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News reports received from readers and Internet News articles copied from various news sites.

The OLYMPIC ELECTRA arriving in Harlingen where the vessel went on the slip at Damen Ship Repair - Photo : Jan van de Witte (c)

EVENTS, INCIDENTS & OPERATIONS

The **CENTAURUS** outbound from Rotterdam – **Photo : Suzanne Neuman (c)**

Antwerp: "Together we're working further for a sustainable port"

The **Antwerp port** community presented earlier this week its 2nd Sustainability Report, documenting the ways in which Alfaport, the Left Bank Development Corporation and Antwerp Port Authority are continuing to collaborate for a sustainable port. The most important new initiative is the "Sustainable Enterprise Guide," a digital platform to help companies in their sustainability efforts.

Supported by the entire port community

As with the first report, the unique aspect of the 2nd Sustainability Report it that it is the work of the entire port community, with Antwerp Port Authority, the Left Bank Development Corporation and also the port companies (represented by Alfaport) all contributing. "Now as before, the shared objective of the entire port community is to be the sustainability leader in the Hamburg – Le Havre range," declared Eddy Bruyninckx, CEO of Antwerp Port Authority.

"The results presented in this Sustainability Report are also very important for highlighting the areas in which we are doing well or less well. This will enable us to plan our sustainability efforts more effectively."

People, Planet & Prosperity in seven chapters

Sustainability goes much further than simply the environment. The 2nd Sustainability Report looks at seven different subjects: Maritime, logistics & industrial cluster; Employment; Know-how & innovation; Mobility; Safety & security; Nature & environment; and Society. "Each subject is examined from three aspects: People, for the effect on people and society; Planet, for the impact on our environment; and finally Prosperity; for the consequences for our welfare," said Peter Van de Putte, general manager of the Left Bank Development Corporation. "This time we have decided to use the term 'Prosperity' rather than 'Profit,' because we as a port community are concerned about prosperity in the wider sense, rather than pure profit. By applying each of the three viewpoints to the seven subjects, we get a very good overall picture of the sustainability efforts in the port of Antwerp and the results achieved."

Guide points companies in the right direction

In addition to the facts, figures and conclusions, this second Sustainability Report introduces an important new tool for companies, namely the "Sustainable Enterprise Guide." This guide is full of practical examples, useful information and feedback from other people in the port about their experiences. "In this way companies can easily contact the right people, draw on the experience of others and find experts to set them on the right road," explained Rudi De Meyer, CEO of Alfaport. "In fact it's a one-stop-shop for ideas that have already proved their worth in practice and that can help other people in the same way. In other words, it significantly lowers the threshold for getting to grips with sustainable innovations," Rudi De Meyer concluded. **Source: Port of Antwerp**

The **TANGER EXPRESS** at Gibraltar **photo: Henk van der Linden ©**

'2,500 containers abandoned at ports since 2006'

Nearly two years after the removal of over 500 abandoned consignments at Lagos Ports Complex in Apapa and Tin Can Island Ports Complex on the orders of the Presidency, no fewer than 2, 500 containers are still trapped at Tin Can Ports.

President Goodluck Jonathan had, following the congestion of the nation's ports in 2011, constituted a special reform committee headed by his Senior Special Adviser on Monitoring and Compliance, Prof. Sylvester Monye, with the mandate to decongest the ports. Managing Director of Tin Can Island Container Terminal, the concessionaire in charge of the biggest container terminal at Tin Port, Mr. Yehuda Kotic, disclosed that the congestion was partly caused by the abandonment of 2, 192 Twenty Equivalent Units (TEUs) since the inception of its 20-year concession agreement in 2006.

According to him, at the completion of the port reforms and coming on stream of the terminal operator, the Nigerian Ports Authority (NPA) was billed to transfer the consignments to the various bonded terminals in order to make room for incoming consignments, which it never did.

He said as the terminal operator, he is so handicapped because he is not authorised to remove or touch any of the containers even though they are hampering terminal operations at the terminal, adding that it is either NPA or Customs that has the statutory powers to remove them. Details of the type and ownership of the abandoned containers were still sketchy at press time, but sources said they might belong to various federal and state agencies, especially those whose containers were also removed in the first exercise in 2011. Some of the suspected agencies are the Power Holding Company of Nigeria (PHCN), Central Bank of Nigeria (CBN), Delta Steel Mills and Federal Ministry of Power. Details showed that PHCN abandoned not fewer than 250 container loads of vital equipment imported to boost power generation in the country, coming closely behind PHCN according to investigation was the Federal Ministry of Agriculture and Water Resources which abandoned 59 containers loads of items meant for government projects. **Source: National Mirror**

The **WIND STAR** and **EUROPA 2** off Santorini – **Photo : Neil Denholm o/b Seabourn Odyssey ©**

AIS back-up koffers vanaf nu te huur.

In die gevallen waar een uitgevallen AIS systeem voor problemen zorgt is er nu een snelle oplossing, zodat er (zonder al te veel tijd verlies) toch doorgevaren kan worden. Vooral in gebieden waar een AIS unit verplicht is gesteld, zoals rond de diverse sluizen in Oostenrijk, kan een dergelijke huur-AIS een uitkomst bieden.

Alphatron Marine BV heeft een aantal back up AIS units (stevige koffer met daarin: AIS, voeding, GPS antenne, opvouwbare VHF antenne) gemaakt en in samenwerking met J & J Nautical Projects op strategische plaatsen in Duitsland, Oostenrijk en Hongarije op voorraad staan.

Er is een website opgezet waar u een AIS koffer kunt reserveren: www.AISrental.eu of u kunt contact opnemen met Alphatron of J&J nautical Projects.

binnenvaart@alphatronmarine.com
0031-104534079
0031-104534000 (algemeen nummer en na kantoortijd)

info@aisrental.eu
0031-481470047

De AIS back up unit kan in het stuurhuis voor een raam geplaatst worden en wordt gevoed met 220V wisselspanning (met stekker meegeleverd voor in een standaard wandcontactdoos). De AIS is voorzien van een, meertalige, stap-voor-stap handleiding en het menu van de back up AIS is eveneens in meerdere talen in te stellen. De gebruiker kan zodoende zelf de AIS activeren en instellen. Met deze back up AIS voldoet u dan (voorlopig, tot uw eigen AIS weer in orde is gemaakt) in ieder geval aan de Oostenrijkse eis om een goed werkende AIS aan boord te hebben.

Voor meer informatie: +31 (0)10-4534000 of mail naar PR@alphatronmarine.com website: www.alphatronmarine.com

Risk Intelligence Gulf of Guinea tanker hijacking report

Risk Intelligence has launched the Gulf of Guinea tanker report at a special security seminar organised by the Norwegian Shipowners and the Norwegian Mutual War Risk Association, who also have been supporting the project. Pirate networks in the Gulf of Guinea are focusing on product theft from tankers and this relatively new type of crime has evolved into a unique and highly lucrative form of maritime crime in the region. In the first eight months of 2013, some 19 attacks took place against vessels operating in the region. There were 25 such attacks in 2012. This form of piracy has become very costly. An estimated 117,000mt of product worth approximately $100 million has been stolen since 2010. The human cost of the pirate attacks is also significant. Two crew members on product tankers have been killed and at least 34 have been injured in hijacking related incidents.

“The Gulf of Guinea tanker hijacking report is the first real effort to describe the perpetrators of these tanker hijackings and how companies have dealt with these incidents in order to improve existing countermeasures,” says Risk Intelligence CEO Hans Tino Hansen. “Understanding the networks in the area that support these hijackings is crucial for planning and preparation.”

The report is based on primary sources of information from the region and interviews with shipping companies that have experienced an attempted or actual hijacking.

“We combined all the strengths of Risk Intelligence into one systematic analysis,” explains Hansen. “We have been reporting and analysing these incidents for years, but we added in a significant level of detail from field studies in Nigeria – absolutely essential for understanding what is going on there.”

As a result, the report provides background, analysis and recommendations, and is focused on practical measures that can be implemented by operators in the region. Detailed recommendations are outlined in the report for shipping companies and crews of product and chemical tankers trading in the area. The recommendations are considered alongside existing guidelines for maritime security, such as the ISPS code and the Best Management Practices (BMP), as well as the interim guidance published by several industry stakeholders.

“The perpetrators have a working template for successful hijackings,” according to Hansen. “And this is not a problem that international naval intervention can solve. Companies operating in the Gulf of Guinea need to take preventative steps at every level of their operations.” **Source: Risk Intelligence**

Coast Guard helicopter plucks two men from grounded boat off Wasque

A Coast Guard **MH-60 Jayhawk** helicopter from Air Station Cape Cod pulled two men to safety from their grounded boat off Wasque Point at approximately 6 am, Thursday morning off of the southeast corner of Martha's Vineyard in an area known for treacherous shoals. Watchstanders from Sector Southeastern New England received notification, via VFH channel 16 at approximately 5 am that the 44-foot lobster vessel **Bill B II** was taking on water and the crew ran the vessel aground, the Coast Guard said in a press release. An **MH-60 Jayhawk** helicopter rescue crew from Air Station Cape Cod and a Station Menemsha 47-foot Motor Life boat crew were launched.

The helicopter crew safely hoisted the fishermen from the grounded vessel. No injuries were reported, the Coast Guard said. No pollution has been reported. A salvage plan is being coordinated by the **Bill B II**.

"When a vessel is in distress it poses a difficult rescue mission, but this case demonstrates the level of capabilities our assets an crews have to successfully complete the mission," said Lt. Bryan Swintek, Sector Southeastern New England commander center chief. **Source :mvtimes**

The **BLACK MARLIN** moored in Batam – **Photo : Capt. Shaun Beal – Master Networker ©**

Piracy in the Malacca Straits: Pirates Likely to Bring Quick End to Historic Trade Route

For centuries the Malacca Straits has been an important trade route and the role it has played in the global trade network is monumental. It was spices, camphor, porcelain, silk, perfume and precious stones in the 15th century. Today, about half of world oil supplies and a third of global trade pass through this waterway. All this is likely to change. This busy trade route has been declared the most dangerous marine passageway, more dangerous than the waters off Somalia. With each pirate attack, the China-Singapore rail link and other Chinese overland trade routes that are in the pipeline are getting more appealing.

Ships with black sails, beady-eyed men in ragged discoloured clothes waiting for a cargo ship or a Chinese junk to appear in the horizon. And when one does, they start plotting ways to get on it. When the ship is near enough, they jump on board, and start plundering the cargo, slashing anyone who gets in the way. That was probably how it was in the early days when Malacca Straits was emerging as a port of great importance for goods from China to India and the Middle East.

Nothing much has changed. The same beady-eyed men with plunder in their minds. A certain level of modernisation may have crept in, but the intentions are still the same. And there are more of them now. The International Maritime Bureau says that the number of pirate attacks in the Malacca Straits has increased so much that it is now the most dangerous maritime passageway in the world.

The number of attacks in the straits as a whole had dropped but it is the rising figures in Indonesia that has made the straits more dangerous than the waters off Somalia. Of the 138 piracy incidents recorded worldwide in the first six months of this year, 48 were in Indonesia. While global piracy had dropped substantially, down from 439 cases in

2011, the figures in Indonesia, however, was increasing. Most attacks happen in the waters around the Riau province, particularly around the ports in Dumai and Belawan.

New areas are emerging. One of them is around the island of Batam and nearby Belakang Island, which is close to Singapore. Batam is a low-cost manufacturing enclave and the products are exported via Singapore. Poor Indonesians who head for Batam for jobs and local fishermen battling with poor fishing yields are the prime targets of pirate mafias. The local mafias organise criminal activities alongside bigger syndicates.

These are low-level thefts in enclaves and areas that are hidden from the main route. They are not high-sea robberies that can be easily detected and crippled. Years ago, Indonesia, Malaysia and Singapore launched a campaign that aimed at curtailing piracy in the 960km long Malacca Straits. It has been successful in that the number of high-sea robberies has dropped and that the international shipping lane is much safer. But not the nooks and crannies.

Shipping to cost more

In 2005, Lloyd's Market Association's Joint War Committee declared the Malacca Straits an area that is in jeopardy of "war, strikes, terrorism and related perils". This is the result of risk assessments on the area. There is a strong possibility that this declaration has caused higher insurance costs for the many thousands of ships that transit the route because of piracy in the Malacca Straits.

With the International Maritime Bureau recent report of higher piracy in the Malacca Straits, there is every likelihood that the insurance costs will go up further and some insurers may not even be willing to take on the risk. This will increase freight costs and, by extension, the cargo or products shipped. Faced with the possibility that piracy in the Malacca Straits was an evil that was not going to die, attempts were made to find a route and reduce reliance on the straits. Rightfully so. If a trade route is going to be filled with pirates and this is going to raise freight cost, the most obvious solution would be to find alternatives. Trade in Southeast Asia should not be at the mercy of pirates.

Shelved alternative routes

Overland trade routes have been mulled for ages and by different countries and for different reasons. One of the earliest plans was the Thai Canal Project, an idea which was mooted in the 17th century. This involves building a canal across the Isthmus of Kra in southern Thailand, which is the narrowest part of the Malay peninsula. The project involved cutting through high mountain ridges and it proved to be a costly affair which was why it was shelved. However, this is one of those projects that finds it way back to the discussion table and as late as a few years ago there was talk that the Japanese were interested in resurrecting the plan. It didn't move beyond the "talking" stage.

In the 1930s, the British administration in India started building a rail link from the Bay of Bengal to Yunnan, but construction stopped when World War II broke out. The British were thinking of the access they were to get to the Chinese market and the prospect of a shorter route.

Kunming connection

Rail Links from Kunming to Singapore

The Yangzte River is the world's busiest inland waterway. In 2011, it carried 1.6 billion metric tonnes worth of goods. The cities that exist along the Yangste River form an economic corridor that is the natural destination for this inward migration of industry. Kunming, the capital of Yunnan in the part of China that rests above Thailand with Myanmar to its west, is what China has been pinning all its hopes on.

The Chinese built the port at Kyaukpyu on Myanmar's western coast and a gas terminal at Ramree Island prior to the recent opening up of the Myanmar regime. In February this year, the first part of the Pan-Asia railway that will eventually link Kunming with Malaysia and Singapore was opened. It is a 141km line between the Chinese cities of Yuxi and Mengzi. The line, mainly for freight transport, will go through Vietnam and travel down to the Malay peninsula. This will give China access to the ports in Vietnam, Thailand, Malaysia and Singapore.

Then there is the rail link between Kunming and Chittagong in Bangladesh. The rail project has been shelved for now due to dissenting public opinion in Myanmar because the rail link cuts through that country. However, if Myanmar can find a way to get around and it is determined to do so to boost bilateral trade with China, then there will be a clear bypassing of the Malacca Straits. This will be the new Silk Road. The problem of piracy in the Malacca Straits will dwindle into insignificance.

Once the Pan-Asia line and the link to Chittagong are completed, it will be the beginning of a new trade route and one that will be much used due to the shortened distance and it will provide a path of less resistance in freight movement.

In short, the new rail lines will usher a golden era for the overland trade route. And this will spell the end of the Malacca Straits as a major route. The irony is that centuries ago, the Malacca Straits emerged and took over as the main trade route between East Asia and the rest of the world. Now the tables have turned. **Source : establishmentpost**

The **ATLANT FRAUKE** at the river Tyne – **Photo : Kevin Blair ©**

HSH Nordbank May Scrap Dozens of Ships as Owners Default

HSH Nordbank AG, the world's largest shipping bank, may scrap dozens of ships seized from indebted clients should it fail to sell them.

"If a ship is no longer supported by its owners and we don't find a buyer, then an insolvency or scrapping of the vessel may become the last option," Rune Hoffmann, a spokesman for HSH Nordbank, said by telephone from Hamburg yesterday. "Potentially 30 to 40 of the 1,100 vessels in the restructuring unit might be affected."

HSH Nordbank, controlled by the German states of Hamburg and Schleswig-Holstein, is seeking to reduce non-performing loans on its balance sheet. Some clients have failed to pay back debt as the financial crisis hit global trade and the industry battled a sixth year of overcapacity.

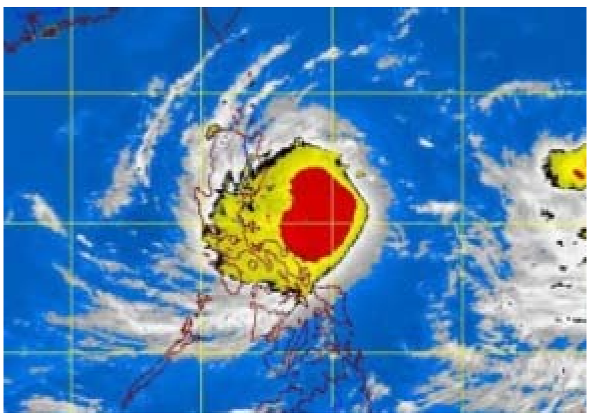
The company's shipping loan loans total 25 billion euros ($33.8 billion), of which 9 billion euros are part of the restructuring unit established in 2009, according to Wolfgang Topp, who heads its operations. Some 15 percent or about 165 of 1,100 vessels in the unit are not salvageable, while the remaining 85 percent may be restructured, he said in an interview last month.

HSH Nordbank plans to sell salvageable ships to strategic investors about 10 vessels at a time to help reduce the stock of bad loans, it said last month. The structure of the transactions will resemble an agreement with Greek shipping company **Navios Group** (NM) in April.

Navios, based in Piraeus, Greece, said it paid $130 million for about 40 percent of loans associated with five tankers and five container ships, buying a "significant fleet at historically low values." It guaranteed to operate them for at least six years. The remaining $170 million of debt was converted into a 10-year loan, in the course of which HSH Nordbank is due to receive 80 percent of the returns generated by the ships, excluding operating and capital costs.
Source: Bloomberg

Shipping operations suspended in typhoon-hit areas

The Philippine Coast Guard (PCG) has suspended its shipping operations in the areas due to public storm signals brought by Typhoon Santi (International name: **Nari**). PCG spokesman Cmdr. Armand Balilo said that since Thursday night, the Coast Guard has issued an order prohibiting any vessel in the provinces affected by the typhoon from going out to sea, Radyo Inquirer 990 AM reported.



The suspension of sea voyages in the places under storm signals, which were mostly in Northern Luzon and the Visayas, was in compliance with the guidelines being implemented by the Department of Transportation and Communication (DOTC), Balilo said. The Coast Guard also called for the cooperation of the public to avoid sea mishaps amid typhoons.

The following areas were placed under storm signals by the Philippine Atmospheric Geophysical and Astronomical Services Administration (Pagasa) early Friday.

*Signal No. 3: Aurora

*Signal No. 2: Isabela, Ifugao, Nueva Vizcaya, Nueva Ecija, Quirino, Benguet, La Union, Pangasinan, Tarlac, Zambales, Northern Quezon, Polilio Island, Pampanga, Bulacan

*Signal No. 1: Southern Cagayan, Kalinga, Abra, Mt. Province, Ilocos Sur, Bataan, Metro Manila, Rizal, Cavite, Batangas, Laguna, Lubang Islands, Quezon, Marinduque, Camarines provinces, Albay, Catanduanes

Meanwhile, flights have been cancelled due to heavy rains spawned by Santi, As of 7 a.m., Santi was last observed 340 kilometers east of Baler, Aurora, bringing maximum sustained winds of 120 kilometers per hour and gusts of up to 150 kph. **Source : Inquirer.net**

Extremely violent and brutal

The waters off the coast of West Africa are becoming a hotbed of piracy

On April 22 this year, the "**HANSA MARBURG**" was sailing 130 nautical miles off the coast of Africa on its regular route from Spain to Equatorial Guinea. The container ship, with its two tall loading cranes, was a perfect target for the men approaching in fast boats. The hijack itself lasted just minutes: Pirates boarded the ship and abducted the captain as well as three other crew members. They did not free the hostages until weeks later. The German shipping firm that owns the Hansa Marburg has declined to comment on whether it made a ransom payment.

Africa's west coast is the latest hotbed of global piracy. The waters in the Gulf of Guinea are particularly well-suited to maritime attacks, with heavily-laden freighters and tankers on regular routes to ports like Lagos and Malabo, major shipment points for oil drilled on the numerous rigs in the Gulf. So far the pirate gangs of West Africa have mainly concentrated on hijacking fuel tankers. The lucrative liquid freight is pumped off the targeted tanker and sold on the black market. Globally, piracy is actually on the decline. The number of incidents off the Somalian coast this year has dropped by 70 percent compared to 2012. But the Gulf of Guinea, with coastal states like Benin, Togo, Nigeria and Cameroon, is the exception. The International Maritime Bureau (IMB) recorded more than 30 hijackings in the first half of the year.

"We're also seeing a worrying trend in kidnapping crew members from the ship," said IMB Director Pottengal Mukundan. Around 60 sailors were taken hostage off the coast of West Africa in the first six months of 2013. One death and several injuries have also been attributed to pirates.

Hijackings similar to the "**Hansa Marburg**" incident are growing more frequent. At almost the same time as the Hansa was attacked, five crew members of another German ship were kidnapped off the coast of Nigeria. "The pirates display an extreme readiness to use violence and brutality," says Philip Willcocks, a former British Royal Navy admiral and now a security advisor. "Even more so than their counterparts on the Horn of Africa."

The affected seaboard nations aren't failed states like Somalia, yet experts agree that they are not able to properly protect their own coastlines. At a maritime security summit in Cameroon at the end of June, 25 West and Central African heads of state agreed to take concerted action against pirate attacks in their territorial waters.

The International Maritime Bureau is also urging action. "These attacks will become more frequent, bolder and more violent if something isn't done," warned IMB Director Mukundan. But will joint patrols and the establishment of a cross-border anti-piracy authority (as agreed at the Cameroon conference) be enough to deal with the problem?

Experts have their doubts. "It's well known that corrupt port officials and police are often directly involved in piracy incidents in West Africa," says Glen Forbes of OceanUS Live, an online platform delivering the latest information on piracy all over the world. As a result, some captains only disclose their precise location to maritime authorities just before they enter port, to ensure the information is not passed on to criminals.

Outside of that, there is little crews can do to protect themselves from hijackings. The firearms routinely used for self-defense on shipping routes off Somalia are banned in the sovereign waters off West Africa. If weapons are discovered on board, West African officials can impound the vessel.

Within the industry, calls are growing louder for help from Western governments. "We are convinced that fighting piracy is a sovereign matter," said Ralf Nagel, chief executive of the German Shipowners' Association (VDR). After years of crisis, shipping companies feel they are at the mercy of the pirates. Even the affected nations along the coast of the Gulf of Guinea are calling for the support of the industrialized nations. "The international community has to act as decisively as in the Gulf of Aden," said Ivory Coast President Alassane Ouattara, referring to the EU's Operation Atalanta.

The German-led anti-piracy mission began in 2008, backed by a United Nations mandate. It has come to be regarded as a successful model by politicians and military chiefs alike. The presence of international naval forces together with the shipping companies' various self-defense measures has drastically reduced pirate hijackings off the coast of Somalia. In the first six months of 2013, there were only eight attacks on merchant ships.

But is a military mission like Atalanta even viable off the west coast of the African continent? In nearby Mali, Western nations are already involved in a Franco-African alliance against Islamist rebels. Security analysts, however, are dismissive of a possible naval mission in the region because the EU and NATO lack the capacity for another mission involving large sea forces. Unlike the open waters off Somalia, the complex coastal deltas and numerous oil rigs in the Gulf of Guinea would require small and easily maneuverable boats that would have to operate from land, rather than self-sufficient frigates. As a result, Western politicians have so far been reluctant to commit to another military operation. "I do not consider plans for a maritime protection mission off the west coast of Africa sensible," German Chancellor Angela Merkel said. She indicated that an international anti-piracy mission in the Gulf of Guinea could involve training and arming local security forces instead of intervening directly.

"There's a lack of modern means of communication," said Michael Staack, a piracy expert at the Bundeswehr University in Hamburg. "But more importantly, there needs to be a pay rise for local security forces, so that they are not tempted to consider piracy as a better alternative." Western defense ministries are already reviewing various ways in which they can provide assistance and advice. Private security firms are also advertising their services in the affected West African nations as instructors for naval and police units on piracy missions. They're calling it "a legally sound and economic model." For private security firms, the piracy problem in the Gulf of Guinea could yet become a lucrative business. Source german-times.

N-SEA'S INVOLVEMENT IN CECON'S PIPE LAY PROJECT IN THE NORTH SEA

N-Sea provides Cecon with ROV-based construction support services in their Dutch sector campaign 2013. This campaign involves a pipelay project of four different pipelines for Wintershall and GDF Suez.

On the pipelay vessel "**LEWEK CENTURION,**" the N-Sea Survey team provides positioning services. **N-Sea** secured the DPII support vessel "**ASTREA**" to carry out pre-lay sonar and multi-beam surveys, general visual inspections, touch down monitoring, construction support and positioning support throughout various phases of the project. Also the **ASTREA** is used as platform for pressure test activities for the various pipe lines.

The current status is that the 2.5 km Wintershall Q1-D pipeline is completed. The 21.5 km long Orca D18 pipeline with piggyback is pressure tested. The installation of the Amstel Q13 pipeline of 24.5 km just a few miles off the coast of Scheveningen is expected to be finished this week. Next in line is the Sierra pipeline. **Photo's : FLYING FOCUS luchtfotografie - www.flyingfocus.nl**

Maritime order involves more than fight against piracy

THOUGH the seas off the East African coast have been plagued by piracy it has became quite clear that good order at sea comprises much more than piracy. Piracy, though, made an important contribution in raising maritime awareness in Africa in general. The debate on good order at sea is often underpinned by questions about whose interests are served by the safety and security of the maritime domain and who is benefiting from good order at sea.

The cost of transport, access to markets and instability in coastal states negatively influence many land-locked countries in Africa. Consequently, good order at sea translates into economic growth and development for both coastal states and their landlocked neighbours. Many African states still find it difficult to enforce their jurisdiction and assert sovereignty in their territorial waters. This is not only the result of a lack of naval capabilities and other maritime infrastructure. Functioning national institutions are critical for the enforcement of jurisdictional, international maritime and national legislation. Enforcing jurisdiction in territorial waters requires a long-term commitment from governments and communities **Source : bdlive**

Dynamic Positioning for V.Ships Poland

V.Group is investing in the future of the emerging offshore sector with the launch of a new Dynamic Positioning (DP) training centre. The new state-of-the-art DP training centre will be based within the V.Ships Poland crew management office in Gdynia.

The V.Ships Crew Management office, which relocated earlier this year, will become a V.Offshore centre of excellence and will provide a high level of support to the offshore workers as well as our expanding offshore client base that utilise DP systems onboard their vessels.

Dynamic Positioning (DP) is a computer-controlled system designed to automatically control a vessel's position and heading by computing data supplied from a variety of sensors then automatically adjusting its own propellers and thrusters. Examples of vessel types that employ DP include DP shuttle tankers, accommodation and offshore support and subsea construction vessels.

The V.Offshore DP Training Centre will be able to train up to 12 students at a time. Basic and Advanced DP training courses will be provided to V.Ships and V.Offshore officers who are training to become DP Operators or returning for refresher training; these courses will also be offered to the wider industry.

The multi-task simulators will be capable of simulating DP operations in a realistic and fully DP equipped ship's bridge environment, with the vessel's bridge layout including a realistic visual scene. Dynamic Positioning training courses must be industry approved and that means that the training facility, instructors, course materials as well as the simulators must be assessed to ensure they meet stringent requirements.

Andy Cook, Crew Director for V.Group Crew Management said: "The project is now being developed by Alasdair Ireland, Head of Seafarer Training and Maciek Bejm, V.Ships Poland MD in collaboration with other internal stakeholders".

"The V.Offshore DP Training Centre project is a classic example of good collaboration between various V.Group business units and will positively impact on vessels and units crewed and/or operated by V.Offshore and V.Ships".

The V.Offshore DP Training Centre is scheduled to open in April 2014. For more information please contact: andrew.cook@vships.com

Havila Shipping ASA : Long term contracts for Havila Subsea and Havila Fortune

Havila Shipping has entered into a new contract with **Subsea 7** for the **Havila Subsea.** The contract is for a firm period of one year and will keep the vessel working for Subsea 7 to the end of 2014. The contract include two optional period each of one year. **Havila Shipping** has entered into a contract with Centrica for the PSV vessel **Havila Fortune.** The contract is for supporting the rig **Noble Byron Welliver** for 2 wells firm estimated to 280 days with 4x1 well option estimated to 180 days. The contracts is on market based rates. **Source : 4-traders**

UOS Columbia at Kikeh Field – **Photo : Capt. Jelle de Vries ©**

BV to class 16,000 TEU Chinese-built containerships

Bureau Veritas is to class three Ultra-Large Containerships (ULCSs) to be built for **China State Shipbuilding** Corporation (CSSC) and chartered to French operator CMA CGM. The ships are due for delivery in 2015. BV's recently inaugurated Shangai headquarters building The 16,000 TEU vessels will be the largest containerships built in China to date. One will be built at the Shanghai Waigaoqiao Shipbuilding (SWS) shipyard, and the other two at Shanghai Jiangnan Changxing Heavy Industry, part of which came under the management of SWS this year.

Chinese shipyards have secured orders for increasingly large box ships, and the three new 16,000 TEU ships are only a fraction smaller than the largest container vessels being built today in Korea. The design was developed by the Marine Design and Research Institute of China (MARIC) in co-operation with BV, which performed the drawing approval and conducted a thorough structural examination. China has become an increasingly significant market for BV which last month opened a new Shanghai headquarters to celebrate its 20th anniversary of entering the Chinese market. At the inauguration ceremony, Bureau Veritas CEO Didier Michaud-Daniel said: "China has become the second hometown of Bureau Veritas other than France."

The CMA CGM vessels will have an overall length of 399 m, a beam of 54 m, and a draft of 16 m. Special consideration has been given to hydroelastic design (whipping and springing) issues, which are so important for this size of ship. A hydroelastic examination was performed using BV's HOMER software in order to take into account extreme whipping loads due to slamming and additional fatigue damage due to springing, factoring in the elastic structural response of the ship.

BV says that this review provides a higher level of safety compared to the rigid approach traditionally adopted to such issues, and is mandatory under BV Rules for ULCSs of 300 m and above. On the strength of this examination, BV's WhiSp2 notation has been assigned to the ships.

The vessels will be also granted BV's VeriSTAR HULL DFL 25-year notation, which certifies various structural details, including hatch corners and coamings, for 25 years of fatigue life, following a spectral fatigue analysis with a 3D finite element analysis model. The importance of fatigue for large container ships, which generally lack torsional rigidity and become more elastic with size, has been confirmed by real measurements on board ULCSs classed by BV.

The 16,000 TEU ships will be able to operate at a maximum speed of over 23 knots with a single-screw propeller directly coupled to a 69 MW two-stroke electronic engine. The vessels' environmentally friendly profile is attested to by BV's class notations CLEANSHIP and FORS.

The FORS notation incorporates special arrangements to ensure that the ship's fuel oil tanks are safely emptied in case of emergency, minimizing the risk of pollution. This is an important safety aspect considering the size of the fuel oil tanks of ULCSs Steel cutting for the new vessels is due to begin next year and the ships are expected to be delivered in 2015. **Source : MarineLog**

The **FEDERAL BAFFIN** in Rio Grande – **Photo : Marcelo Vieira ©**

Giant catamaran to carry worn out North Sea oil rigs ashore

A giant catamaran strong enough to lift four Eiffel Towers will set off from a South Korean shipyard next year with the task of decommissioning North Sea oil rigs - a $3 billion bet that bringing derelict platforms ashore can be a profitable business. Since the 1970s, 500 oil rigs and 45,000 km of pipelines have been installed in the North Sea to tap reserves that have fed Britain and Norway. But ageing infrastructure and dwindling productivity mean some of the fields are no longer profitable.

Oil companies have considered turning redundant rigs into casinos or hotels but most are destined for dismantling to prevent environmental damage from rust or leaks. Oil services companies are developing equipment for a decommissioning market that Deloitte estimates could be worth $50 billion over the next 30 years. The question nagging the firms is one of timing.

New technology is enabling oil companies to squeeze more out of ageing fields, continually pushing back the date of decommissioning. Contractors do not want to miss out on the work when it comes, but many are also struggling to pull together skills and equipment that require serious investment. Getting the timing wrong could be costly.

Edward Heerema, chief executive of engineering **group Allseas**, is hoping the **Pieter Schelte**, the 382-metre-long, 124-metre-wide catamaran he commissioned and named after his father, will capture a large part of the business.

"This is the biggest bet of my career," said Heerema. "It's very difficult to show that it's really going to be extremely profitable," he added. The concept of the boat is 25 years old, according to Heerema. But only now has a pipeline of work coincided with his company having the financial muscle to build the ship.

A video on the company's website shows a digital mock-up of the boat, resembling two oil tankers joined together, in action. The ship sails up to the oil rig guiding the steel platform above the water between its two hulls. Hydraulic clamps stick to the under part of the platform which is then lifted with seeming effortlessness in one quick movement and carried to shore.

Named after **Pieter Schelte Heerema**, an oil engineer whose vessel designs have been installing offshore rigs for decades and whose sons still dominate North Sea muscle-ships, the ship can lift up to 48,000 tonnes, more than quadrupling the current top capacity.

The **Pieter Schelte** has already been signed up to remove platforms from Shell's Brent North Sea field, beginning with Brent Delta in 2015 or 2016.

The ship's size and stability give it an advantage in the rough weather of the North Sea where many fields are nearing the end of their life. But over the ship's lifetime decommissioning projects could take it to the Gulf of Mexico, South East Asia and on to Brazil and West Africa.

The decommissioning market involves everything from shutting down the field, closing the wells, removing the steel and disposing of or recycling it. Design for lifting vessels has changed little since the 1970s and only a handful of ships do most of the work.

"I don't see the Schelte being anything other than a one off, but by taking the risk they've cornered the market in advance," David Thomas, analyst at Credit Suisse, said.

With oil companies delaying dismantling and shutting operations as long as production remains viable, there are uncertainties. Improving technology and fluctuating oil prices are influencing factors.

"As I tell my boss I'm not the Grim Reaper, I'm here to do a job but I'm not hovering to get it done any quicker than is appropriate," said Austin Hand, project director for the decommissioning of the Brent field at Shell, whose North Sea fields produce over 12 percent of UK oil and gas.

Decommissioning is a dead cost to oil companies involving complicated procedures which come with environmental risk, particularly because when the platforms were installed there was little thought as to how they would be taken away.

"It's easy to look at the number of installations in the North Sea and think it's bonanza time for oil services, but it's incumbent on the industry to try and push back the decommissioning date as long as possible and to maximize recoveries," Thomas said.

This has meant many service companies have taken a more conservative approach than **Allseas,** but nonetheless do not want to miss out.

Alan Johnstone, Europe Brownfield Director at British engineer Amec, said decommissioning has been a small market in the North Sea but predicts this is about to change.

The company is developing analysis of the integrity of oil installations to predict how they will react when lifted and dismantled.

"The decommissioning is becoming a more consistent pipeline than it's ever been before," Johnstone said. "The size of the prize here is significant," he said. Oil firms are eager for services and technology able to reduce time and cost of the process, an opportunity for innovators. Norwegian equipment maker HydraWell, for example, developed a system able to cut the time to plug and abandon a well, major part of the decommissioning process, by 70 percent.

The UK government has stepped in to help oil companies fund decommissioning with tax relief worth about 20 billion pounds over the next 30 years, a global first according to British Chancellor George Osborne. The scheme is meant to free up capital kept aside for decommissioning, to go into fresh exploration and further production.

One result might be to delay decommissioning even further, with oil firms using the money to chase barrels in ageing fields with new technology and replacing equipment. "From the supply chain side there appears to be more appetite to extend the field life, with that certainty of the decommissioning deed freeing up capital," Johnstone said. **Source : Reuters**

Maersk Drilling's First Ultra Deepwater Drillship Named Maersk Viking

Maersk Drilling's first ultra deepwater drillship was named Thursday morning in a ceremony held at the **Samsung Heavy Industries (SHI)** shipyard in Geoje-Si, South Korea. Mrs. Nathalie Newman, wife of Mr. Harry E. Newman Jr., ExxonMobil Global Drilling Manager, had the honour of naming the drillship, **Maersk Viking.**

Maersk Viking is the first in a series of four ultra deepwater drillships to enter Maersk Drilling's rig fleet. The four drillships represent a total investment of USD 2.6bn and will be delivered from the SHI shipyard in late 2013 and 2014. After delivery from the yard and mobilisation to the US Gulf of Mexico, **Maersk Viking** will commence a three year contract with ExxonMobil. The estimated contract value is USD 610m including mobilisation, but excluding cost escalation and performance bonus.

"The naming of **Maersk Viking** is an important milestone in our further expansion in the ultra deepwater market. With the contract for **Maersk Viking** we look forward to continuing our relationship with ExxonMobil, and establishing ourselves as a significant drilling contractor in the US Gulf of Mexico," says Claus V. Hemmingsen, CEO of Maersk Drilling and member of the Executive Board of the A.P. Moller – Maersk Group. Maersk Drilling has been active in the US Gulf of Mexico since 2009 with the ultra deepwater semi-submersible Maersk Developer. With **Maersk Viking** and the second newbuild drillship, **Deepwater Advanced 2,** to enter the US GoM, Maersk Drilling is becoming a significant drilling contractor in the US Gulf of Mexico, which together with West Africa, are the target regions for Maersk Drilling's deepwater activities. Growing the business activities in the ultra deepwater market is part of Maersk Drilling's strategy to deliver on the financial ambition of a profit (NOPAT) of USD 1bn in 2018. **Reference & Image Credits: maerskdrilling**

The **NAUTICA** in Haifa – **Photo : Peter Szamosi ©**

NAVY NEWS

Dutch submarine **HNLMS DOLFIJN** arriving to Cork for a courtesy visit, assisted by tugs **Gerry O'Sullivan** and **Alex.** **Photo : Aidan Fleming ©**

Last Navy ship built at Avondale passes sea trials

The **USS Somerset,** the last Navy ship expected to be built at Avondale Shipyards, passed its sea trials. According to **Huntington Ingalls Industries (HII)**, the amphibious transport dock returned from its acceptance trails in the Gulf of Mexico on Sept. 20. The 684-foot-long vessel's primary mission is to transport up to 800 Marines, their fighting vehicles and aircraft.

"We have now completed successful sea trials on nine LPDs, and each ship continues to get better than the previous one," said Mike Duthu, Ingalls' director of the LPD program. "Our shipbuilders, and specifically the LPD 25 team, did an outstanding job in getting this ship prepared for this trial." The Somerset honors the courage of the passengers and crew members of United Airlines Flight 93, which crashed on Sept. 11, 2001, near Shanksville in Somerset County, Pa.

Avondale Shipyards, on the west bank of Jefferson Parish, was once Louisiana's largest private employer with about 5,000 employees at the height of production. Huntington Ingalls is now expected to shutter the shipbuilding operation at the end of the year. The company has been searching for a partner to transform the shipyards into a manufacturing facility for the oil, gas and petrochemical industry. So far, no word on whether HII has any work lined up to keep the facility open. **Source : wwltv**

LCS will begin operations in 2018, says Hishammuddin

Malaysia's Littoral Combat Ships (LCS) will begin operations in 2018 and will be the main asset of the Royal Malaysian Navy (RMN) in safeguarding the country's waters and sovereignty, said Defence Minister Datuk Seri Hishammuddin Tun Hussein. He said six LCS will patrol the nation's waters especially in areas of high economic activity.

At the same time, he said the Defence Ministry will also procure critical assets from countries which have a close relationship with Malaysia in the defence industry. "Procuring defence assets this way is more cost effective and faster with lower risks as compared to developing an an indigenious (defence) industry," he told a media group, including from Bernama, that was specially invited to tour two of the ships here yesterday. The LCS were the **KD Kelantan** and **KD Laksamana Tun Abdul Jamil.** Elaborating further, Hishammuddin said the LCS initiative was a short-term measure to achieve 'self-reliant' status in developing the local defence industry and that major development like the LCS by using local companies would continue to be a model for procurement of defence assets for the nation.

He said the ministry was also making efforts to procure important assets like amphibious landing ships, fighter aircraft and tanks. Meanwhile, he said the ministry was also drawing up plans to further boost the country's defence capabalities which among others included setting up a marine operations force and building a new RMN base in Bintulu, Sarawak. As such, Hishammuddin said in Budget 2014, the ministry would try to get a higher allocation to enable the procurement of new assets and equipment as well as upgrading existing assets in all three branches of the armed forces with the priority given to the Eastern Sabah Safety Zone (ESSZONE). **Source : Bernama**

SHIPYARD NEWS

Mingde inks seven tankers

Nantong Mingde Heavy Industry has inked a newbuilding contract with a European owner for seven 24,000d wt chemical tankers. The contract is said to be the first big deal for high-value added ships signed by any Nantong-based shipyard with the exception of NACKS since the financial crisis, according to local media.

The ships are capable of loading 24 different types of liquid cargo at the same time, while unloading six different cargos simultaneously. The stainless chemical tankers orders at Mingde will rank number one in the world by the end of this year, according to local media. **Source: Sino Ship News**

Keppel AmFELS secures B Class jackup order for Mexico worth US$240 million

Keppel AmFELS LLC, a US-based wholly-owned subsidiary of **Keppel Offshore & Marine Ltd (Keppel O&M),** has won a contract from Central Panuco S.A. De C.V., a subsidiary of Mexico's Perforadora Central S.V. De C.V. (Perforadora Central) to build a **KFELS B Class jackup rig** worth US$240 million, including owner furnished equipment, the Company said in a press release. Scheduled for delivery in 4Q 2015, the jackup rig is intended for operations in offshore Mexico. Built to Keppel's market-established KFELS B Class design, the rig will be able to operate in water depths of up to 400 feet, drill to depths of 30,000 feet with accommodation for 126 persons and a BOP system of 18-3/4 x 15,000 PSI.

With this latest contract, a total of 13 KFELS B Class jackup rigs have been ordered for the Mexican market since 2010.

Mr Chow Yew Yuen, Chairman of Keppel AmFELS, COO and CEO-Designate of Keppel O&M, said, " This is the fifth jackup that Keppel AmFELS is building for Perforadora Central since 2002. We have steadily built up a strong partnership with them and are pleased that our valued customer is once again entrusting us with a newbuild order for the Mexican market.

"We are very honoured to be building another of our proprietary KFELS B Class jackup rig for them, and we look forward to delivering it in keeping with Keppel's hallmark of safe, on-time and within budget execution."

To date, Keppel AmFELS has completed Tonala, an ultra premium KFELS B Class jackup rig for Perforadora Central in 2004, followed by Tuxpan, a LeTourneau S116E rig in 2010. The Papaloapan jackup, which was ordered by Perforadora Central in March 2011, was successfully delivered in April this year. Currently under construction is the Coatzacoalcos jackup which is on track for completion in 1Q 2014.

A spokesperson from Perforadora Central said, "There is strong demand from PEMEX for high quality rigs and the KFELS B Class is a top class jackup with a proven track record operating in Mexico. Our current KFELS B Class jackup in operation, the Tonala, has been performing outstandingly for PEMEX and we are confident that this next jackup will be just as successful. It is an important addition to our portfolio of premium rigs as we expand our presence to be a leading provider of drilling solutions in Mexico.

"Earlier this year, Keppel AmFELS delivered the Papaloapan jackup to our highest satisfaction and we are certain that this new order as well as the Coatzacoalcos jackup currently under construction will also exceed our expectations. Having worked with Keppel AmFELS for more than 10 years, they have demonstrated their expertise and commitment to always provide the highest standards of service, quality and safety on every project."

Keppel O&M is the leading rig provider to the Mexican market, with a total of 20 projects delivered or on order for Mexico including this new order. Of the 20 projects, 15 are of Keppel's proprietary KFELS B Class design.

Developed by Keppel's technology arm, Offshore Technology Development, the KFELS B Class jackup design provides maximum uptime with reduced emissions and discharges. The above contract is not expected to have a material impact on the net tangible assets or earnings per share of Keppel Corporation Limited for the current financial year.

Hyundai Heavy wins USD 850 million order for Moss type LNG carriers

Hyundai Heavy Industries (HHI), the world's biggest shipbuilder, today won a USD 850 million order to build four 150,000 m3 Moss type LNG carriers from Malaysian oil company Petroliam Nasional Bhd (Petronas), the Company said in a press release. The contract also includes an option exercisable by the owner to order four additional same class LNG carriers. The double-hulled LNG carriers are scheduled to be delivered to the owner from the second half of 2016.

The tankers for carrying liquefied natural gas will be constructed with four independent self-supporting spherical tanks that have more reliable performance when loading and unloading cargo, and have greater resistance to sloshing forces compared to membrane tank system. These features play a crucial role in Moss type LNG carriers being the preferred choice for offshore storage work where harsh sea conditions are a significant factor.

Mr. Ka Sam-hyun, executive vice president of Hyundai Heavy's Shipbuilding Division said, "We see this order as the first of many for LNG carriers as regulations for carbon dioxide emission tighten and demand for LNG increases as an alternative energy source." Hyundai Heavy is the only Korean shipbuilder that can build Moss type LNG carriers. The Ulsan, South-Korea based company has built 15 Moss type LNG carriers since 1994. **Source : PortNews**

ROUTE, PORTS & SERVICES

The COSTA MEDITTERANEA spotted in ALANYA **– Photo : R.Varekamp ©**

Manila North Harbor operator spending another P5 billion to expand terminal

After completing a new passenger terminal, the private operator of the country's busiest seaport today said it will spend another P5 billion to expand the facility.

On the sidelines of the inauguration of its new passenger terminal building, Manila North Harbour Port Inc (MNHPI) chairman Michael Romero told reporters that the company has allotted P5 billion to fund various projects in the port terminal. This is on top of the P4 billion the company already spent since bagging the P14.5 billion contract to modernize the North Harbor. The P14.5 billion investment will be used mainly for the construction of a modern passenger and container terminal and other facilities, acquisition of heavy equipment, dredging operations and acquisition of other equally important equipment such as modern computers to ensure the smooth flow of cargo and passengers.

"We are right on schedule, if not even ahead of [our committed investment]," Romero said. MNHPI has spent P200 million to build the new passenger terminal building, which will house the main building, ticketing area/concessions, drop-off area and access, and parking area. "Our country will finally have the infrastructure to receive two to three million passengers a year, who wish to travel and explore the Philippine archipelago via riding our country's finest vessels and shipping lines," Romero said.

Richard Barclay, chief executive of MHHPI said the new passenger terminal will increase traffic by 10 percent.

"Before we took over the Manila North Harbor in 2010, the daily production levels were just 1-2 container movements per hour. With the brand new cranes and equipment, 18 to 25 container movements per hour or about 18,000 to 25,000 efficient improvements in production, which will now be felt by the country's major port hub," Romero said.

The Romeros, through Harbour Centre Port Holdings Inc, own 65 percent of MNHPI, while San Miguel Corporation holds the remaining 35 percent. The Romeros have consolidated their port operations under listed Globalport 900 Inc, formerly MIC Holdings Inc. **Source: InterAksyon**

One time MOD fleet tender now renamed **JUBILEE HOPE** was moved "deadship" by tug from drydock to her berth at the Serco base in Greenock recently. She is destined to do valuable work for the **VINETRUST** charity in a 3rd World country bringing medical care to people in remote parts of the planet. **Photo : Tommy Bryceland, SCOTLAND ©**

The boost for Brazil

Expansion at South America's busiest port of Santos, in Brazil's Sao Paulo State, will serve rapidly growing trade. Significant positive socio-economic impacts will be created by the USD 1 billion joint venture container terminal project.

Together with **Terminal Investment Limited**, **APM Terminals** is investing USD 1 billion in the construction of a new world-class container terminal, Brasil Terminal Portuario (BTP). When fully operational in 2013, BTP is expected to deliver a berth productivity of up to 80 containers per hour – a 32% improvement compared to the current average berth productivity of Santos' three operating terminals.

Through the development of BTP the Port of Santos will benefit annually from over USD 100m tax income (federal, state and municipality). The BTP is also expected to create 3,000 jobs during the construction phase, 1,500 jobs during the operational phase and 9,000 indirect jobs once operational.

Building tomorrow's terminal today

The growth in Brazilian export and import is putting port capacity and productivity under pressure. With a 30% market share, the Port of Santos is Brazil's most important port.

Since 2003, the waiting time for vessels at the port has steadily increased. During the first half of 2012, ships have had to wait about 16 hours on average before berthing. The World Bank estimates that extra charges for delayed cargo constitute around USD 700 million per year in Santos.

Container traffic in the Port of Santos is expected to grow by 10 –12% per year in the period 2010 – 2016. Maintaining the status quo of the current container terminal capacity in Santos would lead to excess demand for container transport of around 0.9 million containers (TEU) by 2015, corresponding to 25% of today's total demand.

More containers at lower cost

The development of BTP will increase capacity in the Port of Santos by up to 40%. This will prevent further deterioration in waiting and berth times, increases in already high transport costs, and loss of trade and diversion to other ports. And, BTP will improve Santos' overall berth productivity by up to 10%. Combined, the increased capacity and improved productivity have the potential to increase the annual container throughput by up to 12% – corresponding to an increased trade potential worth up to USD 15.3 billion per year. Source: APM Terminals

Namport to seal N$3 billion dea

The **Namibia Ports Authority** and **China Harbour and Engineering** are expected to sign a N$3 billion contract in Windhoek as early as tomorrow, setting the wheels in motion for the construction of a container terminal on reclaimed land in the port of Walvis Bay. Nam-Port's Board of Directors convenes in Windhoek today for the last time before the signing. China Harbour and Engineering is now expected to take occupation of the construction site on the southern end of the port of Walvis Bay within days, and is expected to start soon to land the first construction equipment and materials. Construction is expected to commence in January 2014.

Sources tipped the signing takes place tomorrow at the posh Hotel Thule in Windhoek. NamPort spokesperson Tiaan Faure warned yesterday that in the absence of a formal announcement by Nam-Port, this all remains speculation.

NamPort announced plans several years ago to construct a container terminal on reclaimed land. It is the first project of its kind in Namibia, although land reclamation is a fairly general practice overseas, particularly in the Middle East.

Locally the project would first entail the construction of a containment wall off the port of Walvis Bay. It will be followed by an extensive dredging project whereby the approach channel, turning basin, and wharf areas of the port will be deepened and the spoils deposited into this containment wall area in order to form a man-made island. An access road will also be constructed to link the port's land-based area with the man-made island. The island will be paved, quays constructed and ship to shore cranes installed to enhance cargo handling and storage.

Out of several international tenderers, China Harbour and Engineering was the only to survive the tough assessment process, which was divided into four categories: firstly the due diligence stage, followed by the assessment of the technical and commercial phases. The financing stage was the last to be assessed, and it is believed that the findings of the assessment committee will be discussed and rubberstamped at NamPort's board meeting today, paving the way finally for the award of the tender to China Harbour and Engineering. Source: Informante

Sohar Industrial Port to promote clean shipping

The world's key ports, acknowledging their unique capacity as key hubs in global supply chains, work together in the World Port Climate Initiative (WPCI) commitment to reduce their greenhouse gas emissions while continuing their role as transportation and economic centres. They do this through influencing the sustainability of supply chains, taking into account local circumstances and varying port management structures.

One of the projects within the WPCI is the Environmental Ship Index (ESI). The Environmental Ship Index (ESI) identifies seagoing ships that perform better in reducing air emissions than required by the current emission standards of the International Maritime Organisation (IMO).

The ESI evaluates the amount of nitrogen oxide (NOX), sulphur oxide (SOX) and particulate matter (PM) that is released by a ship and includes a reporting scheme on the greenhouse gas emission of the ship. The ESI is a good indication of the environmental performance of ocean going vessels and identifies cleaner ships in a general way.

Worldwide there are around 1,700 ships with a valid ESI score: the cleaner the ship the higher the score. The index is intended to be used by ports to reward ships when they participate in the ESI and will promote clean ships, but can also be used by shippers and ship owners. To promote good environmental performance in maritime industries and to adopt international best practices, Sohar Industrial Port Company set up a reward scheme as an incentive for clean ships which calls at Port of Sohar. The reward scheme consists of a rebate on the port dues which will be offered to ESI Participating ships. Port of Sohar is the first Port in the Middle East that introduces a reward scheme for clean ships. Source: Times of Oman

TOS delivers euro carrier 2611 Ellen K for GSS Marine Services

TOS is proud to have conducted the second ship delivery for **GSS Marine Services**, a service provider for marine construction, engineering, repair and maintenance. "The new built **Ellen K** was shipped to Port Klang, Malaysia on a heavy lift vessel. After the vessel was unloaded **TOS** stepped in. Our ship delivery crew prepared the vessel for a voyage to Darwin, Australia. After a safe voyage the vessel arrived in Darwin last Sunday the 7th of October. ", says **Dennis van der Waal**, Consultant Ship Delivery at **TOS.** The **euro carrier 2611** sailed under full **TOS** management and with a TOS crew. Last year TOS delivered the shoal buster **Liz F** from **GSS Marine Services** from the Netherlands to Darwin, Australia. **TOS** has become a world known specialist in this line of work: delivering all types of ships worldwide. Maritime services including crewing solutions for the maritime, offshore and oil & gas sector is the core business of **TOS**. Visit our website for more information about all services. **Source: TOS**

Maersk-Seago: New weekly feeder replaces halted Baltic leg of 'CRX'

Maersk-Seago's recent modifications to the group's Baltic Sea services have triggered further developments in the trade to this region. Maersk and its intra-Europe sister company are about to change their services to the Baltic, and especially to St Petersburg, from a 'summer pattern' into a 'winter pattern'. This move caters for seasonal fruit imports with improved direct links from citrus export countries and it takes into account the annual icing season, which requires some ports in the Baltic to be covered with ice-classed vessels.

In this respect, Maersk is to stop its 'KNSM' in favour of two direct Morocco-St Petersburg links. The carrier also cuts the Baltic leg from its 'CRX' in mid-October, as this service is not run with ice-classed ships. In the wake of these changes, Maersk-Seago is to open a new Bremerhaven-based weekly Baltic Feeder to Kotka and St Petersburg.

The **HEINRICH EHLER – Photo : Paul Gerdes ©**

The new feeder will start operations on 16 October with the 1,404 teu ice-classed **HEINRICH EHLER** and a second yet to be nominated vessel on a 14-day roundtrip.

Viking Line to bring a ferry under the Estonian flag

Photo : Arjen Perdok ©

At the start of 2014, Finnish ferry operator **Viking Line** will bring one of its ferries under the Estonian flag, according to Finnish business daily Kauppalehti. There are about 150 employees working in **M/S Viking XPRS** at present. Boijer-Svahnstrom said that the company was already hiring Estonians. **Viking Line** did not say how big a cost-saving effect the move would bring. **Source : balticbusinessnews.com / ferries of Northern Europe**

'Gwadar Port to be functional in 5 months'

Gwadar Port will be made fully functional in the next five months, said Federal Minister for Ports and Shipping Senator Kamran Michael on Thursday at the inaugural session of the 3rd International Conference and Exhibition on Shipping, Logistics and Supply Chain Management 2013.

Almost 60 per cent of development work with specific reference to road infrastructure has been completed at the site, he told the participants of the event which was organised by the Publicity Channel in collaboration with the Ministry of Ports & Shipping, Pakistan International Freight Forwarding Association, Pakistan Shipping Agents Association and Air

Cargo Agents Association. "The port will connect Gulf region and the Middle-East to Southeast Asia and is equally vital for national growth and in securing economy of Pakistan," said the minister.

"We are going to buy four oil tankers for our fleet after which we will be able to extend fleet of Pakistan National Shipping Corporation (PNSC) up to 15 by the end of this year," he said.

The minister on the occasion also announced that the ship breaking industry is being moved to Port Qasim for which 170 acres of land has been earmarked and development work is being carried on. About 3000 industries are being moved to Port Qasim while an uninterrupted electric supply will be ensured there for which 500 megawatt electricity will be produced through coal plant.

The British government will also help in producing another 600 mega- watt with solid waste at Karachi Port, he added **Source : APP**

The **EVIE P.G** outbound from Willemstad – Curacao - **Photo : Kees Bustraan – http://community.webshots.com/user/cornelis224 (c)**

Sakhalin Energy produced and offloaded 700 LNG cargoes

Sakhalin Energy offloaded the 700th LNG cargo from Prigorodnoye production complex on 10 October 2013, the company says in its press release. The first LNG cargo was produces and delivered by the company in 2009, when the first Russia's LNG plant has been launched by Sakhalin Energy. The cargo was loaded to Fuji LNG carrier to be delivered to Japan.

Asia-Pacific is a major global center for LNG consumption (c.a. 66%). These are geographically adjacent markets, and this is a beneficial factor for the Sakhalin Energy. Korea is the second-largest buyer of Sakhalin LNG, while most of it is shipped to Japan. LNG cargoes are also delivered to China, Taiwan and Thailand. More than 45 mln tonnes of LNG have been produced since Sakhalin Energy started production in 2009. In 2013 the company plans to produce more than 10,5 million tonnes of LNG. Sakhalin Energy Investment Company Ltd. (Sakhalin Energy) is the operator of the Sakhalin-2 project under a Production Sharing Agreement with the Russian Federation. The company was formed in 1994 to develop the Piltun-Astokhskoye oil field and the Lunskoye gas field in the Sea of Okhotsk offshore Sakhalin Island in the Russian Far East. Under the shareholding structure of Sakhalin Energy, Gazprom holds 50% plus 1 share, Shell 27.5%, Mitsui 12.5% and Mitsubishi 10%. **Source : PortNews**

…. PHOTO OF THE DAY …..

The **LEWEK CONSTELLATION** seen moored for outfitting at the **Triyard Sofel Yard** in Vũng Tàu (Vietnam).
Photo : Willem Ooms - **IB-OOMS** ©