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**The BOURBON LIBERTY 238 arriving in Malta at Palumbo shipyard –
Photo : Gaetano Spiteri ©**

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FPSO ENQUEST PRODUCER on the River Elbe, departing Hamburg 14/10/2013, Towed by leading tug **ODIN VIKING** and stern tug **SMIT ANGOLA**. Photo : crew **Union Fighter**. ©

Al-Qaeda head urges strikes in Egypt, security ramped up

Egyptian authorities stepped up security yesterday along the Suez Canal having received information of further possible terrorist attacks. The attack is expected from a group of jihadists after a call from the Egyptian leader of al-Qaeda, Ayman al-Zawahiri, for Islamists to launch attacks against the army in Egypt. Hours before the holidays of Eid al-Adha, the Egyptian army and security forces deployed along the canal, accompanied with helicopters and military aircraft flying above. Inspection procedures on the roads near to the canal have also been increased.

Barbed wire fences and more checkpoints have been installed and roofs overlooking the canal in Suez, Ismalia, Port Said and Port Tawfiq have been secured. Sources said the strict control measures will continue throughout the holiday of Eid al-Adha. Six weeks ago the giant Cosco Asia containership was struck by RPGs by a jihadist group as it transited the Suez Canal. **Source : Gulfshipnews**



TPI Megalines **MEGA CARAVAN** departing from Batam – Photo : Capt. Jelle de Vries ©

Ampelmann successfully finalizes project on the Curlew FPSO while mobilized on Walk-to-Work vessel Island Crown



This summer the **CURLEW FPSO** required a quick mobilization for a combined dive support and Walk-to-Work vessel. The **ISLAND CROWN** was one of the only suitable vessels available due to its ROV capabilities and its SPS Code Compliance. In order to use the vessel as a Walk-to-Work vessel, an **Ampelmann system** was mobilized onto the **ISLAND CROWN**. In 2012 the project team had already gained a successful experience with this motion compensated gangway. It was then used to increase POB and safe access to the **ANASURIA FPSO**. Another advantage is that the safety

case had already been done several times with the HSE to ensure that the system could be used. The integrated **Ampelmann system** is a self-stabilizing platform with six hydraulically powered cylinders on which it stands adjusting to compensate for all six degrees of freedom through which the vessel can move. This innovative technology, designed in the Netherlands, allows staff to safely move from various types of vessels to offshore oil & gas platforms, offshore turbines, FPSO's and all other fixed and floating structures at sea: walk to work at sea. This year the **Ampelmann system** has proved that it is a viable option to increase POB also in the Central North Sea. With varying landing heights between +10 and +24m above LAT and an average workability of above 90%, it has well exceeded the assumptions and resulted in several safe and successful Walk-to-Work campaigns in the UK including Chevron, Talisman, BP, Total and Shell UK. Adding this new challenging project to their impressive list of tied up successful

projects, **Ampelmann Operations** had distinguished itself as an organization that is capable of making walk to work as easy as crossing the street. For more information see also : www.ampelmann.nl



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Two **Steamships** tugs "OK MA" and "OK TARIM" with the landing barge "DAIMURU" along side the **Steamships** operated slipway in Port Moresby. **Photo : Chris de Jong MAIMS – MNI - Green & Blue P/L ©**

NIEUW: HOLLAND MARINE HOUSE JAPAN

MEER INFORMATIE HIEROVER TIJDENS SEMINAR 'MARKTKANSEN IN JAPAN' OP 13 NOVEMBER

Japanse werven en reders zijn zich internationaler gaan oriënteren op zoek naar goedkopere en/of innovatievere oplossingen. Verder krijgt de offshore, gas en olie in Japan steeds meer aandacht en richt men zich nu ook nadrukkelijk op renewable offshore energie zoals wind, tidal en waves. Nederland heeft expertise op dit gebied. Er zijn nu mogelijkheden om deze interessante markt te betreden, alhoewel een langere focus nodig is om goed voet aan de grond te krijgen. Bij voldoende belangstelling is Scheepsbouw Nederland van plan in Japan een lokale maritieme loketfunctie voor deelnemende bedrijven te faciliteren.

Het maritieme loket levert o.a. de volgende standaarddiensten:

- Marktonderzoeken
- Business leads
- Up-to-date informatie over het Japanse maritieme cluster
- Lobby activiteiten
- Onderzoek naar subsidie mogelijkheden
- Vermelding op Holland Marine House Japan website
- Professionele ondersteuning van het lokale kantoor door HME

Bovengenoemde diensten worden u aangeboden voor € 4.000,- excl. BTW per jaar met de mogelijkheid additionele diensten af te nemen tegen meerprijs. Voor meer informatie over het Holland Marine House Japan en/of de mogelijkheid direct hiervoor aan te melden, klik [HIER](#)

Lokale agent

De lokale man voor invulling van deze loketfunctie is [Justus Schoemaker](#), die ook in Japan woont, er al gedurende vele jaren werkervaring heeft opgedaan en er een lokaal netwerk heeft opgebouwd. Tijdens Europort (5–8 november) en EWEA Offshore (19 – 21 november) is Schoemaker aanwezig voor persoonlijke kennismaking. Op 13 november van 10.00 – 12.00 uur te Rotterdam vindt tevens het seminar '[Marktkansen in Japan](#)' plaats. Tijdens dit seminar wordt o.a. een recente marktstudie over het maritieme cluster in Japan gepresenteerd alsmede dieper ingegaan op het aanbod van het lokale loket dat bij voldoende belangstelling per 2014 gestart zal worden.

Seminar '[Marktkansen in Japan](#)' + gratis exemplaar marktstudie

Deelname kost €195,- (excl. BTW) per deelnemer. Vanaf de tweede deelnemer per bedrijf is de prijs €75,- (excl. BTW) per deelnemer. Deelname aan het seminar is inclusief een gratis exemplaar van de diepgaande Japanse marktstudie die gepresenteerd wordt gedurende het seminar. De marktstudie is uitgevoerd in opdracht van [HME](#). Na het seminar wordt de marktstudie voor een hogere prijs beschikbaar gesteld aan geïnteresseerden. Klik hier voor meer informatie over het seminar en om meteen in te schrijven.

Meer informatie

Neem voor meer informatie over het HMHJ en/of het seminar contact op met [HME](#) projectmanager [Arne Heutink](#) via T: 010 44 44 333 of E: ah@hme.nl . [HME](#) voert de organisatie van het HMHJ en het seminar uit in opdracht van [Scheepsbouw Nederland](#).

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14-01-2013 : The [HANSA AFRICA](#) IMO 9134517, 1997/37394gt, [Hansa Africa](#) until 1997, [IBN Zadoun](#) until 2000, [Ville De Venus](#) until 2002, [ANL Excellence](#) until 2003, [Hansa Africa](#) until 2008, [Maruba Simmons](#) until 2010, in to Melbourne between showers off Portsea, **Photo : Andrew Mackinnon – www.aquamanship.com ©**

China cabotage rules benefit Hong Kong: HIT

A Hong Kong container terminal executive has pointed to China's continuing cabotage policy as being beneficial to the port and ensuring that it remains a key player in the market. In a letter to the South China Morning Post, Hong kong

International Terminals managing director Gerry Yim noted that the city had "unique advantage" under the "one country, two systems" principle which China adopts with regard to it.

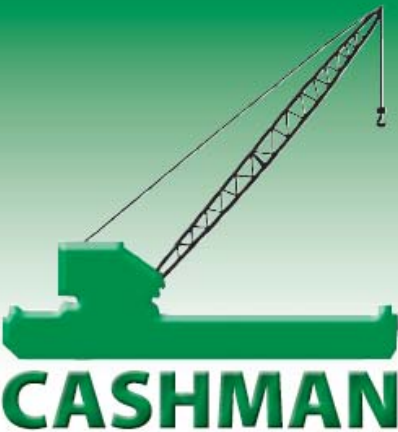
While cabotage laws in China prohibit foreign-flagged vessels from moving cargoes from one mainland coastal port to another, this is waived for Hong Kong as it considered a foreign port for these purposes.

"Rather than being in direct competition, Hong Kong and other Guangdong ports have a complementary relationship, in large part due to China's cabotage laws," Yim said. He added that the phenomenal growth of southern Chinese ports "does not preclude" its own success, as Hong Kong acts as a consolidator of cargoes and is well-positioned to handle international transshipment cargoes.

"As long as China does not give up this sovereignty right and maintains the cabotage rules in order to protect the Chinese shipping line fleet, then Hong Kong will continue its successful operations handling both southern China import and export cargo as well as Asian trans-shipments," Yim concluded. **Source: Seatrade Global**



The **SAIPEM 45** loaded with the **Zawtika Topsides** enroute from Sembawang to the M-9 field in Myanmar, with the "**PACIFIC DOLPHIN**" escorting the transport in the Malacca Straits **Photo : Capt. Hans Bosch ©**



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Commercial Arctic shipping a long way off, Maersk boss says

Despite all the hype that attended the recent voyage of the **NORDIC ORION** through the Northwest Passage last month, the chief executive officer of Maersk, the world's biggest container shipping line, says Arctic sea routes won't carry large volumes of commercial shipping any time soon.

"We will see some single ships sailing through the Arctic... But the reality is, for commercial shipping such as container shipping, this is not something that will happen



within the next 10 to 20 years," Nils Andersen, the head of the huge Moller-Maersk shipping conglomerate, told the London-based Financial Times Oct. 6. The **NORDIC ORION**, a 225-metre vessel owned by **Nordic Bulk Carriers** of Denmark, generated many headlines across Canada recently when it carried 15,000 tonnes of coal from Vancouver through the Northwest Passage to a steel plant in Finland. The **NORDIC ORION** departed Vancouver Sept. 6 and sailed into the Northwest Passage at the height of the short ice-free shipping season, arriving in Pori, Finland Oct. 7. The vessel's owners listed the voyage with the federal government's NORDREG shipping registry, contacted Transport Canada every day and was accompanied by the Coast Guard vessel **Louis St. Laurent**.

Because the **NORDIC ORION's** owners sought and received Canadian permission, the voyage did not affect Canada's legal position that the Northwest Passage is an internal Canadian waterway. But the head of Maersk, which carries about 15 per cent of the world's marine cargo, said he doesn't expect to see much commercial shipping through routes like or Northern Sea Route north of Russia or the Northwest Passage.

The Northern Sea Route, which is open for about four months a year, handles only a small number of sailings annually. As for the Northwest Passage, it's only ice free from end to end for about two months a year, and presents numerous hazards and potential liabilities. Those include, drifting multi-year ice, unpredictable weather, uncharted waters, sky-high insurance rates and the absence of ports and other infrastructure. For that reason, Arctic sea routes provide limited opportunities for shippers, the Maersk boss said, and even the Northern Sea Route is a long way from becoming a major shipping lane.

"The way global warming is going, of course there is the opportunity in a very far, very distant future that the northern sea route will open up and it will be a major shipping route. But it will definitely not be within the next 15 to 20 years in our opinion so it's far too early to start constructing vessels for it," Andersen told the Financial Times.

But the **NORDIC ORION's** owners told the Shipping Watch news service that they saved US \$80,000 in fuel and cut five days off their voyage by using the Northwest Passage instead of the Panama Canal. However, they also said it's far too early to tell if the Northwest Passage has any long-term potential as a shipping route. **Source: Nunatsiaq News**



API official: Get LNG export licenses approved

An **American Petroleum Institute** official urged the U.S. government to speed up the pace of approving export facilities for liquefied natural gas. "There is a global race to build this infrastructure and secure a competitive position in the international market," Erik Milito, director of the upstream sector for API, said in a statement Thursday. "These

terminals would allow other nations to purchase a valuable American product, support U.S. exports and help reduce global emissions." API produced a Web-based map highlighting planned and approved LNG export projects. Eight of 21 pending applications are for projects along the southern Texas coast. The U.S. government needs to determine if LNG exports to countries that don't have a free-trade agreement with the United States are in the public interest before consenting to some of the export licenses under review. U.S. Energy Secretary Ernest Moniz expressed support for LNG exports when he took office in May. Critics of LNG exports say they could lead to higher domestic natural gas prices and force consumers to use cheaper coal. **Source: UPI**



Avra's **NORTHWIND** with a fresh coat of Paint in Hardinxveld - **Photo : Arie Boer ©**



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Gov't OKs Japan-made engine parts export for British Navy ship

The Japanese government has allowed the export of Japan-made engine parts adopted by Self-Defense Forces ships to the British Navy, saying it would not go against Japan's long-standing arms embargo as the components have been used by the private sector and are not necessarily treated as weapons, a government source said Sunday.

The precision parts manufactured by **Kawasaki Heavy Industries Ltd.** are used for a rotation axis for propellers in a gas turbine engine. A British Navy ship will adopt the components currently used by Maritime Self-Defense Force escort ships, the source said.

Kawasaki Heavy, a long-term technical cooperation partner of Britain's **Rolls-Royce plc**, has been manufacturing the engine parts in Japan under license from the British company. Earlier this year, the British Royal Navy placed an order for the engine parts with Rolls-Royce to replace older ones, but Kawasaki Heavy was requested to produce them as the British manufacturer had terminated production of the components.

The Royal Navy asked the MSDF to study whether the export of the engine parts would contravene Japan's so-called "three principles" on arms exports introduced in 1967 and tightened into a virtual blanket ban in 1976.

Under the three principles, Japan prohibited weapons sales to communist states, countries subject to embargos under U.N. resolutions and nations involved in international conflicts. As a result of discussions involving such bodies as Japan's trade and defense ministries, Tokyo decided to give the green light to shipment of the engine parts to Britain since the components had been used for an engine for power generation at privately run incinerator plants, according to the source.

Kawasaki Heavy will soon ship the engine parts to **Rolls-Royce** to provide the components to the navy ship, the source said. The Japanese manufacturer declined to comment on details of the planned parts export to Britain, citing a nondisclosure agreement with **Rolls-Royce**.

In a similar case, the Japanese government allowed the export of MSDF aircraft propellers to the air force of Afghanistan via the U.S. government in 2011 on the grounds the propellers had been used by the private sector.

The government of Prime Minister Shinzo Abe plans to overhaul by the end of this year the country's arms embargo policy to nurture the domestic defense industry and reduce costs to procure defense equipment. **Source : Kyodo**

Smit Lamnalco industry trendsetter through certified OVMSA-based management system



Smit Lamnalco is proud to have achieved full ISO 9001/14001 and Occupational Health and Safety Assessment Series (OHSAS) 18001 Certification across the entire company for its new integrated safety management system SLIMS. Where most marine service providers only base their systems on the International Safety Management (ISM) Code and ISO standards, **Smit Lamnalco** belongs to a select group of industry trendsetters. To this end it embraced 'Best practice' in the offshore industry - the Offshore Vessel Management and Self Assessment (OVMSA) Guidelines.

Distinguish ourselves from competitors

This new system SLIMS (**Smit Lamnalco Integrated Management System**) encompasses all activities undertaken by **Smit Lamnalco** both onboard and ashore. **Daan Koornneef**, **Smit Lamnalco** Chief Executive Officer says: "We want to distinguish ourselves from our competitors by being 'best in class'. With a key focus on the offshore midstream sector and an increasing presence in this market, we recognise that it is important to go beyond the ISM and ISO regulations."

Best practice in the offshore industry

Erik Nuhoff, **Smit Lamnalco Group** SHE-Q Manager states: "Our system is integrated with the offshore industry's guidelines and this sets the pace for further improvement." The OVMSA Guidelines are how the oil majors require ship managers to manage their ships, and were issued for the first time by the Oil Companies International Marine Forum (OCIMF) in May 2012. They are not mandatory but if Smit Lamnalco wants to be considered as a preferred supplier, the company must adopt them.

Aligned with our clients

OVMSA has set Key Performance Indicators to assess, measure and improve the management system. The OVMSA Guidelines contain 12 elements, SLIMS is fully aligned and has 12 corresponding chapters. By adopting these standards **Smit Lamnalco** belongs to a select group of industry trendsetters, and speaks the same language as its clients. Clients are keen to see the 'objective evidence' with several industry majors due to conduct their own audits in the coming months.



SLIEDRECHT- FILMDAG IN NATIONAAL BAGGERMUSEUM.



Zaterdag 19 oktober 2013 worden in het **Nationaal Baggermuseum** weer een aantal bijzondere films vertoond in de speciaal hiervoor ingerichte filmzaal. Uit de collectie films is een selectie gemaakt, het programma luidt als volgt:

11:15 uur Zandsuppletie op het strand bij Texel.

11:35 uur Uitvoering werken Maasvlakte 2 in vogelvlucht.

12:45 uur De bouw en tewaterlating van de sleephopperzuiger **"Vox Maxima"**.

13:10 uur De aanleg van de afsluitdijk.

13:50 uur Het baggeren van ertsgrond voor de winning van tin.

14:30 uur Animatiefilm over de werking van steenstorters.

15:00 uur De aanleg van de pieren bij Hoek van Holland.

15:40 uur De bouw van de Stormvloedkering Oosterscheldedam.

Het **Nationaal Baggermuseum** is geopend van dinsdag tot en met vrijdag van 14:00 tot 17:00 uur en op zaterdag van 11:00 uur tot 17:00 uur. Kijk ook op: www.baggermuseum.nl



The **REINA** arriving in IJmuiden – Photo : Marcel Coster ©

CSC Phoenix receives more court verdicts

CSC Phoenix, the loss making subsidiary of **Sinotrans & CSC**, announced that it has received another two civil rulings from Wuhan Maritime Court. Wuhan Maritime Court has ordered **CSC Phoenix** to repay loans of RMB150m to China Minsheng Bank and RMB100m to China Agricultural Bank respectively. Meanwhile, **CSC Phoenix** has received an auction notice from the court for eight of its vessels to be auctioned on October 29th under the request of ICBC.

CSC Phoenix expects it will suffer a net loss of RMB490m-RMB530m in the first three quarters this year. Source : SinoShipNews

An advertisement for Multiship Towage & Salvage. It features a black and white photograph of five tugboats moving through the water, leaving white wakes. The tugboats are arranged in a line, moving from the top left towards the bottom right. The company logo, which consists of a stylized blue and yellow 'M' followed by the text 'MULTISHIP TOWAGE & SALVAGE', is positioned in the upper right corner. At the bottom left, the website 'WWW.MULTISHIP.COM' and the phone number '+31 (0) 115 645000 (24/7)' are displayed in large, bold, white text.



HAL's **ROTTERDAM** moored in Lisbon – Photo : Ernst Lohmann ©

The Blue Denmark looks westward

Around fifty stakeholders from the maritime world, along with politicians and journalists gathered for a maritime meeting in Esbjerg, focusing on the rapidly growing offshore sector. The meeting, which is organized by the Danish Shipowners' Association, Danish Maritime, Danish Ports and Engineers' Association, will take place in one of Esbjerg's leading maritime industries, Viking Life - Saving Equipment.

"The Danish maritime industry have with their high quality and comprehensive know-how excellent opportunities to expand their activities in the growing business, which the maritime offshore represents" says Jenny N. Braat, CEO of Danish Maritime. Also in the shipping companies, great opportunities are seen in offshore "Even in difficult times for Danish shipping companies, the offshore area is a bright spot. Danish suppliers of equipment, and also companies involved in the sector will have full array of orders well into the future - and far out in the oceans," says **Jan Fritz Hansen**, deputy director of the **Danish Shipowners' Association**. The focus meeting offers a wide range of topics which overall paints a picture of the Danish offshore sector here and now. A tour of Esbjerg harbor incl. demonstration of rescue equipment is also included in today's program. Source: Maritime Denmark



The **KNRM** Ijmuiden based lifeboat **DORUS RIJKERS** visited the port of Hoek van Holland where she was moored alongside the **KNRM** Hoek van Holland based lifeboat **JEANINE PARQUI** - Photo : Kees Torn ©

Saaremaa witnessed a record cruise summer

This cruise summer in Saaremaa reached a record – cruise vessels called at Saaremaa Harbour for 14 times, bringing 6456 tourists to see the island. This is the best achievement through years, placing Saaremaa on a favorable position

among smaller cruise destinations of the Baltic Sea. During the 2013 season, nine different vessels of nine cruise companies, called at Saaremaa Harbour. Three cruise companies had their first experience offering a different glimpse of Estonia to their tourists, says press center of the Port of Tallinn. The rest of the companies had visited Estonia also during previous seasons. Cruise vessels brought tourists from very different nationalities to Saaremaa. The majority of tourists visiting Saaremaa were English, Germans, Swedish, Norwegians, Finnish and Americans.

This year brought some more records to Saaremaa – a 231 m long vessel called at Saaremaa. The length of the vessel exceeded even the length of the berth (200 m). Mostly, cruise vessels left Saaremaa Harbour on the same day they arrived, but one vessel stayed longer. Cruise vessel **Deutschland**, being the first to visit Saaremaa this year, arriving on May 26th and departing on May 27th, stayed the longest or for 23 hours. Since the opening of Saaremaa Harbour in 2006 or during eight seasons, 25 different vessels of 18 different cruise companies have called at the harbour and these vessels have made a total of 51 calls at the harbour. 25 332 cruise passengers have been brought to see the island. For 2014, presently 10 calls by 6 different cruise vessels have been booked, one will call at Saaremaa for the first time. **Source : PortNews**



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NAVY NEWS



The Indonesian patrol minesweeper **729 PULAU REMPANG** moored in Batam (Indonesia) –

Photo : Capt. Jelle de Vries ©

Challenge to keep Collins Class subs competitive

by: **BRENDAN NICHOLSON, DEFENCE EDITOR**

KEEPING Australia's six Collins Class submarines silent and stealthy enough to compete with the increasingly sophisticated submarines being bought by regional nations will be a significant challenge for the Navy and defence industry, senior officials have warned. A team of top international and local engineers and naval architects has been

recruited to begin planning the Navy's new fleet of 12 submarines, which senior officials told the Pacific 2013 conference in Sydney yesterday would be crucial to Australia's security. The head of the Defence Department's submarine program, David Gould, was heavily involved in fixing problems in Britain's Astute Class nuclear submarine program and said he was confident Australia could build the new boats in time to avoid a dangerous submarine capability gap when the Collins were retired. Mr Gould said a vital task would be to keep the technology on the Collins boats up to date to ensure they could match new submarines being bought by regional nations. Several submarine construction experts have been brought out from Britain and the whole development process is being monitored, step by step, by the US Navy. The 30-strong team is expected to grow rapidly. Mr Gould said the new submarines were not likely to enter service until 2030. There would need to be a strong focus on ensuring that the technology on the Collins submarines was upgraded to ensure they were not outclassed by other submarines coming into the region as they aged. He said it was too early to say whether Defence would decide to build a submarine evolved from the Collins Class or opt for a whole new design. The retiring head of Defence's new submarine project, Rowan Moffitt, said that while the Collins had had problems, some of its features developed in Australia had been extremely successful. The combat system developed jointly with the US was one of the most sensitive pieces of military technology in Australia, he said. "We need to work out what went wrong with the Collins, and why, so that we do not repeat the mistakes," Rear Admiral Moffitt said. "We won't start cutting steel until we've got a very mature design. "It's one of the most exciting things I've ever been involved in. We can do this in Australia." A major and longstanding problem with the Collins Submarines has been their diesel engines. Rear Admiral Moffitt said ASC, which maintained the boats, had begun dealing with that by cutting away a large slice of the upper hull of one vessel so that the engines could be winched out for major repairs. Australian scientists had invented acoustic tiles that made the Collins much more stealthy and they'd also worked out how to resolve vibrations in the periscopes. Rear Admiral Moffitt said the capability of European submarines that could be bought "off the shelf" fell far short of what the Collins was now capable of. "We have to convince the government and the public that we can do this successfully from the beginning." **Source : The Australian**

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Fate of Avondale shipyard in limbo as deadline looms

Shipyard officials scrambling to redefine facility that was at one time the state's largest private employer

BY RICHARD THOMPSON

Three years ago, the defense giant **Northrop Grumman** dropped a bombshell, announcing that the **Avondale shipyard** — once Louisiana's largest private employer and a key source of high-paying, blue-collar jobs for generations — would close by the end of 2013. But as that deadline nears, the 75-year-old West Bank shipyard's fate is still uncertain, as company officials scramble to reinvent the massive facility — long dependent on military work — into a manufacturer for the booming oil and gas industry. Armed with a new labor agreement, Avondale's parent company is frantically trying to land contracts with commercial customers as work winds down on the last boat the facility is building for the Navy — the amphibious transport dock Somerset, a 684-foot-long ship that will be used to transport Marines, equipment and supplies.

As the project nears completion, the shipyard's workforce has been trimmed to about 1,500 employees, down from nearly 5,000 a few years ago. Among those still punching the clock every day: Annie Jackson, 47, who has spent the last 13 years as a welder. Jackson is crossing her fingers, hoping the yard can be saved.



“There’s not a lot of work that’s paying out there like Avondale shipyard is paying,” said Jackson, who lives in nearby Waggaman. “I’m glad that they are still open, and hopefully they will stay open, because a lot of people depend on that.” But it’s not clear what’s around

the corner.

“We are bringing all our efforts to bear in redeploying Avondale, and we are very optimistic about the potential for success,” said Beci Brenton, a spokeswoman for Huntington Ingalls, a spinoff company created by Northrop to handle its shipbuilding business in 2011. “It’s also important to underscore that if we are not successful, we will have to close the facility. This is our least desired outcome, and we’re doing everything to prevent this from happening.”

In an August filing with the Securities and Exchange Commission, the company said shuttering the shipyard remains its “baseline assumption.” Considering that position, local and state officials are bracing for further job losses at the facility, which got its start in 1938 building tugs and barges and has been “an important gateway ... into the middle class for generations of families,” Jefferson Parish President John Young said in a recent interview.

“We’re trying to stay ahead of the curve and not get in their way, but at the same time, let them know that we’re here and available to help,” Young said.

Avondale finds itself in much the same situation as the Michoud Assembly Facility, the huge industrial plant in New Orleans East that for decades depended on the federal government’s space program and has tried to reinvent itself since the shuttle program ended in 2011. There’s been no shortage of ideas for remaking Avondale. Converting it into a general-purpose industrial park — as happened in Philadelphia in the mid-1990s when the country’s first naval shipyard closed, leaving thousands jobless — was an early favorite talking point. But that plan went nowhere. Other, more radical ideas were kicked around, but also failed to gain much traction.

In 2010, a relatively unknown group of engineers and financiers talked about buying Northrop’s shipbuilding business and building a new class of double-hulled oilers for the Navy. The outfit, called Cleveland Ship, said it was interested even before the company announced it would close the yard. The plan soon fizzled.

A year later, union leaders organized a rally outside the federal courthouse in New Orleans, during which the head of a New York shipping company told a cheering crowd that he would hire **Huntington Ingalls** to build a fleet of small container vessels at a cost of \$75 million per ship. But the company, American Feeder Lines, soon went out of business.

Louisiana economic development officials, meanwhile, spoke optimistically about a \$214 million incentive package being offered to **Huntington Ingalls** to pay for workforce training and significant upgrades to the Avondale yard if they maintained 3,850 full-time workers. Those incentives are still on the table. But unless it can lure commercial customers, Huntington Ingalls says it will shut down most operations at the facility once work is finished on the **Somerset** — the ninth such vessel built by the company — which it expects to deliver this month.

After that, the company plans to build ships exclusively in Pascagoula, Miss., but it will continue assembling some vessel components at Avondale until mid-2014. That will keep several hundred workers busy as Huntington Ingalls continues to seek customers in the energy industry. “We’d love to see the workforce stabilize obviously and try to keep the people that are here until some commercial work comes along, but we’re not sure when that’ll be, and neither is the company, quite frankly,” said Warren Fairley, an executive with the boilermakers’ union.

Most industry experts say turning to the oil and gas industry for work is a logical move for Avondale, given its skilled workforce, huge facilities and proximity to the Gulf of Mexico.

"They don't have enough (military) work to keep that shipyard open, so I think it's the right thing. There's a lot of opportunity," said **Donald "Boysie" Bollinger**, chief executive officer of **Bollinger Shipyards**, which has 10 shipyards along the Gulf Coast and may compete with **Avondale** for work in the energy industry. "When you're a pure Navy shipbuilder, and the Navy's cutting back on the number of ships, and there are six yards building ships, there's not enough work to go around." One thing Avondale has going for it is a labor deal: Last month, union workers at the shipyard approved a new collective-bargaining agreement that runs through 2019.

Observers say cementing an agreement with the union was crucial, because now the company can predict its labor costs when bidding on commercial work. Union officials are reasonably pleased with the new deal, which offers slight wage increases but fewer paid holidays and higher health insurance premiums. "They didn't go cheap, didn't cut wages, didn't try to decertify the union," said Ron Ault, president of the Metal Trades Department of the AFL-CIO, which represents several hundred workers at Avondale.

The lingering question is whether there will be any work for Ault's members to do next year.

In its effort to break into the energy industry, Huntington Ingalls opened an office in Houston and hired a former French oil-services executive. Rene Mathieu, vice president and general manager of Avondale Industries Inc., declined to comment for this story through a spokeswoman.

Some observers, including those rooting for **Avondale**, believe Mathieu has his work cut out for him. "It's a new industry for them, it's a strange industry, and I hate to use this term, but it's also almost clique-ish," said Fairley, the boilermakers' union executive. "To get into that industry, to do work, you have to have either been born into it or know somebody that's in it or hire somebody that's doing it currently." Michael Hecht, president and CEO of Greater New Orleans Inc., a regional economic development alliance, is more optimistic about Huntington Ingalls' chances in the new arena.

"Clearly, **Avondale** has an attractive strategy by entering what's going to be a booming market in Louisiana for the next two decades," Hecht said. "In making this pivot, however, there are some challenges, and one is just the necessary timing delay, as **Avondale** works through the cycle for new projects, and the second is that they have to move from being primarily a government contractor to competing in the private market."

Hecht added: "They're saying that they are deep into negotiations on multiple potential contracts, so overall that sounds reasonably optimistic." Even though he believes the move toward commercial work is shrewd, **Bollinger** said the facility's uncertain status could scare off potential customers. "It's very difficult to try to sell work when people know you're closing," he said.

"The ongoing position of **Avondale**, I think, is a concern to the people who would want to buy their products in the energy business. In all cases, they are on very tight schedules, and they worry about the ability to finish projections on time." There are other challenges. The shipyard's vast size may work against it in making the switch from massive naval ships to the smaller offshore supply vessels used by the oil and gas industry, said Eric Smith, an associate director of the Tulane Energy Institute. "The problem is we don't build a lot of big ships in the United States, and that's what the yard was designed to do," he said.

But Smith notes the shipyard's location offers advantages, too, like access to deepwater ports and industrial electricity prices that are among the lowest in the nation. A lot of would-be workers are watching closely.

"I've got a sense that they've got feelers out, and they've got leads now," said Ault, the head of the metalworkers' union. "Whether that means it's going to take six months to get something going, or they're going to have an announcement the day after tomorrow, I don't know." Huntington Ingalls has been kept their business plans "very close to the vest," he added, "which they should be."

Plan B, if needed

Stephen Moret, the state's secretary of economic development, says he's "optimistic that we'll get to a good outcome." He noted that state officials have spent "a good bit of time" acquainting Avondale's owners with other major industrial players around Louisiana. With the ongoing industrial boom in Louisiana, Moret said, huge industrial spaces like **Avondale**, with a foundation and a skilled workforce in place, will be at a premium.

"We're literally limited by how much talent and how much infrastructure's available, at a minimum, for the next five to 10 years," he said. "What would not be acceptable is for them to say, 'We're going to fence it up and not sell it to anyone.'"

Lives in limbo

Amid the slowdown, it's hard to gauge what's become of the yard's nearly 3,500 displaced workers.

Ault said he has had a hard time convincing people to drive or move the 120 miles to Pascagoula, where thousands of openings remain unfilled. He said the union has kept in touch with laid-off members, and many of them have stuck around. "Bringing back people would be a fairly rapid transition," he said.

Bollinger — who employs about 3,000 people in Louisiana and whose firm typically has hundreds of openings, mostly at its repair facility in Amelia — said he expected to be deluged with resumes when Avondale's closing was announced. But it didn't happen, and his company has hired only about 50 former **Avondale** employees.

"We haven't seen nearly the applications that we had expected," Bollinger said. "It's been extremely slow, and we work with Avondale on that issue, so it's not like we're just leaving it on autopilot." Some longtime workers at the shipyard, like Andrew Croom, don't plan to be around for the next chapter, though he's hoping there is one. The 61-year-old Croom, who has worked at Avondale for 42 years, is planning to retire when the last ship is delivered. He's still struggling to process the news from 2010. "It was a surprise. You never saw it coming. When they said they were going to close **Avondale**, nobody ever really expected that," Croom said. "Avondale had been here, and everybody figured it would always be here. Hopefully it will." **Source : The advocate**


Keel laying ceremony for Coast Guard vessel held at Goa Shipyard Ltd

The keel laying ceremony for the third of the new class offshore patrol vessels (OPVs), indigenously designed in-house and being built by **Goa Shipyard Ltd (GSL)** for the Indian Coast Guard, was held at GSL, Vasco, on October 11.

IG SPS Basra, YSM, PTM, TM, Commander Coast Guard Region (West) did the honours in the presence of RAdm (retd.) Vineet Bakhshi VSM, chairman and managing director, GSL. DIG M V Baadkar, TM COMDIS (Goa), DIG R H Nandodkar, TM, CGRPS (Goa), senior officials of the Coast Guard and GSL were also present on the occasion. Helge Tryti, commercial counsellor of the embassy of Norway and delegates from Norway were also present on the occasion.

Source : IndiaTimes

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Baltic Dry Index down to 1,985 points

On October 11, 2013, the Baltic Dry Index fell to 1,985 points, down 26 points (1.29%) against the level of October 10.



The **ANGELA** enroute Amsterdam – Photo : Simon Wolf ©

TUI Cruises' Mein Schiff 1 and Mein Schiff 2 meet at Valletta Cruise Port, Malta.

On Sunday 13th October 2013, **Valletta Cruise Port, Malta** welcomed TUI Cruises' **Mein Schiff 1** and **Mein Schiff**



2. A flag exchange between the two ship captains was carried out on Quays 1-2 to mark this special event. This was followed by a surprise flash mob by crew members from the two ships. An Inguardia re-enactment courtesy of the **Malta Tourism Authority** followed, showing events happening during the Knights of St John period.

Prior to ship exit at 22.00hrs, passengers and crew were treated to a fireworks display organised by **Malta Tourism Authority**, **SMS International** and **Valletta Cruise Port**. Also in port on the day were **AIDamar**, **Seven Seas Mariner** and **Tere Moana**.



Photo's : Capt. Gijs Dijkdrenth – Master AHTS Blizzard ©

Valletta Cruise Port, Malta is an established port of call and a promising homeport, with a strategic location in the middle of the Mediterranean. It offers a safe haven for ships and offers a variety of 24/7 support services. Valletta's quays are ISPS-compliant and can handle the largest cruise vessels afloat. Shore-side operations are complemented by various shops, cafes, restaurants and other amenities situated opposite the berthing quays. UNESCO World Heritage City, Valletta is the gateway to Malta's rich historical and cultural experience, with excursions to suit all tastes and budgets See also : https://www.youtube.com/watch?feature=player_embedded&v=FMThbEG95WA#t=12



The Polish **MIEDWIE** anchored at the Tagus river near Lisbon - Photo : Ernst Lohmann ©

SCI sells bulk carrier 'm.v. Maharashtra'

Shipping Corporation of India (SCI) announced that the company has sold its ship- bulk carrier 'm.v. **Maharashtra**' and delivered to its buyer on Oct. 10, 2013. The stock had underperformed the market over the past one month till Oct. 10, 2013, falling 2.02% compared with the Sensex's 1.38% rise. It underperformed the market in past one quarter, declining 6.51% as against 5.07% rise in the Sensex. Source: MyIris

Rickmers-Linie appoints Marmedsa Noatum Shipping Agency as its sales agent in France

Rickmers-Linie, the heavylift and project cargo liner service specialist, has appointed **Marmedsa Noatum Shipping Agency** as its sales agent in France with immediate effect. **Marmedsa** has offices in Paris, Le Havre and Marseilles and is headquartered in Barcelona, Spain. It will focus on sales activity for project cargo, strengthening existing partnerships and developing new relationships with French cargo owners and project companies. **Marmedsa** will report to the Antwerp office of **Rickmers-Linie**.

Wouter Huybrechts, managing director of **Rickmers-Linie** Belgium, which has the overall responsibility for sales and agency activities in the Benelux countries and France, says: "The nomination of Marmedsa is a clear signal of commitment to our French customers. Our business is set to grow both in France and around the world, so we want to ensure we can continue to offer the personal service and dedicated client solutions that we are known for. We know the team at Marmedsa will be a great asset to **Rickmers-Linie**." Source: Rickmers-Linie



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Vinashinlines fleet sale progresses

The Deputy Minister of Transport Nguyen Hong Truong has revealed that 90% of the bankrupt **Vinashinlines** ships that had been anchored in dreadful conditions at overseas ports have been sold. The ships sold include **New**

Phoenix, Sea Eagle, Lotus, Cai Lan 4, New Horizon and **Diamond Way**. All of the ships that have been holed up around the world as the line went into bankruptcy will be sold by year-end, the minister avowed. Truong said that all the seafarers onboard these ships, most of whom had suffered appalling conditions for years, have been repatriated. On the restructuring of **Vinalines**, which owned **Vinashinlines**, and is itself in a precarious financial position, Truong said the line is being downsized. The number of **Vinalines'** subsidiaries is being reduced from 73 to 37. Source : **Seashipnews**



Official opening of four multipurpose jetties in the **port of Den Helder**, in the presence of **Jan van Run**, member of the Provincial Executive of the Province of Noord-Holland. Photo **Paul Schaap** ©

Second Gulf Navigation VLCC seized

Financially embattled **Gulf Navigation** from Dubai has had a second VLCC seized by creditors in under a month. The 300,000 dwt **GULF EYADAH** tanker was arrested in Freeport in the Bahamas. Creditors DNB and BNP Paribas cited a loan default as the reason for the arrest of the 2006-built ship. Under a month ago, DNB was behind the arrest of another **Gulf Navigation** tanker in Rotterdam. Gulf Navigation has since announced its intentions to quit the VLCC trades and focus on product tankers. Source : **GulfShipnews**



13-10-2013 : The bulker **PRABHU PUNI** inbound to Vancouver harbour – Photo **Robert Etchell** ©

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WSB Weekly Market Report Week 41 - 11th October 2013

DRY S&P MARKET:

The dry S&P market reported ten sales last week. The Capesize **SU-OH** (171,081 / blt 1997 Japan) went to Sinokor for \$16.5 m. Greek buyers bought **SEA HARMONY** (76,397 / blt 2001 Japan) and **SEA OF GRACIA** (75,932 / blt 2003) for \$31.4 m en bloc. **RED SOTO** (75,957 / blt 2002 Japan) went for \$15 m to Greek buyers. Japanese built **SUNNY PRIDE** (74,078 / blt 2000) went for \$12.9 m to Greek buyers. The sister vessels **HSIN HO** (71,965 / blt 1997 Japan) and **JIA HO** (71,678 / blt 1997 Japan) were sold to Chinese buyers in an en bloc for \$18.5 m. **ORIENTAL TRADER** (57,000 / blt 2012 China) and **GUOYU 51** (57,000 / blt 2011 China) were sold to undisclosed buyers for \$40m en bloc. **XIAMEN SKY** (53,604 / blt 2005 China) was sold to Greek buyers for \$12.5 m.

TANKER S&P MARKET:

Seven sales have been reported last week. Four Aframax went to Zodiac Maritime for \$103 m en bloc **PACIFIC EMPIRE** (115,577 / blt 2008 Japan), **PACIFIC BRAVE**, **PACIFIC CONDOR** and **PACIFIC APOLLO** (115,577 / blt 2007 Japan). **LR REGULUS** (70,312 / blt 2004 S.Korea) was sold to Greek buyers for \$21 m. The twelve year old **UNIQUE SUNSHINE** (47,087 / blt 2001 Japan) went for \$12 m to Seaworld and **PIONEER SUNSHINE** (45,915 / blt 2004 Japan) went to Oceanbulk for \$17.5 m.

CHARTERING:

Another strong week for the Capesize market, K Line took **NAVIOS FANTASTIKS** (180,265 / blt 2005) dely Rizhao 12-14 Oct trip via Australia redel Japan at \$36,000 daily. We have seen activity in Panamax period market, several LME types have been covered for short period at \$14,000-15,000's level daily basis Far East deliveries. Supramax rates improving slightly, average t/c rate for the Coal via Indonesia to china at \$13,000-14,000's level bss delivery South China. In the period market, Cargill fixed **NAVIOS HORIZON** (50,346 / blt 2001) dely Navlakhi spot about 3-5 months trading redel worldwide approx \$10,000 daily. Handysize market remain steady, **SIBI** (28,442 / blt 2009) fixed to Navision for abt 12 months dely SE Asia ppt worldwide redel approx \$8,100 daily.

The above represents a digest of reported sales and fixtures. All Information is given in good faith without guarantee.

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MARITIME ARTIST CORNER



An **KOTUG** tug assisting a chemical tanker in the port of Rotterdam is the latest watercolour made by Maritime artist **Ronald van Rikxoort** – www.artabc.nl

.... PHOTO OF THE DAY



The **NORMAND PROGRESS** outbound from Rotterdam – Photo : **Henk van der Heijden** ©