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The ZIM SAO PAULO in Rio Grande – Photo : Marcelo Vieira (c)

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22-01-2013 The **OLUF MAERSK** departing Port Chalmers bound for Tj Pelepas
Photo : Ross Walker ©

U.S. Navy fined for 'illegal entry' at Philippine coral reef

Philippine authorities said Tuesday they have fined the US Navy for "unauthorised entry" after an American minesweeper went aground on a World Heritage-listed coral reef. Manila announced the initial penalty amid growing anger in the Philippines over the January 17 stranding of the **USS Guardian** on the Tubbataha Reef, for which the US Navy has apologised.

A government-led board that manages the reef served formal notice Tuesday initially citing the US Navy for "unauthorised entry", Jose Lorenzo Tan, a member of the board, told AFP. The site is protected by Philippine law, and is off-limits to navigation except for research or tourism approved by the marine park superintendent.

The law prescribes a maximum penalty of up to a year in prison plus a fine of up to 300,000 pesos (about \$7,300) for unauthorised entry, but Tan said the penalty agreed by the board does not include the jail option.

"We initially decided to fine them," said Tan, also the country president of the World Wildlife Fund. He declined to disclose the amount.

A board statement issued by Tan said the US Navy would also be fined for "non-payment of conservation fee" and "obstruction of law enforcement officer".

The Tubbataha marine park superintendent, Angelique Songco, said Monday that park rangers had warned the **USS**



Guardian by radio that it was nearing the reef, but the ship captain insisted they raise their complaint with the US embassy.

Fines for “damages to the reef” and “destroying resources” would be assessed after the vessel is retrieved, the board added. The US embassy declined comment on the alleged violations. Tubbataha is a UNESCO World Heritage Site on the

Sulu Sea about 130 kilometres (80 miles) off the western island of Palawan.

The commander of the US Navy's 7th Fleet, Vice Admiral Scott Swift, apologised for the incident in a statement from Japan on Sunday. The US Navy said the 68-metre (224-foot) vessel, which remained stranded above the reef Tuesday, had been en route to Indonesia after visiting a Philippine port north of Manila when the accident happened. **Source :** Rawstory



The **MOSELDIJK** passing Spijkenisse – **photo : Lia Mets ©**

Singapore's PIL fined US\$2.2 million for polluting American Samoa waters

SINGAPORE's **Pacific International Lines (PIL)** has pleaded guilty to pollution violations at the US District Court in Washington and agreed to pay a penalty of US\$2.2 million.

The penalty grows out of alleged discharges of contaminated bilge waters and failure to keep an accurate oil record book on its ship Southern Lily 2 when it was operating within navigable waters of American Samoa in 2011, reports American Shipper. **Source : Asian Shipper**



The inbound **BRAVE TERN** passed the departing **SEA HELIOS** in IJmuiden – photo: Simon Wolf ©

HMS Protector saves MS Fram cruise ship in Antarctic

The crew of the Royal Navy's Portsmouth-based ice patrol vessel has rescued a cruise ship threatened by Antarctic ice. **HMS Protector** broke through thick ice to free Norwegian cruise liner MS **Fram** when it became surrounded by fast moving floes in Antarctic Sound. No-one was hurt during the operation which took two hours.

Captain Peter Sparkes said **HMS Protector** was "the Royal Navy's equivalent of a Swiss army knife". Working at a speed of two knots, **HMS Protector** broke the four-metre thick ice, which had trapped the cruise ship's bow, in two hours. Capt Sparkes said: "Protector's ship's company are highly trained and well equipped to deal with a spectrum of operations in Antarctica."

The area is prone to changes in winds and local currents, and ships can quickly become trapped, sometimes for weeks, when the concentration of pack ice increases.

MS Fram, which is purpose-built for sailing in polar waters was on a tour of the Antarctic Peninsula when the incident happened on 15 January. **HMS Protector** is continuing with patrol of the British Antarctic Territory, supporting an international inspection team surveying environmentally sensitive sites around the peninsula. Source : BBC

Tanker Glut Swells to Highest in Four Months as Demand Weakens

The glut of supertankers competing for 2 million-barrel cargoes of Persian Gulf oil expanded to the highest in more than four months, driving down freight rates as demand for the ships weakens.

There are 22 percent more very large crude carriers for hire over the next 30 days than cargoes, according to the median estimate of seven shipbrokers and owners in a Bloomberg News survey today. That's 2.5 percentage points more than last week, and the biggest excess since Sept. 5.

Demand is “very slow,” with only one of the tankers booked yesterday, RS Platou Markets AS, an Oslo-based investment bank, said in an e-mailed note today. Vessels booked two months ago are now returning to the Persian Gulf seeking employment, swelling supply, said Per Mansson, managing director of shipbroker Norocean Stockholm AB, who has worked in the industry for 31 years.

“December and January did not pick up as we thought,” Mansson said by phone from the city. “It’s going to be tough. We will work with a big overhang of vessels every month.”

Daily returns for tankers hauling 2 million barrels of crude to Japan from Saudi Arabia slumped 11 percent to \$8,994, according to the London-based Baltic Exchange yesterday. That was the first time since Nov. 12 earnings were below \$10,000. **Source: Bloomberg**



23-01-2013 The **EPV BALAI MUTIARA** anchored at the West Jurong anchorage in Singapore **photo : Capt Jim Stone ©**

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Irish lifeboats rescued 1,041 people in 2012

Irish lifeboats rescued 1,041 people in 2012, new figures show. Boats from all 44 **Royal National Lifeboat Institution (RNLI)** stations made rescues, of which pleasure craft accounted for 482 call-outs and fishing vessels 115.

Dún Laoghaire RNLI brought the highest number of people to safety with 76 individuals rescued over 46 call-outs. Kilmore Quay RNLI in Co Wexford brought 71 people to safety on 29 call-outs. The busiest RNLI lifeboat station last

year was Bangor in Co Down, which launched 53 times and rescued 53 people. The RNLI's newest station at Coosan Point, Athlone on Lough Ree brought 18 people to safety.

In comparison with 2011, 2012 saw a slight drop in lifeboat launches from 983 to 939 but a rise in people rescued from 906 to 1,041.

RNLI operations manager Martyn Smith said the charity's crews, 95 per cent of whom are volunteers, brought reassurance to those in trouble. "This is something the RNLI is very proud of and will continue to provide through the generosity of the public," he said. "I would like to say a huge 'thank you' to all those who support the RNLI, whether by giving up their time or by making a donation."



The **BLUE LOTUS** outbound in Ijmuiden – **photo : Marcel Coster ©**

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Billionaire Fredriksen Winning as LNG Tanker Rates Drop

Rates to ship liquefied natural gas are dropping for the first time in four years amid a diminishing scarcity of the carriers transporting the fuel, a bullish sign for investors in the biggest owners of the vessels. **Golar LNG Ltd.**, the tanker company founded by billionaire John Fredriksen, will report record profit this year and its shares will gain 22 percent in 12 months, analyst estimates compiled by Bloomberg show. Lower rates mean fewer new vessels are being

ordered, according to Arctic Securities ASA in Oslo. Shortages will return by 2016, says London-based Clarkson Capital Markets LLC, a unit of the world's biggest shipbroker.

Earnings tripled in the past five years at a time when most of the merchant fleet lost money because of capacity gluts. Daily rates will retreat 7.3 percent to an average of \$139,000 this year, the median of seven analyst estimates shows, as the market swings from a shortage of 11 vessels to a surplus of one carrier. Fewer orders are good for the biggest owners because the LNG industry will expand production capacity by 77 percent in the next seven years, Morgan Stanley says.

"When the market is growing, even if you have one year of high fleet growth versus demand growth, it's a matter of time before demand will catch up and that will hold the market at very profitable levels," said Fotis Giannakoulis, an analyst at Morgan Stanley in New York. "I don't think there are many industries offering this type of return today."

Fukushima Disaster

Tanker rates reached a record last year as Japan, the biggest LNG importer, accelerated buying to compensate for its nuclear power plants closing after the Fukushima disaster in April 2011. Costs will drop as demand expands 5.6 percent and the fleet 6.9 percent, according to Clarkson Capital Markets. While the glut will reach 19 next year, the market will revert to a deficit by 2016, the banking unit of Clarkson Plc says. Golar (GLNG), based in Hamilton, Bermuda, operates nine LNG carriers and has orders for 11 more, exceeding the expansion plans of any other publicly traded owner. Shares of the company jumped 7 percent to \$39.34 this year and will reach \$48.13 in 12 months, the average of 12 forecasts shows. Net income will surge 47 percent to \$201.3 million this year and \$375.3 million in 2014, according to the median of as many as 12 estimates.

Qatar Gas

Qatar Gas Transport Co., the largest LNG tanker owner, will report a 12 percent gain in profit to \$232.9 million this year, the median of three estimates shows. The company's ships typically don't trade in the spot market. MISC Bhd. (MISC), based in Kuala Lumpur, is the second-largest operator and will more than double earnings to 1.18 billion ringgit (\$389 million) in 2013, the median of 13 estimates shows. It has 27 LNG tankers out of a fleet of 135 ships, data on its website show. Owners probably will hold off ordering more ships for now because about 40 percent of those already scheduled to be built at yards lack charters, Clarkson says. That means there is no certainty they will secure business once they are completed, increasing the risk of the purchase. They cost about \$185 million each, twice as much as a supertanker, because they need equipment to hold gas cooled to minus 160 degrees Celsius (minus 256 degrees Fahrenheit) so it occupies 600 times less space.

Demand for tankers may fall short of expectations if new LNG production is delayed. Two of the three projects scheduled to start in 2012 still aren't shipping cargoes. Angola LNG will open the African nation's first liquefaction plant in the first quarter, about a year later than planned, Petroleum Minister Jose Maria Botelho de Vasconcelos said last month. The facility will produce enough gas to supply Japan for about 22 days.

Worst Recession

Gains in LNG consumption may stall if the world economy weakens. Japan and the 17-nation euro area are already back in recessions, and the World Bank this month cut its forecast for 2013 growth to 2.4 percent from 3 percent. The estimate for Japan dropped to 0.8 percent from 1.5 percent. Global gas demand contracted 2.5 percent in 2009 amid the worst recession since World War II, according to data compiled by BP Plc. The expansion in Japanese consumption may also slow should the nation start reopening its nuclear plants. While all but two of its 50 facilities are still shut down, Shinzo Abe's Liberal Democratic Party won elections last month pledging to restart reactors to damp energy costs.

LNG sold in Japan at an average of \$17.34 per million British thermal units last year, compared with \$9.53 in Europe and \$2.89 in the U.S., according to data from Poten & Partners Inc., a New York-based shipbroker. That lured more cargoes from the Atlantic region, adding as much as 13,000 miles to voyages and effectively reducing the fleet's capacity.

The profitability of LNG tankers contrasts with most of the rest of the shipping industry, which is enduring gluts after owners ordered too many vessels when rates surged in 2007 and 2008. The Baltic Dry Index, a measure of the cost of hauling coal and iron ore, plunged 60 percent last year and the Baltic Dirty Tanker Index, reflecting rates for ships carrying oil, tumbled 18 percent.

Global liquefaction capacity will grow 2.8 percent to 261 million metric tons this year and reach 461 million tons in 2020, according to Morgan Stanley. The tanker fleet will expand 17 percent by 2018 from last year, according to the bank, which cited existing orders at ship yards. The U.S. government is reviewing applications from companies seeking to build export terminals with a combined capacity of 24 billion cubic feet of gas a day as LNG. That would require as many as 135 tankers ordered by 2017, Morgan Stanley estimates. There are 372 currently in service, according to Clarkson.

Ship yards have limited capacity to accelerate building and can produce about 50 to 60 tankers a year, **Clarkson** estimates. The biggest builders are Samsung Heavy Industries (010140) Co., **Daewoo Shipbuilding & Marine Engineering Co.** and **Hyundai Heavy Industries Co.**

"Given the direction of the market was clearly softer, people got deterred from ordering vessels," said Erik Nikolai Stavseth, an analyst at Arctic Securities whose recommendations on the shares of shipping companies returned 18 percent in the past year. "Yes, everybody is aware of the fact that 2014 looks a little bit dodgy in terms of the capacity of vessels versus volumes. But these ships last for 30 years, and the long-term story to LNG has strengthened."

Source: Bloomberg



4 KOTUG tugs passing Maassluis enroute Rotterdam – photo : Henk van der Heijden ©

Bureau Veritas Certification France unveils guide on offshore wind-farm projects

Bureau Veritas Certification France has released a comprehensive Guide on Offshore Wind Farm Project Certification, which allows industry players and experts to make sense of the complex rules applying to certification processes in the field of offshore wind farms. Bureau Veritas is attending the EWEA trade show from 4 to 7 February 2013 in Vienna (Austria). This exhibition will give visitors the opportunity to know more about a major Testing Inspection & Certification (TIC) player for the wind industry.

Bureau Veritas' services and expertise in wind energy can help companies better plan their projects, avoiding unwelcome risks and maximizing returns. Bureau Veritas offers a wide range of key services in the wind-energy sector, from energy-yield prediction to the optimization of the wind-farm lay-out, while covering certification issues.

Specifically, the Guide on Offshore Wind Farm Project Certification issued by **Bureau Veritas** Certification France spells out the mandatory requirements and steps to follow in order to obtain certification. (To download the guide on offshore wind farms, please go to: <http://offshore-wind-farm.bureauveritas.com/>.)

The experts of **Bureau Veritas** will be on the company's stand (Stand B-A64), at the EWEA trade show, in Vienna (Austria), between 4 and 7 February of this year, and will be able to answer questions visitors may have. Offshore wind-farm projects pose a number of challenges. Installations are complex and each site is different. Certification by an internationally recognized body ensures each project meets all the regulatory requirements. "Whether your company is a wind-farm operator, developer or wind-turbine manufacturer, **Bureau Veritas** offers a wide range of customized services," explains Philippe Lanternier, Bureau Veritas Industry & Facilities Division EVP.

The Guide on Offshore Wind Farm Project Certification includes information on a range of topics, including normative and informative references; the project-certification process; the approach to certification; site conditions and design evaluations; transportation and installation surveillance; and, finally, the measurement of project characteristics. The guide covers issues such as mandatory requirements, steps to be taken to obtain certification, and the certification methodology. The Guide on Offshore Wind Farm Project Certification clarifies all aspects of the certification process: from initial design through to construction and operation, the guide enables readers to easily understand the certification process, in order to render it more effective for the client entity. the guide will enable industry players to successfully anticipate the certification process and reduce related risks, while ensuring the safety of the wind farms concerned and the quality of the installed capacity. The guide refers to the certification process described in IEC 61400-22 and is based on the IEC 61400 series, which constitutes the international standard for wind turbines. Wind

energy is a key energy for the future and Bureau Veritas offers unique expertise in this thriving market. The Wind Energy Studies and expertise that Bureau Veritas provides help companies define their wind-farm project: getting risk-advisory services to ensure the reliability of a project is particularly important. **Bureau Veritas** can assist with a wide range of key aspects, from energy-yield prediction to the optimization of the wind-farm lay-out. The company can help the client entity to secure all the required authorizations prior to starting the project in earnest. Bureau Veritas can also assist with environmental-impact studies and collision-risk studies, which are a particular concern for offshore wind energy. Due diligence is crucial in any project such as setting up a wind farm. "Companies will receive independent technical expertise for their wind-energy projects with our due diligence," says Philippe Lanternier. "Our services are increasingly beneficial when determining, during the project-definition phase, whether to go ahead with a project. All facts are taken into consideration and are from an informed perspective," explains Philippe Lanternier. When it comes to wind-turbine type certification, companies will want to ensure the wind-turbine type that has been chosen is safe and compliant with international standards and technical requirements: this is an area where Bureau Veritas can assist. Regarding the certification of an offshore wind-farm project, similarly, it is important to ensure the wind-farm project is safe and compliant with international standards and technical requirements: Bureau Veritas can lend its expertise in this respect.

Bureau Veritas can help with the wind-farm project's supply-chain conformity assessment: "We can assist clients in ensuring quality of the whole supply chain with our worldwide network of experts," explains Philippe Lanternier.

At the construction phase, Bureau Veritas assists customer in ensuring compliance of equipment and installation in the field of quality, environment and health and safety. Finally, the operational safety of a wind farm is a long-term concern: Bureau Veritas has experts who can assist a client entity in maintaining the long-term safety of the installation and its compliance with standards and requirements. The full range of services that **Bureau Veritas** offers in this field can be found [here](#):

Geo-political tension threatens South China Sea cruise market: experts

Geo-political tensions in the South China Sea are threatening growth in Asia's burgeoning cruise holiday market, industry experts say

By : Keith Wallis

Military and political tensions in the South China Sea are threatening the development of Asia's burgeoning cruise holiday market, shipping and travel experts say. Dr Liu Zinan, chairman of the Asia Cruise Association, said the Sino-Japanese dispute over the Diaoyu Islands was "having an adverse impact on us".

Liu, who is also regional vice-president for Asia for Royal Caribbean Cruises, said Beijing had relaxed travel restrictions, but for the "foreseeable future we can't make the best use of the government permits", especially when it came to "itineraries to Taiwan and Japan".

He said any discussion about developing cruise itineraries in the South China Sea had to take into account geo-political issues. "Unfortunately they come to [affect] us again and again," he told delegates to the Seatrade Hong Kong Cruise Forum yesterday.

Either people would be deterred from travelling or the threat of military action would curtail voyages between China, South Korea and Japan.

The cruise association represents about 40 organisations including cruise, port and tour companies and tourism authorities. His views were echoed by Pier Luigi Foschi, chairman and chief executive of Carnival Asia, who said the negative impact was starting to be felt now as cruise lines planned their Asian port and country calls. Worsening relations between China and Japan, which saw violent demonstrations and flag burnings in several mainland cities, did not have a big impact last year because they coincided with the end of the cruise holiday season.

But Foschi said continuing poor relations was "going to affect business beginning this year". Speaking on the sidelines of the conference, he said the problems, particularly between China and Japan, was "limiting the choice of itineraries".

Asked if rising tensions between China and Vietnam was a concern, Phan Xuan Anh, president of leading Vietnamese tour company Viet Excursions, said: "Not yet, but it could be."

Anh pointed out that there was unease in Vietnam about China's ambitions in the South China Sea. Disputes have centred on offshore oil and gas exploration off the coast of Vietnam and territorial wrangles over the Spratly Islands.

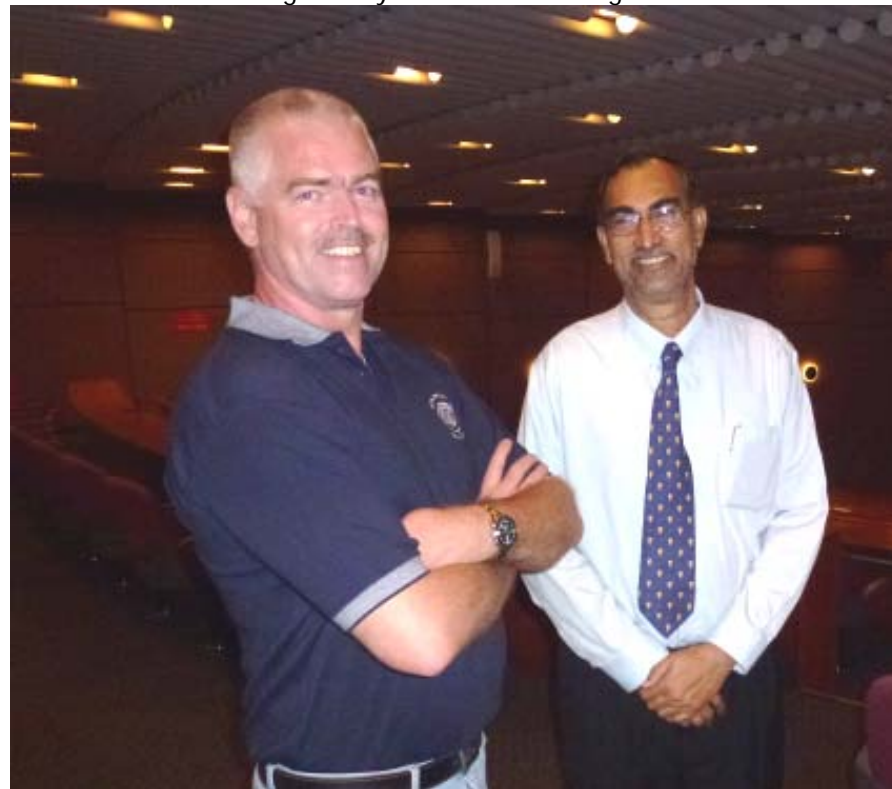
These worries come amid a forecast "supersonic" growth in the number of Asian, especially mainland Chinese, cruise passengers. Foschi expected there would be seven million cruise ship passengers from Asian countries by 2020, accounting for more than 20 per cent of the global cruise market. "I could be wrong, it could be 10 million," he said, adding: "Asia is too big to ignore". **Source : South China Morning post**

Bollard Pull Test Result: Is it a fact or a gimmick or an illusion? What is then the reality?

Yesterday evening **Dr Arun Dev** present a paper about the above subject at the **National University in Singapore**



Bollard Pull Tests are generally conducted on Tugs and AHTSVs as one of the most prestigious performance tests before delivery of a Tug or an AHTSV.




These bollard pull tests are carried out carefully to establish a certified bollard pull test result in the presence of Class, Owner, Shipyard, Engine Manufacturer, Propeller Manufacturers and any other third party. It will not be too much to say that shipyards, owners, suppliers and many others anxiously wait for this precious "magic number" so that all become relieved.

Left **Dr Arun Dev** with **Capt Richard Leistra** in the Engineering Auditorium, of the **National University Singapore**
Photo's : Piet Sinke ©

The speaker has started observing these nerve-racking or nail-biting tests many times in his professional life time starting from a bollard pull of 10t to 200t. Some of them were seen achieved with ease and some, with unusual disagreements. The speaker will give some characteristics features of a propeller, a

propeller nozzle, and their enhanced thrust mechanism. The speaker will also highlight pros and cons of the present day bollard pull tests' procedures referring to their salient features. Why do such tests' results bring potential risks in operations? Why do initial happiness with a large bollard pull figure end up with possible conflicts?

Dr. Arun Dev graduated with a Bachelor of Science in Engineering in Naval Architecture and Marine Engineering from BUET, Dhaka, Bangladesh with a First Class Honours. After working a few years in Bangladesh Inland Water Transport Authority (BIWTA) as a Naval Architect, he came to Singapore in early 1981 to work first in Jurong Shipyard and then in Singmarine Shipyard. In 1983, Dr. Dev received his ORS (Overseas Research Students) award from UK to do his Master of Science by research in Marine (Offshore) Technology at Strathclyde University in Glasgow, UK. He again worked as a research scientist in Shiphydromechanics Laboratory of Delft University of Technology, Delft, The Netherlands, from where he obtained his Doctorate in 1996. His PG studies mainly concentrated in semi-submersible hydrodynamics and in particular in second order drift and low frequency forces in viscous regime while doing research at TUDelft.



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GOOD OLD RO/RO PONTON FOREST BRIDGE HAS A NEW FUTURE!



Roro pontoon **Forest Bridge** left **Rhenus terminal**, Waalhaven Rotterdam with pushertug **Albatros**

Roll on/ roll off pontoon bridge Forest Bridge, purchased by **ICO Terminal Zeebrugge** was for many years in operation by **DFDS Maasvlakte** in Rotterdam and last and recently owned by **Rhenus Logistics** in Rotterdam. **Quist Maritime Services** 'found' the bridge for the new owners and performed initially the purchase survey. This survey is now followed by a full turn-key solution for the new owner; QMS performs the whole project management, from thickness measurement, docking, steel plate renewal, re-painting, re-classification and towage to her new position in Zeebrugge. The pontoon, build in 1982, will be named **ICO3** and expected to be

delivered to the new owners early March. QMS works together on this project with [NedMarine Services B.V](#) who are based close to the shipyard, [Dockside Shipfacilities B.V.](#) both situated in Ridderkerk, east of Rotterdam, where she will be drydocked. Not in the last place QMS would like to thank mr. Venema of [Rhenus Logistics](#) for the professional support during transfer of ownership of the pontoon



19-01-2013 the 2004 built ITA flag cruise liner [COSTA MAGICA](#) entering Grand Harbour, Malta for the Valletta Cruise Port. Photo :Szabolcs Pocza - www.maltashipphotos.com ©



Vale considers iron ore distribution centre in China

[Vale SA](#), the world's second-largest mining company, is considering setting up an iron ore distribution centre in a southern Chinese port where Baosteel is building a 10 million tonne-per-year steel project, industry sources said on Tuesday, Reuters reports.

Baosteel, China's leading steelmaker, and Zhanjiang port signed a memorandum of understanding with Vale in early December during a visit to the mining giant's headquarters in Brazil, said one source with direct knowledge of the matter.

"This is just a very initial idea. The distribution centre, if built, can meet demand from small clients which may not be able to buy a whole cargo of iron ore but can buy a small volume," the source said.

Vale's spokeswoman in China declined to comment. Baosteel and the Zhanjiang government were not immediately available for comment. Baosteel Group expects to complete construction of the Zhanjiang steel project by 2015.

The distribution centre would improve Vale's access to its top market China, which has not allowed the company's giant iron ore carriers, or Valemaxes, to berth at its ports after one vessel docked at Dalian port in December 2011.

Vale built the Valemaxes to slash shipping costs to China, the world's largest importer of iron ore, and better compete with Australian rivals BHP Billiton and Rio Tinto .

The vessels have, however, faced stiff opposition from influential Chinese ship owners who fear the miner will use the ships to monopolise both the shipping and iron ore markets at China's expense. Vale has already built a floating iron ore storage vessel at the Philippine-based Ore Fabrica, which serves as a platform to transfer iron ore from Valemaxes to smaller vessels for transport to China and other Asian destinations.

NAVY NEWS

HrMs FRIESLAND COMMISSIONED



22-01-2013 In Den Helder the Dutch navy commissioned the OPV **P 842 FRIESLAND** into service
Photo : Ron Damman – www.newdeep.nl ©

The 108m-long **Friesland** patrol ship has a width of 16m, a draught of 4.55m, and a displacement capacity of 3,750t with a range of 5,000nm while cruising at a top speed of 21.5kt.

The patrol vessel is integrated with a combined electric or diesel (CODELOD) propulsion system, two MAN 12V28/33 diesel engines rated at 5,400kW and automated systems, including a shore support and management system, calamity system, warning system and monitoring system. The new patrol ship has been designed for international law enforcement and security missions that include combating piracy and counter-drugs operations. The **Holland-class**

vessel offers landing facilities for a NH-90 helicopter and features a 76mm Oto-Melara gun, a rapid-fire 30mm gun and two 12.7mm Hitrole machine guns.

Capable of accommodating a crew of 50, the four patrol ships are equipped with radars, communication and optical sensors, remote-control systems and weapons and will replace the four M-frigates currently in service with the Dutch Navy.

The navy has already received two Holland-class vessels, the **Holland** and **Zeeland**, while the fourth vessel, **Groningen**, is currently under construction.

Groningen is scheduled to complete sea acceptance trials by the end of April 2012, following which it will undergo final outfitting of certain systems and components at DSNS' yard.

The advertisement for THB Verhoef bv features a blue background with a white cloud pattern at the top. On the left is a stylized logo consisting of a blue 'A' and 'V' shape. To the right of the logo, the company name 'THB Verhoef bv' is written in large, bold, dark blue letters. Below the name, the tagline 'Key components for medium speed diesel and gas engines' is written in smaller, dark blue letters. In the top right corner, there is a QR code. Below the main text, there are five logos for partner companies: 'MARKISCHES WERK' (a stylized 'M' logo), 'GOETZE' (a logo with a stylized 'G' and 'O'), 'QUAD' (a logo with a stylized 'Q' and 'U'), 'Miba' (a logo with the word 'Miba' in a yellow oval), and 'MARIDIS GmbH' (a logo with the word 'MARIDIS' in blue and 'GmbH' in smaller letters). Below these logos, the website 'thbverhoef.com' is written in large, bold, dark blue letters. At the bottom, the company's address and contact information are listed: 'Zadelmakerstraat 6, 2984 CC Ridderkerk (Rotterdam region), T: +31 180 412193, F: +31 180 418757, E: sales@thbverhoef.com'.

French navy ship due Today

THE FRENCH Navy vessel **L'ADROIT** will be at Limassol port from today (Thursday) until Saturday. The OPV (off-shore patrol vessel) L'Adroit was officially made available to the French Navy and has been built on a self-funded basis by French naval shipbuilder DCNS. The **L'Adroit** provides numerous innovative and unrivalled capabilities designed specifically for maritime security.

This new generation vessel carries all the prevention and action assets necessary for surveillance and policing tasks at sea: fast boats for commandos, assault and transport helicopters and unmanned surveillance vehicles (UAVs).

The L'Adroit comprises a specific architecture. With an overall length of 87 metres and breadth of 13 metres, the L'Adroit offers three weeks' endurance, a range of 8,000 nautical miles and a top speed of 21 knots. Operational expectations were fully taken into account with an integrated mast and a panoramic bridge located fifteen metres above sea-level which offers a 360° view and allows the crew to control the ship and manage effective deployment of air and surface means of action. The ship's surveillance capabilities also rely on the communication suite enabling the L'Adroit to interact with all types of commercial vessels and military networks. However, one of the key innovations lies in the unique system of sloping ramps which allow RIBs (rigid inflatable boats) to be launched and retrieved quickly from the L'Adroit's quarterdeck. **source : Cyprus Mail**



The **USS DDG 66 GONZALES** arriving in Haifa – photo : Peter Szamosi –www.israelbed.net©

SHIPYARD NEWS

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The **PRIDE OF BRUGES** enroute **Keppel Verolme** in Rotterdam Botlek – photo : Frits Janse ©



Larsen & Toubro secures additional Defence order for 18 interceptor boats

Larsen & Toubro (L&T), India's leading engineering, manufacturing & construction major has received an order valued at ` 447 crores from the Ministry of Defence for the construction of 18 High Speed Interceptor Boats for the Indian Coast Guard. This follows the earlier contract, valued at ` 977 crores, for 36 similar vessels, according to press release.

With this order, L&T is positioned as the foremost Indian shipyard in terms of capability to indigenously design and construct the largest number of Interceptor Boats for India's Ministry of Defence. Designed and constructed by L&T entirely through in-house capability, the first of these boats has already been delivered to Indian Coast Guard. The Interceptor Boat is a "planing craft", capable of achieving speeds exceeding 40 Knots. Built with a full aluminium-alloy light-weight hull, it is powered by a twin water-jet propulsion system to enable quick response - crucial for coastal surveillance. These boats are expected to significantly enhance India's coastal security.

Larsen & Toubro is a USD 13.5 billion technology, engineering, construction, manufacturing and financial services conglomerate, with global operations. It is ranked 4th in the global list of Green Companies in the industrial sector by the reputed international magazine Newsweek, and ranked the world's 9th Most Innovative Company by Forbes International. L&T is one of the largest and most respected companies in India's private sector. A strong, customer-focused approach and the constant quest for top-class quality have enabled L&T to attain and sustain leadership in its major lines of business over seven decades. **Source : PORTnews**

Hyundai Heavy wins USD 1.1 billion order from Statoil

Hyundai Heavy Industries (HHI), the world's biggest shipbuilder and leading offshore facilities contractor announced the Company, as a sole EPIC contractor, won a USD 1.1 billion order for the topside facility to be installed on the Aasta Hansteen spar hull, also being built by HHI, from Statoil on January 18. The 21,000-ton topside facility, capable of producing 23 million cbm of oil and gas per day, will be installed in the Aasta Hansteen field, 300 km off the coast of Norway in 2016. The offshore facility will be built with the assistance of the engineering company, CB&I in The Hague Netherlands and suppliers in Europe under the NORSOK standard that is applicable to offshore facilities operating in the harsh conditions of the North Sea. **Hyundai Heavy Industries** previously won an order from Statoil to build the Aasta Hansteen spar hull. The cylindrical, partially submerged offshore production platform, measuring 195 m in total hull height, will be able to store 160,000 barrels of condensate when it begins operation. Mr. Kim Jong-do, chief operating officer of Hyundai Heavy's Offshore & Engineering Division said, "I believe our long experience in the offshore facility field will continue to give us an edge in winning orders from the Middle East, Australia, West Africa, and the North Sea." The Ulsan, South Korea-based company, has constructed the most (11) ultra-large floating, production, storage and offloading units (FPSO units capable of holding more than 2 million barrels of oil) in the world. The Company is currently building two other FPSO to be deployed in the North Sea.

Source: Hyundai Corporation

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ROUTE, PORTS & SERVICES



Priok Port a Shambles: Agus

Finance Minister Agus Martowardojo has criticized the layout of the Jakarta's Tanjung Priok port, saying that shipments spend too much time in transit, and called on the operator to reorganize it. Tanjung Priok is the busiest port in the country, accounting for more than 50 percent of export and import activity.

Agus said the current dwelling time — the length of time cargo sits in a terminal's in-transit storage area — is an average of 6.7 days and "not ideal." He added that such delays reduce Indonesia's competitiveness against its neighbors. "What needs to be redesigned is the layout of the port," the minister said. "From our point of view, there are too many entities doing business in the port."

He said the dwelling locations are spread out all over the port, causing problems for customs and excise officers trying to do their jobs. "The port is not really sterile because there are too many non-port businesses here," he said.

Hatta Rajasa, the coordinating minister for economics affairs, echoed Agus's complaint, saying that the condition in the port had not changed much since he ended his term as transportation minister in 2009. "In the Priok port, you can find anything from photocopy service providers to welders," Hatta said. Agung Kuswandono, the director general for customs and excise, said the Tanjung Priok is not sterile because part of the port serves as a public road. Additionally, he said, 21 different entities operate in the port. These companies have offices in the port, exacerbating the chaos that is common there.

"Ideally, in a port, there is only one entity, but currently there are 21," he said. "This makes it seem like the customs and excise officers are serving 21 different ports." The customs and excise office at the Finance Ministry is working to create an automatic gate system to speed up the process and lessen the waiting time. The office also introduced an integrated physical examination area in a bid to speed up the customs service. This facility is open 24 hours per day, seven days a week. Tanjung Priok port as a whole is operated by state-controlled Pelindo II. But with regard to the container port, Pelindo II has joined forces with partners or hired companies to operate different parts. Pelindo II is undertaking a project to expand the Tanjung Priok port by building the Kalibaru Port, also known as the "New Priok Port," which is located seven kilometers west of Tanjung Priok.

The total investment needed for the two-part project is \$4 billion. The first phase would cost \$2.5 billion, with the second costing \$1.5 billion. Construction of the first phase is expected to be completed in 2014, while the second phase is set to commence in 2018 and be completed in 2022. The first phase will be the construction of three container terminals with a combined capacity of 4.5 million 20-foot equivalent units (TEUs), two fuel oil terminals and a gas terminal with a combined capacity of 9 million tons per year. In the second phase, **Pelindo II** will add four more terminals, bringing the total container handling capacity of the Priok Port to 12.5 million TEUs. Strong domestic economic growth has increased activity at the Tanjung Priok port, with more goods flowing through it. Inefficient design and layout, and the lack of development has caused the port to become overcrowded, resulting in the slowing of shipments being processed. Businesses say the current operations of the port cause delays that shrink profit margins. **Pelindo II** was given the contract to develop Kalibaru Port after a bidding process was abruptly canceled a year ago. **Source : Jakarta Globe**



22-01-2013 The **HAVILA PHOENIX** Heading down the Tyne for Whitehill Point from Swans, Wallsend. **Photo : Kevin Blair ©**

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sunrise in Esbjerg Denmarkover looking the Power station and offshore wind turbine loading terminal. Taken from the top of the main mast during a routine inspection, from onboard the [Pacific Orca](#) currently moored at berth 201.

Photo : Matt Wilkins (c)

Cambodia inaugurates China-financed new container terminal

Cambodia on Tuesday inaugurated a new container terminal of the Phnom Penh Autonomous Port, turning the port as a large hub for logistics supply and goods collection and distribution, Xinhua reports.

The inauguration ceremony was presided over by Cambodian Prime Minister Hun Sen and Chinese Ambassador to Cambodia Pan Guangxue and was attended by 15,000 participants, including senior government officials, diplomats, residents and students. The construction of the 10-hectare terminal was begun in March, 2011 by Shanghai Construction (Group) General Company with a soft loan of \$28.2 million financed by the Government of China, Hun Sen said at the event.

He said the terminal has a total capacity of 120,000 TEUs (20- foot equivalent unit) per year and it consists of a wharf platform enabling two 5,000 tons of container berths.

"It is a modern container port. This is a new achievement in Cambodia's transportation development," the premier said, adding that the new terminal is to respond to the growing economic size.

He added that the new dock will become a main hub for goods entering and leaving Cambodia and it will also help facilitate the exports of one million tons of milled rice by 2015.

"Through Ambassador Pan Guangxue, I'd like to express my gratitude to the Government of China for providing both grants and concessional loans to Cambodia for social and economic development, " Hun Sen said.

The terminal does not only connect Phnom Penh Autonomous Port to Vietnam's Cai Map port, but also help ship goods directly to Singapore, Malaysia, and China's Hong Kong and Shanghai, as well as other neighboring countries and regions without ship transfer.

Meanwhile Ambassador Pan said that China saw the new container terminal as a key infrastructure to promote Cambodian import and export activities.

"China will continue supporting Cambodia in developing waterway transportation, roads, bridges, irrigation system, and electricity so as to promote the development of Cambodian economy," he said. The terminal is located along the Mekong River in Kean Svay district, about 30 kilometers east of capital Phnom Penh. **Source :xinhua**



The feeder vessel **BERNHARD SCHEPERS** arriving in Cork, swinging in tight confines. Photo : Aidan Fleming ©



Diana's 'Maersk Malacca' receives MLC certification by Lloyd's Register

Diana's '**Maersk Malacca**' is the first Greek owned vessel to be issued with **Maritime Labour Convention (MLC)** certification by Lloyd's Register. **Simeon Palios**, Director and President of Diana Shipping Services S.A., said: "We are proud to be amongst the pioneers in obtaining a Maritime Labour Certificate and in implementing the Convention's requirements onboard our vessel 'Maersk Malacca'. This achievement was made possible through the strong relationship built over the years with our seafarers and also via Lloyd's Register's strong support and knowledge sharing."

The initial vessel inspection was carried out on board the Marshall Islands registered container ship at Livorno on 19 December 2012 where it was found to be in full compliance with the requirements of the Maritime Convention.

The MLC certificate has now been handed over to Simeon Palios by Apostolos Poulouvassilis, Lloyd's Register Marine Regional Manager EMEA, during a ceremony at the premises of the company in Athens. "This is a major addition to the package of International Maritime Regulations which should go a long way in ensuring a level playing field for decent working and living conditions on board ships globally.", said Apostolos Poulouvassilis.



"We are very pleased to be presenting this first to Diana Shipping Services S.A. and congratulations go to their management, shore and seaboard staff for all their great efforts in achieving full compliance. Diana Shipping Services S.A. is one of a number of other leading shipping companies who are prudently navigating their way to early compliance with MLC well before the deadline of August 2013."

Left : Apostolos Poulouvassilis (left) with Simeon Palios

Apostolos Poulouvassilis added: "LR, working as a recognised organisation (RO) on the behalf of Flag States, is well placed and ready to support companies in this task with a strong workforce of more than 300 inspectors - in the key worldwide ports - who are fully trained, qualified and available to address the large volume of ship inspections required in this less-than 8 month period before the convention enters into force."



HAL's **ROTTERDAM** passed the Suez canal, above seen passing the Ismailia Monument. – **photo : Fred Claessen ©**



The "MSC REGINA " arriving in Timaru photo : Tom Johnston ©

Best job in Israel? Applicants flood Ashdod Port

The reports on the working conditions for Ashdod Port workers are doing their bit, it would seem: 3,000 candidates applied within a few days for the 45 new stevedore slots at the port.

About half a year ago the Ashdod Port Company published a tender to hire stevedores, based on anticipation of employees retiring over the next few years and growing activity at the port.

The port wants to put together a list of 100 candidates to be trained as an operating reserve to be called in, if needed, during the course of the next three years. TheMarker has learned that no fewer than 7,500 applications reached the port in the tender process. It bears noting that some candidates sent in multiple applications, one candidate sending in no less than seven identical applications via different channels.

The port begs to note that blitzing them with paperwork won't actually improve a candidate's chances of being hired. But some sources at the port explain the candidates are worried their applications will be "disappeared" by union people or by others involved in the tenders, in order to advance their cronies. The rain of applications is therefore designed to foil such interference.

The salary conditions of a stevedore at the port are not necessarily attractive. A beginning stevedore usually earns the minimum wage. But with the addition of premiums and various benefits ensured to Ashdod Port Company employees, his gross monthly salary could amount to NIS 11,000.

Moreover, the gross average salary of Ashdod Port employees climbed between 2009 and 2011 by 17%, from NIS 22,500 monthly to NIS 26,400.

Are candidates paying bribes?

Meanwhile, rumors have been spreading in the port that "certain elements" at the port have demanded money from a number of applicants, in return for help with their hiring process. The employee intake procedures at the port are carried out by 3-man committees, with one representative from management and two representatives of workers. The workers' representatives have been known to give a score of 10 to their favorite candidate and 0 to his competitor, thereby skewing the sorting procedure.

Reportedly a complaint has been filed with the police about tampering with the process. In past years the Ashdod Port starred in state comptroller reports dealing with nepotism at government corporations. A 2007 report said that the Ashdod Port had the highest rate of family members among the employees of all the government corporations – 44% as compared to 25% at the Haifa Port and 15% at the Israel Postal Company. **Source : Haaretz**

MSC salvage ship, and tug coming to grounded ship's rescue

The Navy has sent the **USNS Salvor** to the Philippines in an attempt to free the grounded **USS Guardian**, which has been stuck on a reef since Jan. 17, 2013.

The Navy has sent the **USNS Salvor** to the Philippines in an attempt to free the grounded **USS Guardian**. SASEBO NAVAL BASE, Japan — The recovery of a grounded minesweeper off the coast of the Philippines is beginning to take shape as a Military Sealift Command salvage ship and a Singapore flagged tug are within days of reaching the **USS Guardian**, Navy officials said Wednesday.



The **VOS APOLLO** anchored off Labuan recently – Photo : Capt. Richard Leistra ©

The **USNS SALVOR** is scheduled to arrive today (Thursday) and the tug **VOS APOLLO** is en route, Task Force Unit Guardian spokesman Lt. Cmdr. James Stockman wrote in an email to Stars and Stripes from Manila. Navy officials have not yet finalized their recovery plan, and there is no timetable for removal amid reports the ship has begun to take on water.

The Guardian's crew of 79 was removed Friday as a safety precaution. Some of those sailors will soon be headed back to their homeport of Sasebo Naval Base as Navy officials continue their investigation into the grounding, said the Guardian's ombudsman, Kimberlyn Barr.

"The extent of the damage to the ship is currently being assessed," Stockman said. "The U.S. Navy recognizes that Tubbataha Reef is a unique and treasured environment; we are taking all precautions to ensure that the recovery plan will have minimal environmental impact."

No one was injured when the 224-foot Avenger-class mine countermeasure ship ran aground around 2:25 a.m. on Jan. 17 on Tubbataha Reef, about 80 miles east-southeast of Palawan Island. The ship was transiting the Sulu Sea after a port visit in Subic Bay when its bow got stuck on the reef in the protected park and World Heritage Site.

There have been no reported fuel leaks to date, Stockman said. Source : Stars and Stripes

.... PHOTO OF THE DAY



The **CSD ARTEMIS** fitting out at **IHC Merwede** Kinderdijk photo: **FvdB**

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