it was his father's wish that his ashes be put into the ocean off Margate and asking if they could help.

Recently, his late father's wishes were realised when family members, including some who had travelled from California and Australia gathered in Margate to witness the present lifeboat scatter his ashes off the coast. To commemorate this special occasion the lifeboat crew presented the family with a framed reproduction of the original service report that was still held at the station. **Peter Barker**, deputy launching authority said: "This was a very special and memorable occasion for us all and it was an honour to be asked to fulfil **Mr Piercy's** wishes and at the same time remember the bravery of the lifeboat crew of the day in a rescue described as being 'achieved with very great difficulty owing to the injured men', it was clearly an experience that remained with Mr Piercy for the rest of his life". Margate lifeboat station has been operating since 1860. To learn more about the lifeboat station go to

[www.rnli.org.uk/margate](http://www.rnli.org.uk/margate)





**BBC AUSTRIA** anchored off Santa Marta, Colombia 22nd August.  
Photo : Capt. Shaun Beal – Master CS Pacific Guardian ©



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Another international visitor at Sochi Port, the **AZAMARA JOURNEY**, home port Valetta, Malta. All 620 guests being transported with passengers tenders to Sochi in the morning and returning at the end of the day again to depart for the next port of call. Photo : Dirk van Uiter ©

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## Greenpeace says its ship enters Russian Arctic

The environmental group **Greenpeace** says one of its ships has defied Russian authorities and entered Arctic waters to protest against oil drilling. Greenpeace says Russia this week denied permission for its **Arctic Sunrise** ship to enter the Kara Sea, a section of the Arctic Ocean off Siberia. But the ship entered the waters on Saturday morning, Greenpeace said in a statement. The group is protesting offshore oil exploration adjacent to Russia's Arctic National Park, which is habitat for polar bears, walrus and other animals. The exploration is being conducted by state oil company **Rosneft** and **ExxonMobil**.

**Greenpeace** campaigner Christy Ferguson said in a statement that if the companies bring in oil drilling platforms, there's a risk of oil blowouts and spills that could severely damage the park. Source : star-telegram



The **MSC AURORA** outbound from Antwerp - Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)

## Russia: Shipping companies put up for auction

In October, government sells out its stakes in **Murmansk Shipping Company**, **Northern Shipping Company** and **Northern River Shipping Company**.

Government's stake in **Murmansk Shipping Company** is up for auction on October 23. RUB 700 mln is the trigger price. The offer is 240.581 ordinary shares that is 23.5% of the share capital. **Murmansk Shipping Company (MSCO)** is the largest shipping company operating in the Russian Arctic. The company is a leader in handling and transportation of crude oil. MSCO delivers exported goods from the northern Russian ports to the ports of Western Europe; it also ships cargo between foreign ports.

The control stake is held by OOO Arctic Technologies which is in hands of Nikolay Kulikov, the chairman of MSCO's board. 20% stake in **Northern Shipping Company** (Arkhangelsk) will be sold out on 02 October for the starting price of RUB 200 mln. The Company specializes in shipping of timber products in the Arkhangelsk region. The fleet consists of 41 vessels of various types and carrying capacity from 2,500 to 14,000 tons (tailored for dry, radioactive and hazardous cargo).

The company's revenue in 2012 amounted to RUB 2.7 billion rubles, net profit – to 50 million rubles. Controlling stake is held by Murmansk Shipping Company.

**Northern River Shipping Company** is selling a government's stake of 31.32% on October 02. The trigger price is RUB 80 mln. Northern River Shipping Company is a river-to-sea operator in the European North of Russia. The fleet comprises 160 vessels for inland navigation and 8 of a mixed type. The company carries dry and bulk cargo. It is also a strong player on the Arkhangelsk regional market of passenger transportation. The company used to be controlled by Murmansk Shipping Company until 29 May 2013. MSCO sold out its 56.86% stake. "River shipping services do not



belong to our main business”, explained the director general of MSCO, Aleksander Medvedev. The control stake was sold to a construction and logistics firm – OOO Rescom Tyumen – though a month later the stake was divided between other private hands. **Source: Barentsnova**



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## Navy “shows” how it warned off suspect supertanker

Dramatic footage has emerged of a 20-metre Libyan navy patrol boat apparently forcing a 340-metre supertanker to change course away from Sidra, where it was thought it would take on an unauthorised shipment of crude oil.



A week ago, Prime Minister Ali Zeidan warned that any suspect vessel entering Libyan waters would be fired on without warning. At one point in the clip published on the Libyan navy’s Facebook page, someone aboard the patrol boat Janzour is seen aiming an RPG toward the port bow of the Liberian-flagged **A Whale**, as the naval captain is heard calling on the tanker to change course. The weapon, held by a man on the patrol boat’s unsteady foredeck, was not fired however because there appeared to be a problem with the trigger mechanism.

The noise of semi-automatic weapons and what appeared to be a single heavy machine gun, punctuated the footage, which runs for a minute

and forty seconds.

The 319,000 ton tanker was clearly in ballast and from its small bow wave appeared to be slow steaming. It carried the letters “TMT” in large white letters on its side.

There are two parts to the video. The first was taken when it was still light but dusk was gathering. From the patrol boat’s position on the left of the tanker, it is still heading south toward the Libyan coast. The second, shorter part of the clip, however, shows the tanker with the setting sun on its port bow, meaning that it had changed course and was heading roughly northwards, with the Janzour still to its east. Although much further away from the suspect ship, perhaps as far as a kilometre, there is still sporadic small arms fire from the patrol boat, along with triumphant shouts of “Allah Ahkbar”.

The interception of the tanker on Tuesday evening, some 20 kilometres off the Libyan coast, came hours after the naval high command ordered patrols to sea, to stop any vessels that were not scheduled with the NOC to load oil at any of the four terminals – Brega, Sidra, Ras Lanuf and Zuweitina - where operations have been halted by strikes and blockades. All naval personnel were ordered to report to their posts.

The **A Whale** was built in 2010 in South Korea for TMT (Taiwan Maritime Transport) and, according to Wikipedia, almost immediately refitted in Portugal to help clean up the BP Macondo rig oil spill in the Gulf of Mexico.

Before sailing to Libya, the tanker was reported at Port Said. **Source : Libya Herald**

## NAVY NEWS

## South African Navy short of ships

The SA Navy is not adequately equipped, despite the multi-billion rand arms deal, the Seriti Commission of Inquiry heard on Thursday. More vessels should be added to the national fleet, which currently includes four frigates and three submarines, Rear Admiral Robert Higgs said on his second day on the witness stand at the commission, sitting in Pretoria.

"In my judgement, the SA Navy needs more. It is often much better and cost-effective to buy new. The best deal for us would be to build local as [much] as possible. That would help stimulate the economy. "I would say that [the current fleet] is exceedingly modest... Yes, we do need more." Higgs said navy ships were not primarily used for war, and had been deployed in several humanitarian missions, raising South Africa's international relations profile.

Evidence leader Simmy Lebala asked Higgs whether other African countries had submarines and frigates. He asked the admiral to explain how the current South African warships were being used. "Why do we have to behave like superpowers, given our limitations? The history of our country, socio-economic factors, surroundings, and the background inform us that our priorities are health, houses, feeding the poor, HIV and Aids," Lebala said. "Still, you want us to employ the military resources that we have on equating us to superpowers. Why can't we be superpowers in our own right by focusing on economic issues?"

Higgs replied that the regular conflicts on the African continent were a clarion call for action.

"We end up with lots of other players being the players in our continent. I think we have done very well with what we have and with much more capability we could be in a position to help shape events on our continent, together with our African partners," he said. African solution to African issues

"We could be part of an African solution to African issues. It is much better for South Africa to play a meaningful role in our continent than to leave that open to people from outside the continent because we don't have the capability."

Higgs said all countries with permanent seats on the United Nations Security Council had numerous submarines and frigates.

Focusing on the continent, Higgs said no other country in sub-Saharan Africa had submarines. Nigeria had "a significant-sized frigate vessel" and Egypt had submarines.

Earlier, Lebala asked Higgs about the rationale of buying high-tech military hardware in an African country riddled with socio-economic problems.

Higgs said South Africa was capable of balancing its needs perfectly.

"Chair, I believe South Africa can walk and chew gum at the same time. We are capable of doing both and it comes to balance. It's a matter of looking at it and being smart," he said.

President Jacob Zuma appointed the commission, chaired by Judge Willie Seriti, in 2011 to investigate alleged corruption in the 1999 multi-billion rand arms deal. **Source : News 24 / SAPA**

## **Two destroyers ordered to stay in Mediterranean**

On Friday, after Defense Secretary Chuck Hagel said the Pentagon is moving naval forces closer to Syria to provide the President with military options, two U.S. Navy destroyers have been ordered to stay in the Eastern Mediterranean.



File photo of the **DDG 72 USS MAHAN** sailing off Haifa – **Photo : Peter Szamosi ©**



A senior defense official told NBC News that a U.S. Navy Fleet Commander ordered the [USS Mahan](#) and [USS Rampage](#) to stay in the Eastern Mediterranean for a few extra days in case they are needed. Both destroyers were scheduled to leave the area soon.

The defense official said the Fleet Commander's decision was "prudent thinking" because he was not ordered by anyone in Washington to make the order. The destroyers do not have any specific mission, just to be near Syria. "There is less there than meets the eye," the official told NBC News, warning people from reading too much into the decision. [Source : Wavy](#)

## DND pays \$1M for submarine technology, now can't find company

A European company that was paid \$1 million to provide equipment for the Canadian navy's submarines has taken the money and run. The Department of National Defence has been trying since 2009 to get the equipment it paid for from Applied Radar and Sonar Technologies GmbH, a German firm. But the company is no longer registered in Germany and "cannot be contacted," according to a December 2012 briefing document for senior department staff. The Citizen has tracked the firm to Izmir, a city in Turkey, but company officials did not respond to emails or phone calls seeking comment.

The company was supposed to deliver a transportable acoustic range to the Royal Canadian Navy. It was supposedly being built at the company's facilities in Turkey but officials with Public Works and Government Services Canada couldn't locate that site.

The equipment, designed to support submarine operations, was to have been delivered in 2009.

"Contractor has not delivered on key deliverables and cannot be contacted," pointed out the briefing note obtained by the Citizen. "Neither (Public Works and Government Services Canada) nor DND has been able to reach the contractor since January 2012."

Canada signed a deal with Applied Radar and Sonar Technologies in December 2008 for the transportable acoustic range and paid the firm a little more than \$1 million out of the total price-tag of \$1.3 million. But according to the DND briefing the firm ran into a series of unspecified problems with the equipment.

In June 2012, with the delivery almost three years behind schedule, Public Works requested the company provide evidence as to why the contract should not be terminated. It sent letters to the company's German office and a Turkish address where the equipment was supposed to be manufactured. But those letters couldn't be delivered, prompting Public Works to determine that Applied Radar and Sonar Technologies was no longer registered in Germany and there was no record of the firm having a Turkish company. It is now up to DND to try to recover the \$1 million.

DND spokeswoman Tracy Poirier stated in an email that "following a default by the contractor, Public Works and Government Services Canada terminated the contract."

"DND recently received a legal opinion that it can now engage international collections agencies to recover the money the Government of Canada paid to the company," she added. The company, however, is still trying to sell its sonar products to other customers. The firm's website lists its capabilities in maritime surveillance, noting that: "Our services do not end after distribution, installation and testing of the equipment. We keep close contact to our clients and can provide an individual after-sales support."

The site also carries details on the company's mobile acoustic range. "The Mobile Acoustic (sic) Range is a platform for measurement of radiated noise and sea ambient noise," states the website. "It is developed and successful (sic) tested on surface ships and submarines." "Mobile Accustion (sic) Range is easy to deploy," the site noted. DND officials could not answer whether the department had properly checked out the credentials of Applied Radar and Sonar Technologies before awarding it the contract.

Navies use such systems to monitor and verify the noise and magnetic signature of their ships and submarines. A number of firms produce such equipment and, in the case of the Canadian project, three companies bid. The equipment was to be used on the west coast to support Victoria-class submarine operations. Instead, the Royal Canadian Navy will have to use U.S. military facilities if it wants that capability, according to the DND documents.

Canada purchased its submarines second-hand from Britain and took delivery of the boats between 2000 and 2004. The fleet, however, has been plagued with a series of technical problems and incidents over the years. Navy officers say the fleet is now proving its worth while critics say the submarines should be scrapped. [Source : The Ottawa Citizen](#)

# Pentagon Weighs Firing Thousands Under 2014 Spending Cuts

The Defense Department may have to fire at least 6,272 civilian employees if automatic cuts known as sequestration slice \$52 billion from its fiscal 2014 budget, according to a Pentagon planning document. Additional budget analysis is "likely to produce further reductions" as the services focus on shrinking their contract labor forces, according to a Pentagon "execution plan" obtained by Bloomberg News. The job cuts, although less than 1 percent of the non-uniformed workforce, would mark an escalation from the unpaid leave mandated under sequestration in the current fiscal year.

The services should expect a \$475 billion budget after sequestration cuts for the fiscal year that starts Oct. 1, almost 10 percent less than the pending \$526.6 billion request, according to the document dated Aug. 1. Sequestration would result in 16 percent reductions in the Pentagon's procurement and research spending and 12 percent cuts in operations, maintenance and military construction.

For the most part, major weapons programs aren't being targeted for extensive reductions, according to the plan, which was a presentation by Pentagon budget and cost-assessment officials for generals and admirals who oversee force structure and resources for their respective services. It offers more detail than previously disclosed about the potential impact of cuts on fiscal 2014 spending. Defense Secretary Chuck Hagel, in a July 10 letter to Congress, gave a broad picture of "abrupt, deep" cuts to the military. The planning document is stamped "Draft/Pre-Decisional" and said no final decisions have been made.

## 'Starting Immediately'

Jennifer Elzea, a spokeswoman for the Pentagon comptroller, said in an e-mailed statement that she "cannot provide comment on pre-decisional documents." To accommodate this year's \$37 billion in sequestration cuts, the Pentagon required 85 percent of its civilian workers to each take about six days of unpaid furloughs. "No service is planning fiscal 2014 furloughs," the plan said. Instead, the department is preparing for dismissals, known euphemistically as "reductions in force," or RIFs.

"Realistically, it is difficult to execute a RIF in fiscal 2014 without starting immediately," with some of the necessary paperwork submitted no later than Sept. 15, it said. The Army would lose more than 2,100 workers from a 263,900-person civilian workforce, and the Navy would cut as many as 2,672 of 214,000 people. Department-wide agencies would dismiss 1,500 people from a projected 137,000-person force, with most coming from the Defense Contract Management Agency.

## Falling Morale

The Air Force "will require targeted" reductions to its planned 185,400-person civilian workforce, though the number hasn't yet been determined, according to the document. The Army would also release 1,000 contractors. Firings, if they occur, will result in a "significant skill-set mismatch and degradation in morale," it said. If sequestration continues into fiscal 2015, according to the plan, the Pentagon would need congressional help to increase "enhanced selective early retirement" and improve voluntary retirement incentives and selective early departure dates.

For fiscal 2014, the Pentagon also may need to ask Congress for "a massive reprogramming, possibly moving tens of billions among accounts," according to the planning document, which said it would be "very difficult to secure congressional approval." Readiness "would, at best, stay at degraded fiscal 2013 level and in many cases would continue to decline," with half of the Air Force's active-duty fighters and bombers declared not-combat-ready and two Navy air wings shut for six months, it said.

## Procurement Reductions

Cuts would "affect procurement and research/development most heavily, especially non-major procurement" such as accounts that bankroll Army vehicles and Air Force missile and ammunition accounts, it said.

The Army's pending \$16 billion procurement request would be cut to \$12.6 billion with sequestration reductions; the Navy's would drop to \$37.9 billion from \$44.1 billion and the Air Force's would shrink to \$15.5 billion from \$18.8 billion. The accounts with the largest percentage cuts under full sequestration are those that bankroll Army aircraft



and a category for "other procurement" -- such as vehicles, combat engineering, bridging, maintenance and material handling equipment, and Air Force ammunition and missiles, according to the document. The Air Force's "other procurement" request would be cut by 30 percent to \$1.6 billion. That account pays for non-major programs such as mission planning systems, drug interdiction, combat training ranges, radios and satellite modifications.

#### **Major Programs**

The Air Force would keep current funding for its version of Lockheed Martin Corp. (LMT)'s F-35 fighter, Boeing Co. (BA)'s KC-46 tanker and its long-range bomber program. The Navy would be able to sign all contracts planned for 2014 for vessels funded under earlier appropriations. It would be forced to cut one of the four Littoral Combat Ships from its 2014 funding request.

Pentagon officials also estimated that the purchase of 25 Navy aircraft would probably be cut, including unspecified numbers of Boeing F/A-18 and Lockheed Martin F-35 jets, Textron Inc.-Boeing V-22 Ospreys and United Technologies Corp. (UTX) MH-60 helicopters.

A planned overhaul to the **CVN-73 USS George Washington** aircraft carrier would be delayed, the document said.

The Air Force would also have to delay additional purchases of two Advanced EHF and two Space-Based Infrared System-High satellites made by Lockheed Martin and reduce purchases of air-to-air and air-to-ground cruise missiles made by Lockheed Martin and Raytheon Co. (RTN)

#### **Army Aircraft**

The Army would be forced to stop or reduce production of the General Atomics Grey Eagle drone aircraft and cuts would delay development spending on the Ground Combat Vehicle. The Army's aircraft procurement account, which pays for Boeing and United Technologies helicopters, would drop to \$3.8 billion from \$5 billion as production would be "forced down to minimum rates" necessary to sustain production lines, it said. The Army's total research and development request would drop to \$6.3 billion from \$8 billion, it said. The Pentagon's Defense Advanced Research Projects Agency would cancel its F6 satellite demonstration program, it said. **Source : Bloomberg**

## **SHIPYARD NEWS**



## **Backlog of orders at Amursky shipyard to grow with Navy, Rosneft and Gazprom orders - Viktor Ishaev**

**Amursky shipyard OJSC** has good prospects with the growing backlog of orders, Viktor Ishaev, Presidential plenipotentiary envoy in the Far Eastern Federal District of Russia, said during his visit to the shipyard. According to Viktor Ishaev, the growth will be driven by the expansion of the Navy fleet and the growing demand of Rosneft and Gazprom for state-of-the-art vessels.

Viktor Ishaev looked into the construction of a corvette for RF Navy and a vessel being built for Gazflot, he also discussed the manufacture development prospects with the shipyard management. Viktor Ishaev was satisfied with the

shipyard modernization within the framework of the federal special-purpose programme "Development of defense industry complex enterprises", the statement says.

**Amursky shipyard OJSC** is the largest shipbuilding enterprise in the Far East of Russia. It is the member of the **United Shipbuilding Corporation**. From 1936, when the shipyard was put into operation, it built 270 vessels and ships including 56 nuclear submarines, 41 diesel submarines, 36 surface warships, 137 civil vessels of different classes and purposes.



The **HIGHLAND DEFENDER** fitting out at Remontowa in Gdansk - Photo : Boabab ©

## **Bollinger Shipyards delivers seventh Sentinel Class cutter**

**Bollinger Shipyards, Inc.**, Lockport, LA, has delivered the **Charles David Jr.**, the seventh Fast Response Cutter (FRC) in the **Sentinel Class** to the U.S. Coast Guard. Bollinger has been awarded contracts to build a total of 12 **Sentinel Class** FRCs.

**Chris Bollinger**, Bollinger Executive Vice President of new construction, , said, "We are very pleased to announce another successful on-time and on-budget FRC delivery to the Coast Guard. The Charles David Jr. was delivered to the 7th Coast Guard District in Key West, FL, and will be stationed at USCG Sector Key West. We are all looking forward to the vessel's upcoming commissioning, as well as honoring and celebrating the heroic acts of Charles David, Jr."

The 154-foot patrol craft **Charles David Jr.** is the seventh vessel in the Coast Guard's Sentinel-class FRC program. To build the FRC, Bollinger Shipyards used a proven, in-service parent craft design based on the Damen Stan Patrol Boat 4708. It has a flank speed of 28 knots, state of the art command, control, communications and computer technology, and a stern launch system for the vessels 26 foot cutter boat. The FRC has been described as an operational "game changer," by senior Coast Guard officials.

The Coast Guard took delivery August 16, 2013 in Key West, FL, and is scheduled to commission the vessel in Key West, FL, in November 2013. Each FRC is named for an enlisted Coast Guard hero who distinguished him or herself in the line of duty. This vessel is named after Coast Guard Hero, Stewards-Mate First Class Charles W. David, Jr., who was posthumously awarded the Navy and Marine Corps Medal for his bravery. On the night of February 3, 1943, the U.S. Army transport **USS Dorchester** was torpedoed by a U-Boat off the coast of Greenland in the North Atlantic. The **CGC Comanche** was on the scene and its crew desperately searched for survivors in the frigid waters. David



fearlessly volunteered to leave the safe haven of the Comanche to dive overboard to help rescue the Dorchester's crew. As other crewmen also volunteered to dive in, 93 survivors were rescued out of the freezing waters.

After the last of the survivors were safely aboard, David began to climb the cargo net to the ship's deck. One of David's shipmates, Richard Swanson, was having trouble climbing the net due to his freezing limbs. David descended the net with the help of another crewman and pulled Swanson to the deck out of harm's way. Tragically, David died a few days later from pneumonia. Source : MarineLog

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The **MOL ENDURANCE** leaving the Pedro Miguel locks in the Panama Canal - Photo : Cees de Vries ©

## Diana Containerships Inc. Announces the Delivery of a Post-Panamax Container Vessel, the m/v Puelo

**Diana Containerships Inc.** (DCIX), a global shipping company specializing in owning and operating containerships, has announced that yesterday, through a separate wholly-owned subsidiary, it took delivery of the m/v "**Puelo**", a 2006-built Post-Panamax container vessel of approximately 6,500 TEU capacity that the Company entered into an agreement to purchase on August 8, 2013.

As previously announced, the "**Puelo**" is chartered to Compania Sud Americana de Vapores S.A., Valparaiso, Chile, for a period of minimum eighteen (18) months to maximum thirty (30) months at a gross charter rate of US\$27,900 per day less US\$150.00 per day commission paid to third parties. In case the vessel is redelivered to the Company in any period between the earliest and the maximum redelivery period after delivery, then the charterers will pay a lump sum equivalent to US\$6,000 per day to the owners for the outstanding period between the redelivery date and up to the 30 months. The charter commenced today. The Company also announced that, through the same wholly-owned subsidiary, it has completed the drawdown of US\$50 million under the previously announced loan agreement with **Diana Shipping Inc.** Including the newly delivered "**Puelo**", Diana Containerships Inc.'s fleet currently consists of 9

container vessels (1 Post-Panamax and 8 Panamax) as well as 1 Post-Panamax container vessel expected to be delivered to the Company in mid-September 2013. Source: Diana Containerships Inc.



The grand old lady **ROCKWATER 2** entering Batam Port, Indonesia Mobilising for the **Murphy Oil Corp** Siakap North Petai (SNP)Project Photo : Capt. Jelle de Vries ©

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## MACS takes delivery of the 37,000 dwt multipurpose ship BRIGHT SKY

**MACS Maritime Carrier Shipping**, the Hamburg-based multipurpose and breakbulk specialist, best known for its liner service between Northern Europe and South Africa (#898), this week received the 37,000 dwt mpp ship **BRIGHT SKY**. The vessel is currently positioning on an off-schedule trip to phase into its owner's liner service in early October.

The **BRIGHT SKY** is the third ship in a series of six vessels that MACS already ordered back in 2007 and 2008 for a reported price of USD 42 million per unit. The original orders were placed at Jiangsu Shenghua shipyard, which later ran into difficulties with the ships' construction. Following several delays and complications, it was finally decided to complete the ships at **Qingshan Shipyard** of Wuhu. So far, it is not exactly clear whether all three remaining orders are still alive or whether some of the later ships have been canceled.

The 199.95m **BRIGHT SKY** and her sisters are fully geared with no fewer than six (!) cranes and they offer capacity for up to 2,000 teu. On the MACS's Europe to South Africa run, the ships however usually carry a broad mix of containers and other cargoes.

The **BRIGHT SKY** follows the **GOLDEN KAROO**, which was delivered in July and the series' lead ship **BLUE MASTER II** which was handed over in May. Source : Linervision

## Sale of a Bulk Carrier



**Goldenport Holdings Inc.** the international shipping company that owns and operates a fleet of container and dry bulk vessels announces that it has concluded the sale of the 1990-built bulk carrier '**Vasos**', to an unaffiliated third party "**Autumn Harvest Maritime Co.**" of Monrovia, Liberia, for a cash consideration of US\$ 7.3 million. The vessel was delivered to the new owners on 20 August 2013.

Goldenport expects to realize a book profit of US\$ 0.1 million, after accounting for brokerage commission and the residual book value of the vessel. The vessel was initially acquired in 2006 for a total consideration of US\$27.3 million and has traded successfully for the Company over the last seven years. The net sale proceeds after repayment of associated debt will increase the level of corporate liquidity available for accretive vessel acquisitions.

Source: Goldenport Holdings Inc.



The **HAVILA VENUS** departed with **STENA SPEY** from Rotterdam-Botlek, the transport was assisted by the KOTUG tugs **SD JACOBA** , **SD REBEL** , **RT LEADER** and **RT CHAMPION** - Photo : Kees Torn ©

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## Retirement of NOAD InfoPath Template 6.0, 6.1, Workbook 7.0, & OCS NOtice of Arrival (NOA) Workbook 1.0 (NVMC & NOA Items)

Starting October 22, 2013, The United States Coast Guard (USCG) will no longer be accepting Notice of Arrival/Departure (NOAD) InfoPath Template 6.0 or 6.1, Workbook 7.0, and OCS Notice of Arrival (NOA) Workbook 1.0.

As announced previously, the USCG is no longer accepting all other prior USCG NOAD workbooks and all non-USCG NOAD workbooks. Current workbooks may be downloaded from the Downloads section of the NVMC website.

Users should begin using NOAD InfoPath Template 6.2.1, NOAD Workbook 7.1 or OCS Notice of Arrival (NOA) Workbook 1.1 as soon as possible. It is requested that the Workbooks are completed electronically and then sent via email or imported into the eNOAD web application. Alteration of the official workbook will result in significant delays in processing. The Workbooks must be kept saved as XLS format documents. **Source: NVMC.**

## **.... PHOTO OF THE DAY ....**



The **MSC BETTINA** leaving the Berendrecht locks in Antwerp – **Photo : Stefan Lemmens ©**

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