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The **LADY ANNEKE** outbound from the IJmuiden locks – Photo : Joop Marechal ©

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## EVENTS, INCIDENTS & OPERATIONS

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The **NOORDHOEK PATHFINDER** enroute the Wilton harbour in Schiedam  
Photo : Willem Holtkamp - <http://fotomaker.jalbum.net/FOTOMAKER/> ©

## North P&I Club Publishes New Bridge Guide on How to Avoid Collisions

The 'A' rated 170 million GT **North P&I club** has just published a new loss-prevention guide for watchkeepers on how to avoid collisions at sea. Designed specifically for use on ship's bridges, it focuses on what the club considers to be the most important 'rules of the road' in the International Regulations for Prevention Collisions at Sea 1972 (COLREGS). In his foreword to Collisions: How to Avoid Them, the Hon Mr Justice Nigel Teare, Admiralty Judge at the Royal Courts of Justice in London, says, 'Despite all the impressive electronic assistance designed to enable deck officers to avoid collisions, collisions still occur. The answer is, and always has been since radar was first introduced, that the rules of navigation set out in the COLREGS must still be applied by deck officers. 'This short and compact guide therefore has a vital and necessary role. It reminds mariners of the basics of the COLREGS and that they must be kept well in mind and obeyed notwithstanding the profusion of equipment on the modern bridge. That equipment does not avoid collision – it is merely an aid to collision avoidance. What avoids collisions is compliance with the COLREGS,' says Teare. The guide focuses on the 12 regulations North considers are most often misinterpreted and applied. These are: responsibility, look-outs, safe speed, risk of collision, action to avoid collisions, traffic separation schemes, overtaking, head-on situations, crossing situations, action by give-way vessels, action by stand-on vessels and conduct of vessels in restricted visibility. According to the club's head of loss prevention Tony Baker, 'We believe these rules are the key to collision avoidance as we see them breached time and time again when collisions occur. The

guide demonstrates how these rules fit together and how the interpreting and applying each of them can be influenced, sometimes wrongly, by the vast mass of information now available from electronic aids to navigation.' The guide also includes illustrated case studies of recent major collisions, plus fold-out charts for plotting developing situations. 'The case studies and the questions they ask are intended to be the starting point for wide-ranging discussions on all aspects of collision avoidance by bridge teams,' says Baker. **Source: NoE.**

## **BERGE JAYA ON MAIDEN CALL IN ROTTERDAM**



The **BERGE JAYA** at her maiden arrival in Rotterdam – **photo top : Peter Andriessen (c) below Max Muller (c)**



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HGO infra Sea Solution's **INNOVATION** moored in Bremerhaven **photo : Huig van der Niet ©**

## Orlova not Transport Canada's responsibility



Transport Canada says the **LYUBOV ORLOVA** does not fall under their jurisdiction, making the fate of the vessel unclear as it continues to drift off the coast of Newfoundland. According to a release from Transport Canada, the flag state of the

ship is responsible for issuing safety certificates for the vessel, so it did not conduct an inspection before the ship left the St. John's harbour. Insiders told CBC on Friday that they question the seaworthiness of the ship itself, as well as the competency of the crew aboard the tugboat responsible for towing the cruise ship to the Dominican Republic. Transport Canada said it will continue to monitor the situation for pollution, but since the [Orlova](#) is not blocking any navigation or leaking any pollution, it is not currently an unsafe situation. The ship was towed out of the St. John's harbour on Wednesday after being tied up there for nearly two-and-a-half years – but it took less than 24 hours for it to run into problems. It remains adrift off the coast of Newfoundland after the tow line attached to the tugboat taking it to the Dominican Republic broke. **source : CBC News**



The [SEA CLOUD](#) passing the Panama canal – **Photo: Cees de Vries (c)**

## **India: Foreign Ships Operating in Its Waters Must Hire More Local Crew**

**Foreign ships will now need to hire a min specified Indian crew to operate along India's coast**

India has tightened staffing rules for foreign ships operating in its waters in favour of hiring more local crew, Livemint reports. The rules, framed two years ago, make it mandatory for foreign registered ships to hire a minimum specified Indian crew to be allowed to operate along the country's coast. Last week, the director general of shipping, India's maritime regulator, shortened the licence period for the purpose of applying this rule. Now, foreign ships with a licence to operate in India for 30-90 days need to hire Indian crew to the extent of one-third of their minimum staffing requirement or actual deployment, whichever is higher. V. Rajendran, a deputy director general of shipping, wrote in an 18 January circular. If the licence period exceeds 90 days, half the crew needs to be Indian. Earlier, the licence period for hiring the same percentage of Indian crew was set at 90 and 180 days, respectively. Till 2011, foreign ships were not mandated to hire local crew while operating along the Indian coast. The main purpose of the new rule, which took effect from 18 January, is to provide more on-board training to maritime students. It requires one-third of the Indian crew hired to be trainee cadets, distributed equally between navigational and engineering sides, Rajendran said. **Source: Livemint**

## **Piracy of Gulf of Guinea – Interim Guidelines**

Piracy and armed robbery (hereafter referred to as piracy) in the Gulf of Guinea region is an established criminal activity and is of increasing concern to the maritime sector. With recent attacks becoming more widespread and violent, industry has now identified an urgent need to issue these Guidelines. Although piracy in the Gulf of Guinea

region in many ways differs from that of Somalia based piracy, large sections of the Best Management Practices already developed by industry to help protect against Somalia based piracy are also valid in the Gulf of Guinea region. Consequently, these interim Guidelines aim to bridge the gap between the advice currently found in BMP4 and the prevailing situation in the Gulf of Guinea region. Consequently, these guidelines should be read in conjunction with BMP4 and will make reference to BMP4 where relevant. These interim Guidelines have been developed by BIMCO, ICS, INTERCARGO and INTERTANKO, and are supported by NATO Shipping Centre. A soft copy of BMP4 can be found on the websites of these organisations. For more information click [here](#)



The **BRAGE SUPPLIER** departing from Great Yarmouth Photo : James Peter Grimes ©

## **Tug boat near Pamban rail bridge salvaged**

A tug boat, which remained stranded near the Pamban rail bridge nearly for two weeks, was salvaged in the early hours of Sunday. The Southern Railway and the Pamban Port conservator heaved a sigh of relief as four high-power boats of a Tuticorin-based firm skilfully pulled the tug boat around 2 a.m and took it away to a safe distance of three nautical miles from the bridge.

To facilitate the operation, the Railway suspended train services between 12.30 a.m. and 4.30 a.m. over the bridge.

After the tug boat was removed, the Pamban Port conservator, after getting clearance from the Rail bridge Engineer, allowed a pair of tug boat and barge, carrying a generator for Ennore thermal power plant from Mumbai to cross through the bridge from south to north.

The pair had been waiting for clearance since January 17. A coast guard vessel and a private vessel, which arrived on Sunday from Mumbai on its way to Kakinada, also crossed through the bridge.

Another pair of tug boat and a barge, carrying a crane from Malpe port in Kerala and proceeding to Krishna port in Andhra Pradesh, would be allowed to cross through the bridge on Monday, the conservator said. **Source: The Hindu**





27-01-2013 - 2 PIL container vessels moored at Swanson Dock Melbourne, the [Kota Lumayan](#) and [Kota Jasa](#)  
Photo : [Andrew Mackinnon](#) – [www.aquamanship.com](http://www.aquamanship.com) ©

## Bar pilot panel slow to act on complaint

The state commission that polices bar pilots who navigate ships through San Francisco Bay has gone nearly a year without acting on an extraordinary complaint against a captain lodged after his loaded oil tanker nearly ran aground off Richmond - an incident that could have caused an environmental disaster.

The California Board of Pilot Commissioners' handling of the allegation against Capt. David Chapman - made by the then-head of the San Francisco Bar Pilots Association - has come under scrutiny because of the contrasting treatment for another pilot in an accident that attracted far more publicity, an empty tanker's sideswiping of a Bay Bridge tower Jan. 7.

The pilot in that accident, Capt. Guy Kleess, was promptly put on paid administrative leave by the bar pilots association and remains on dry land. Chapman, on the other hand, is still piloting ships, and the state commission has yet to decide what it should do about the complaint against him.

Chapman, a 15-year veteran bar pilot, already had an at-fault accident on his record when he nearly grounded a tanker filled with 35,000 barrels of diesel fuel last February off Richmond.

Within days, Capt. Bruce Horton, then the president of the bar pilots association, wrote to the state commission, saying Chapman had a reputation for "excessive risk-taking" and urging the panel to perform a formal evaluation of him in response to complaints about his "questionable" and "unusual" ship-handling.

### Oil firms drop him

Oil-shipping companies, whose cargo is carried to and from refineries in ships under the control of bar pilots, were already alarmed by Chapman. Within days after the incident off Richmond, three of them - Chevron, Tesoro and the management of the Overseas Shipping Group vessel he had been commanding - told the commission they were barring Chapman from boarding their tankers. They have not lifted the ban, but Chapman is able to pilot other vessels.

The commission - consisting of seven members appointed by Govs. Arnold Schwarzenegger and Jerry Brown - received Horton's letter in March but didn't take it up for discussion until this month. By then, without considering the bar pilot chief's concerns, commissioners had already found Chapman to be at fault for the incident and decided to send him a letter of reprimand and have him undergo remedial training.

When they finally took up Horton's letter this month, one commissioner expressed concern that taking any further steps against Chapman would amount to "double jeopardy."

Chapman's attorney, Forrest Booth, told the state commission that far from being blameworthy, Chapman was the hero in the incident and had saved the ship from being run aground. Booth declined a request to comment for this story, and efforts to contact Chapman were unsuccessful.

### In control

Chapman and Kleess are among the 60 or so bar pilots who by state law control commercial vessels wherever they navigate in San Francisco Bay. The captain of a ship is still in command of the crew, but takes orders from the bar pilot until the vessel is out of the bay. The incident that soured oil companies on Chapman happened off the Richmond Long Wharf, which serves the Chevron refinery. The 600-foot-long tanker that Chapman was piloting, the [Overseas](#)

**Tampa**, had just taken on its load of diesel fuel from Chevron and was setting out for Hawaii when something went wrong.

The preferred method for Chevron pilots pulling away from the wharf, the state commission found, is to use two tractor tugs to help a ship make a pair of 180-degree turns and head to open sea. On Feb. 18, however, Chapman persuaded the tanker's captain to agree to an alternative plan: The tugs would pull the tanker backward and north, then position the ship at an angle that would, with the force of the maximum ebb tide, swing it toward the Golden Gate. Chapman called the move a "patient departure," telling the ship's master and tug pilots that it would work "as long as we're patient." **Source : sfgate.com**



The **CBO ATLANTICO** operating in the campos basin (Brazil) – **Photo : Capt Jan Plug ©**

## Captain, Your Fleet is Shrinking!

Since **Malcolm McLean** pioneered container shipping in the 1950s, the story of the industry has largely been one of growth. Trade has grown, the fleet has grown, and so has the expectation of consumers everywhere that all the goods will be in the shops for their next fix of retail therapy.

### Fleet Growth

Since 1997 global container trade has grown by 189%. Meanwhile, world containership fleet capacity has responded by expanding by 391% to meet the ongoing requirements of the liner network which connects all parts of the globe. The Graph of the Week shows this fairly clearly. The area shows the year-on-year growth rate of the containership fleet capacity each month since the start of 1997. Across that period, monthly y-o-y growth averaged 11%; in 1997/98 and again in 2006/07 it surpassed the 15% mark. But by the start of 2013 the total capacity expansion was a more moderate 6% over the previous 12 months, about the same as in early 2010.

### Starting to Shrink

Prior to both these points in time, scrapping had risen to slow the growth rate of capacity being generated by substantial levels of deliveries from the shipyards. The growth rate has been slowing throughout the last 18 months, a trend that has been bolstered by declining capacity in some parts of the fleet.

So, for the first time in the history of the sector the story hasn't been just growth, growth, growth. Following significant demolition in 2009 and 2012 of smaller and medium sized vessels, the sub-4000 TEU fleet has been shrinking; during 2012, 100-1999 TEU fleet capacity fell by 2.6% and capacity in the 2000-3999 TEU sector dropped by 5.9%.

### Bigger and Smaller

This might well have been expected (even if it feels new to read about shrinkage in the box shipping world). As volumes have increased on most trades, it has become economic to transport boxes on larger ships, and such upsizing has led to smaller units becoming increasingly surplus to requirements or pushed into niches outside the mainstream network. However, what is a surprise is to see the 2000-3999 TEU size sector shrinking even more quickly, with capacity falling by 173,000 TEU in 2012 compared to the 65,000 TEU drop seen in the sub-2000 TEU sector. Not so



long ago this segment was a real workhorse of the industry but today upsizing on north-south and some regional trades is focussing on larger units, with 55% of north-south capacity on 4000+ TEU ships.

**Call the Captain**

Does this trend look set to continue? In the short-term it looks like it, with about a tenth of units in these size ranges sitting idle, an appetite for further demolition to absorb surplus capacity, a small orderbook and a lack of liquidity amongst traditional tonnage providers. Observers of this size sector could well see it shrinking further yet.

Source: Clarkson Research Services



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The 2000 built ITA flag and owned vehicles carrier carrier **GRANDE BRASILE** entering Grand Harbour, Malta on Saturday 26th January, 2013 for repairs at **Palumbo Malta Shipyard Ltd** while passing her sister ship **GRANDE AMBURGO** that was in the same dock as **BRASILE** will be drydocked

Photo : Mr. Szabolcs Pocza - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

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The **LEWEK CHAMPION** near Pulau Jemaja, South China Sea, towed by the **LEWEK KESTREL**. As seen from Heerema's **AEGR** enroute Singapore. Photo : **Wouter Blom** ©

## einde aan ontgassen en stank binnenvaarttankers

**MariFlex** introduceert eerste mobiele damp opvanginstallatie voor scheepvaart



De mobiele MVRU-1100 van **MariFlex** kan schepen en ladingstanks snel en goedkoop ontgassen en inert maken.

- De uitstoot van schadelijke gassen en dampen uit zee- en binnenvaarttankers in Nederland kan fors worden teruggedrongen. Het Vlaardingse bedrijf MariFlex neemt binnenkort een mobiele installatie in gebruik waarmee het tanks en schepen voortaan snel en eenvoudig kan ontgassen, inert maken en alle resterende dampen van de lading kan opvangen en afvoeren.

Deze revolutionaire **Mobile Vapour Recovery Unit (MVRU-1100)** kan een eind maken aan de stank en ongewenste emissies die vrijkomen bij het ontgassen van schepen. Daarnaast kan het systeem het overpompen van lading tussen zee- en binnenvaarttankers in havens aanzienlijk versnellen. De installatie is inmiddels getest en wordt eind januari uit Amerika naar Nederland overgevlogen.

De **MVRU** zuigt alle dampen uit het schip en stuurt die naar een koeling waar ze met behulp van stikstof weer vloeibaar worden gemaakt en opgevangen. Daarbij wordt de emissie van Vluchtige Organische Koolwaterstoffen (VOC's) tot de wettelijke waardes gereduceerd. Het apparaat heeft de afmeting van een 20 voets container, weegt 'slechts' 5 ton en is daardoor overal mobiel inzetbaar. De techniek is ontwikkeld door het Amerikaanse Purgit en door **MariFlex** aangepast, verbeterd en geschikt gemaakt voor de Nederlandse markt.

De MVRU kan ingezet worden bij het overpompen van lading tussen zeeschepen en binnenvaartschepen, voor het leegpompen van schepen en tanks bij reparatie en onderhoud op een scheepswerf, bij inspecties van schepen en bij het leegmaken van terminals en opslagtanks in havens.

„Wij hebben de eerste echte mobiele unit op het water die alle producten aankan en schepen kan ontgassen zonder emissie,” stelt directeur **Gerd Jan van de Pol** van **MariFlex**. „Dat scheelt veel tijd bij het laden van zeeschepen in binnenvaartschepen. We zetten onze **MVRU** neer en pompen maar.”

Vanwege het explosiegevaar zijn zeeschepen met gevaarlijke en brandbare stoffen inert. Voor binnenvaartschepen geldt die verplichting niet. Bij het overpompen van lading uit inerte zeeschepen naar niet-inerte binnenvaartschepen zouden zuurstof en restdampen van het ontvangende schip weer teruggepompt worden in het zeeschip. „Dat zorgt voor gevaarlijke situaties en daarom accepteren de meeste zeeschepen geen inerte binnenvaartschepen meer,” vertelt **Van de Pol**. Omdat het inertiseren van een schip 6 tot 8 uur duurt, kiezen veel schippers voor een makkelijkere oplossing: ontgassen in de open lucht. Soms in de haven, soms op de rivieren. Dat zorgt voor veel ongewenste emissies van gevaarlijke gassen en stankoverlast. Daarom wordt door diverse overheden gepleit voor een verbod op ontgassen.

Van de Pol: „In Amsterdam bijvoorbeeld ligt de hele ship to ship business vanwege een verbod op niet-inerte schepen op zijn gat. Alle zeeschepen komen nu in Rotterdam om over te laden in binnenvaartschepen, maar daar zijn de regels sinds 2011 ook aangescherpt. In de praktijk wordt echter nog veel geventileerd of ontgast. Ons systeem kan het hele ship to ship laden en lossen weer op gang helpen.” **Voor meer informatie: [www.mariflex.net](http://www.mariflex.net)**

	 <b>Leerling Proces Operators</b> TOS zoekt voor de BP Amsterdam Terminal (BAT) Leerling Proces Operators. Ben je woonachtig in de regio Amsterdam en beschik je over een technische en/of nautische opleiding op MBO-niveau? Mail dan onze divisie Select: <a href="mailto:select@tos.nl">select@tos.nl</a> Ervaring op een tanker of in de procesindustrie is een pre.	 <b>www.tos.nl</b>
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## Hope in Ports of Auckland dispute

As the Ports of Auckland employment dispute grinds into its sixteenth month, a long-awaited resolution may be on the horizon.

The Employment Relations Authority (ERA) has been facilitating efforts to form a collective agreement between the Port company and the Maritime Union.

It has now sent out a set of recommendations to both parties to try and break the impasse. Maritime Union boss Garry Parsloe confirmed that the ERA recommendations had been received around the middle of last week.

He said the contents were confidential, for now. "They may well become public, or they may well not." However, there is no guarantee that the non-binding recommendations will bring an end to the standoff. The dispute, which began in September 2011, was centred around the Port's plan to introduce flexible working conditions to improve productivity and competitiveness.

It has prompted rolling strikes, lock-outs, mass protests and bitter public debate, as well as inconveniencing retailers and port customers.

Most of the industrial action had died down by April last year, when the two parties sought help from the Government to hash out a collective agreement. Ports of Auckland, which is controlled by the Auckland Council, could not be reached for comment. **Source : Fairfax NZ News**

## Situation in Egypt

due to the current instability and unrest presently faced in Egypt in the last two days, a State of Emergency has been declared on the major Suez Canal city boundaries of Port Said, Suez and Ismailia for a limited period of 30 days. A



curfew has been imposed in these specified cities and will be established from the hours of 9:00 pm to 6:00 am for a period of 30 days until further notification. This will not in any way affect the vessel movements in the canal nor will it delay any convoys; all transits will be running as scheduled. All arrangements for issuing transits-related documents/formalities with Banks as well as different authorities and Suez Canal Authority will be handled as usual.

Furthermore, please be notified that all arrangements made in regards to crew transportation and formalities must be carried out before the curfew time. **Source : Dominion Shipping Agencies (Egypt)**



**NORMAND SKKARVE** seen in the Irish Sea with **North Morecambe platform** in the background  
**Photo : Bert de Ruiter ©**

## Vroon orders new subsea-support vessel



The **VOS SHINE** – Photo : Marco Breen ©

**Vroon Offshore Services** announces the order of a newbuilding subsea-support vessel (SSV) at **Fujian Southeast Shipyard** in China, with an option in place for a second vessel. The vessel follows the two SSVs built at the Shipyard in 2012 for **Vroon Offshore Services** (**VOS SHINE** and **VOS SWEET**), according to press release. The new vessel, to be named **VOS SUGAR**, is a modern SSV with retractable thruster and super- silent tunnel thruster, providing a high standard of comfort for both passengers and crew. She is scheduled for delivery in early 2015 and will be operated by **Vroon Offshore Services B.V.** in Den Helder. Source : PortNews



The **VOS SHINE** passing the Stellendam locks enroute to the **Maaskant shipyard**  
Photo : Capt Dean Spekman – Master VOS Shine ©

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Rapid change in Esbjerg harbour. Brrrr. Photo : Matt Wilkins Pacific Orca ©

## Kenya: Truck kills 11 people boarding Kenya ferry

People stand on the deck of a ferry where a truck lost control and rammed into passengers boarding the boat Kenya's port city of Mombasa on January 26, 2013. At least 11 people were killed, the Kenya Red Cross said. Graphic showing Kenya's port city of Mombasa where at least 11 people were killed Saturday morning when a lorry lost control and rammed into passengers boarding a ferry. The lorry which lost control and rammed into passengers boarding a ferry Kenya's port city of Mombasa on January 26, 2013. At least 11 people were killed, the Kenya Red Cross said. AFP - At least 11 people were killed Saturday morning when a truck lost control and rammed into passengers boarding a ferry in Kenya's port city of Mombasa, the Kenya Red Cross said. "So far we can confirm 11 deaths from the ferry tragedy. Those that had been trapped were rescued and more than 20 people have been evacuated," Mombasa regional Red Cross chief Mwanaisha Hamisi told AFP. Hamisi confirmed witness accounts of the event, saying "the lorry rammed into the passengers as they were boarding the ferry." "Its brakes failed then it lost control and hurtled down the ferry's boarding ramp, running over the passengers and trapping people underneath it," the Red Cross official added. Hamisi said that the death toll could rise as "many people are trapped in the wreckage." A witness, Hassan Juma, who was on his way to work told an AFP reporter that he "saw the lorry lose control and ram into a crowd of passengers boarding the ferry." The incident occurred at around 6:30 am local time (0330 GMT). "The lorry was actually on the boarding queue waiting for the next ferry when its brakes failed," she said. The area traffic police boss confirmed the Saturday incident but was unsure of the number of dead and injured. "We have dispatched a team to the scene... We can't tell the exact number of people because there are a lot of people usually crossing the channel," regional traffic police chief Joshua Omukata said. By 0900 GMT, services across the channel had resumed, with authorities recording no further casualties. The Mombasa ferry service has in the recent past seen several incidents including breakdowns halfway through the Likoni channel -- the key link between Mombasa Island and Kenya's south coast -- which also serves as a corridor for traffic heading to neighbouring Tanzania. In November, thousands of travellers, including tourists, were delayed for several hours after all the ferries shuttling across the channel were cancelled following mechanical breakdowns. The Kenya Ferry Service says that up to 200,000 people and 5,000 motorists use the ferry services every day. In October a tanker got stuck at a ferry ramp and partially sunk, spilling thousands of litres of cooking oil into the Indian Ocean. Mombasa, some 400 kilometres (248 miles) southeast of the capital Nairobi, is Kenya's main port city and a key tourist hub famed for its hotels and sandy beaches. For the non-faint-of-heart there's video here :

<http://www.youtube.com/watch?v=Yszi4zGRI94> **WARNING: Pictures may be disturbing.**

Source : AFP / ferries outside Europe





Swire's Hong Kong registered "**KWANGSI**" of 18468 gross tonnes arriving in Timaru photo : Tom Johnston (c)

## NAVY NEWS



The new Armed Forces of Malta (AFM) Maritime Squadron 12metre RIB's with 3 outboards of 350HP each on Thursday 24th January, 2012 of which were ordered from Boomeranger Boats of Finland after they won the European tender to deliver 3 high speed rigid inflatable boats to the AFM.

Photo Szabolcs Pocza - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

# US group visits Taiwan base amid submarine deal speculation A US congressional group paid a rare visit to a Taiwan naval base on Sunday,

a military source said, raising speculation about efforts to revive a US deal to provide the island with eight submarines.

The delegation, led by Edward Royce who is chairman of the US House Committee on Foreign Affairs, arrived on Saturday as part of a visit to East Asia, according to the de facto US embassy, the American Institute in Taiwan.

"While in Taiwan, the delegation will meet with senior leaders to discuss US-Taiwan relations, trade and other significant issues," it said in a statement. The delegation visited the Tsoying naval base in the south for a briefing and boarded a warship on Sunday before meeting Kaohsiung city mayor Chen Chu, the military source told AFP, without providing details.

The United States remains the leading arms supplier to Taiwan despite switching diplomatic recognition from Taipei to Beijing in 1979. In April 2001 then-President George W Bush approved the sale of eight conventional submarines as part of Washington's most comprehensive arms package for the island since 1992.

Since then, however, there has been little progress in filling the order.

The United States has not built conventional submarines for more than 40 years and Germany and Spain reportedly declined to offer their designs for fear of offending China. "The military will voice its desire to obtain the submarines while briefing the US congressional delegation, given Taiwan's pressing need," the Liberty Times quoted an unidentified officer as saying. The Taiwanese navy currently has four submarines, but only two of them -- Dutch-built - could be deployed in the event of war. The other two were built by the United States in the 1940s.

Tensions between Taiwan and China have eased markedly since President Ma Ying-jeou came to power on a platform of strengthening trade links and allowing more Chinese tourists to visit. Ma was re-elected in January.

Source : ChannelNews Asia / AFP

## **Russian Shipyard Starts Work on Fifth Buyan Corvette**



A shipbuilder in Russia's republic of Tatarstan has begun construction of a fifth Project 21631 Buyan-class missile corvette for the Navy, the Zelenodolsk shipyard said on Friday. The corvette, a derivative of the earlier Project 21630, will be named **Serpukhov**.

The Buyan-class is optimized for anti-surface warfare. It is armed with an eight-round launcher for 3M54 Kaliber (SS-N-27) cruise missiles, Igla 1M anti-aircraft missiles, a 100-mm main gun and two 30-mm air-defense guns and is equipped with electronic countermeasures equipment, according to Russian-ships.info. It has a speed of 25 knots, a range of 1,500 miles and an endurance of 10 days. The lead ship of this project, the Grad Sviyazhsk, was laid down in August 2010; the second, the Uglich, in July 2011; the third, the Veliky Ustyug, in August 2011; and the fourth, the Zelyony Dol, in August 2012. Source : RiaNovosti

## **Aircraft Carrier Gerald R. Ford (CVN 78) Topped Off with 555-Metric Ton Island**

**Huntington Ingalls Industries (HII)** celebrated significant progress as the 555-metric ton island was lowered onto the nuclear-powered aircraft carrier **Gerald R. Ford (CVN 78)** at the company's Newport News Shipbuilding (NNS) division. The island will serve as the command center for flight deck operations aboard the first of the next-generation class of aircraft carriers.



"The **Gerald R. Ford** continues our tradition of building quality ships," said NNS President Matt Mulherin. "It is our duty, our responsibility and--indeed--our great privilege because we know **CVN 78** will provide American presence and diplomacy anywhere she is needed. She will be home to thousands of sailors, and she will keep President Ford's legacy alive for future generations."

Susan Ford Bales, daughter of the late President Gerald R. Ford and Betty Ford, serves as the ship's sponsor and participated in the event. "Shipbuilders--thank you for your extraordinary work," she said. "You are a national treasure. Thank you very much." Ford Bales also placed items under the island during the mast-stepping, an ancient Roman ceremony in which coins were put into the mast of a ship to ensure safe passage and good luck. Ford Bales placed a sandstone piece made of the same sandstone used in the construction of the White House and the

U.S. Capitol. The piece was embedded with a unique coin designed by Ford Bales, as well as five official seals representing her father's service to the nation.

"The **Gerald R. Ford** represents an incredible engineering achievement--truly a wonderful blend of technical know-how and American heavy metal," said Rear Adm. Ted Branch, commander, Naval Air Force Atlantic. "This ship will operate until about 2065 or beyond."

Gerald R. Ford is being built using modular construction, a process where smaller sections of the ship are welded together to form large structural units, equipment is installed, and the large units are lifted into the dry dock. The 60-foot long, 30-foot wide island represents the 452nd lift of the nearly 500 total structural lifts needed to complete the ship. At this stage in construction, Ford is about 90 percent structurally complete.

"When the island is landed, **Gerald R. Ford** will take on that distinctive and unmistakable profile of an aircraft carrier," said CVN 78's prospective commanding officer Capt. John Meier. "Its profile will be easily recognizable; it belies the advancement of essentially every system aboard the ship. Simply put, this is not your father's aircraft carrier."

The island is redesigned on Ford to incorporate the latest technology in flat-panel array radar systems and dual-band radar that provides improved functionality. It is shorter in length but stands 20 feet taller than islands on previous aircraft carriers. Its placement is 140 feet further aft and 3 feet further outboard than previous carriers to improve flight deck access for aircraft operations. The first-in-class ship also features a new nuclear power plant, electromagnetic catapults, improved weapons movement, an enhanced flight deck capable of increased aircraft sortie rates, and growth margin for future technologies and reduced manning.

**Huntington Ingalls Industries (HII)** designs, builds and maintains nuclear and non-nuclear ships for the U.S. Navy and Coast Guard and provides after-market services for military ships around the globe. For more than a century, HII has built more ships in more ship classes than any other U.S. naval shipbuilder. Employing more than 37,000 in Virginia, Mississippi, Louisiana and California, its primary business divisions are **Newport News Shipbuilding and Ingalls Shipbuilding**.





25-01-2013 The German **F 262 ERTFURT** arriving in Antwerp photo : **Jasper Van Raemdonck** ©

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The **VIKING ATHENE** arriving in IJmuiden – photo- **Willem Harlaar** ©

## OSK completes setting up of Southern Center of shipbuilding and ship repair

OJSC United Shipbuilding Corporation has completed setting up of the Southern Center of shipbuilding and ship repair – the final documents were signed in Astrakhan region on January 23, 2013, OSK press center reports.

All the documents were properly signed, registered and officially filed to the tax inspectorate of the region's Nariman district. The official ceremony of the Southern Center setting-up to be attended by the Astrakhan region Governor Aleksandr Zhilmin and OSK President Andrei Dyachkov is scheduled for February 4.

The Southern Center comprises Novorossiysk, Kriushino and Tuapse shipbuilding and ship repair yards, Astrakhan shipyard named after Karl Marks and Lotos Shipyard. Earlier Western Center of Shipbuilding, Northern Center of Shipbuilding and Ship Repair and Far East Center of Shipbuilding and Ship Repair were set up and handed over to OSK under the order of the RF President.

United Shipbuilding Corporation (OSK OJSC) is the largest shipbuilding company in Russia. It was set up in 2007 with 100% federal ownership. The holding comprises 60 companies and organizations (major shipbuilding and shiprepairing companies as well as leading design bureaus). Currently, OSK consolidates about 80% of the domestic shipbuilding complex. The Russian market is the main focus of the state corporation though it also exports its products to 20 countries worldwide.[source :PortNews](#)

## First PSV 3300 for WWS launched 'WORLD DIAMOND'



On January 18th, 2013, [Damen Shipyards Galati \(Romania\)](#) has launched the [WORLD DIAMOND](#), the first of a series of six fully equipped Platform Supply Vessels for Norwegian offshore company World Wide Supply. The PSV 3300 series is part of [Damen's](#) newly designed range of platform suppliers.

Like the other five ships, The [World Diamond](#) is built and completed in Galati in cooperation with [Damen Shipyards](#) Gorinchem (The Netherlands) which provides the design, engineering and main equipment. [Damen](#) cooperates with a number of specialized suppliers and co-makers, respectively: [Helmerts](#) (insulations, upholstery and furniture), [Eekels](#) (electrical equipment and installations), Den Breejen (painting and conservation' and [Johnson Control](#) together with [De Haan Galati](#) (air conditioning and ventilation).

Purpose

The main purpose of the vessel is transport of different cargoes (fuel, drinking water, salt brine, cement, barite, drilling mud, drilling pipes, etc.) and crews to and from offshore drilling rigs and production platforms in support of hydro carbon exploration and production activities. The **PSV 3300** can also carry conventional containers on deck for diverse cargo. Furthermore, this DP2 platform supplier has fire-fighting capabilities and is provided with oil recovery equipment.

### Damen E3

To reduce the environmental impact of its vessels and improve efficiency at the same time, Damen adheres to its E3 principles: Environmentally friendly, Efficient in operation and Economically viable. Combining the needs of the planet, the people operating the ship and the owner's need to make a profit, the need for a new design emerged. Hull shape, coatings, the location of oil tanks, refrigerants, recovery of waste heat and engine emissions. The PSV 3300 CD fulfils the latest requirements of Clean Design and Environmental Protection standards of the major classification societies.

#### Characteristics

•	Total length	80.10 m
•	Breadth	16.20 m
•	Draught	6.15.m
•	Deadweight	approx.. 3300 t
•	Max. weight on deck	400 t
•	Classification Society	LRS (Lloyd Register of Shipping)
•	Crew + passengers	16 + 6 persons
•	Speed	13,7 knots

**VIDEO** A short video is available [here](#)



The **GREEN SEASON** Leaving Gatun Locks Panama into the Caribbean Sea [photo ; Robert de Vlaming ©](#)

## Ukraine built two vessels on Norwegian company's order

At the **Zaliv Shipyard PLC** (Kerch, Crimea, South Ukraine) two ship hulls for supplying of drilling platforms have been floated out, web portal of Ukrainian Government informs. The Head of the Crimean Council of Ministers Anatoliy Mogilyov took part in the inauguration ceremony.

The Head of the Crimean Government stressed the high importance of the shipbuilding industry for the economy of the Crimea and congratulated plant workers on the successful execution of the next order. "Today is an outstanding event - launching of two vessels. I congratulate all plant workers on the completion of construction, low bow to you for work. In turn, the authority pays great attention to the development of the industry, passes laws on priority



development of shipbuilding in Ukraine", Anatoliy Mogilyov addressed to plant workers. The representative of the Norwegian company-customer informed that products, which are produced by the **Zaliv Shipyard**, meet all modern standards of quality: "The vessel's hulls are one of the finest and best-equipped, which the Zaliv Shipyard built for our company. I express my gratitude to all the employees of the plant; you have done an excellent job". Anatoliy Mogilyov handed diplomas and lapel badge the Cabinet of Ministers of Ukraine and the Council of Ministers of Crimea to plant workers and letters of acknowledgment of the Prime Minister of Ukraine and the Head of the Council of Ministers of Crimea. A ship for supplying of drilling platforms was floated out, platform supply vessel, PX121 project. It was produced on the order of the Ulstein Hull AS. Its length is 83.40 m, width - 18 m, height - 8 m. Hull and propulsive setting of this ship made for the conditions of the North Sea and North Atlantic. It was launched a **PSV 3300**. Company-customer **Damen Shipyard Bergum** (Holland). Length of vessel - 80.10 m, width - 16.2 m, height - 7.5 m.

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The **MSC PALOMA** enroute Antwerp –  
Photo : Sjaak Klaassen - Klaassen F&V Production ©

## Stena Line escapes worst fear

Stena Line's chairman **Carsten Kruse** told the newspaper Jyllands-Posten how he reacted when he early Thursday morning was informed of the outbreak of fire on board the ferry **Stena Nautica**. "The hair rises on your head, and you let go of everything and move", says Carsten Kruse to Jyllands-Posten. "It's our biggest fear that a fire breaks out on one of our ferries. Everybody remembers the Scandinavian Star accident, which is the ultimate fear for a shipping company", says Carsten Kruse. There were 117 people - 70 passengers and 40 crew members - on board the ferry, when a fire broke out early Thursday morning. The fire started on a truck on the ferry car deck. "We always have people walking around the ship to inspect that everything is in order on the ferry car decks. They go with a hand

scanner and beepsbarcodes, so you know they've been in the right places at the right times. Furthermore we have all kinds of sensors - we have sensors that detect heat, and we have standard fire detectors", says Carsten Kruse.

Nobody was hurt in the fire that finally was extinguished when the ferry reached the port of Varberg. The ferry escaped the accident with some smoke damage but may, however, cancel its next two departures.

Source: Morgenavisen Jyllands-Posten via Maritimedanmark.dk / Ferries of Northern Europe

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## World's largest container ship to be launched in June 2013



The launch of the world's largest container ship Triple-E is scheduled for June 2013 by Maersk, Wired informs. The Triple-E — so named for "energy, efficiency and economy of scale," according to Maersk — will be able to fit 18,000 TEU. The Danish shipping group says that the Triple-E vessels will cut in half CO2 emissions per container delivered from Asia to Europe.

Source : portnews



The **SELANDIA SEAWAYS** outbound from Vlaardingen – Photo :Kees Torn (c)



het kruisend ijs dat de vuurtoren van Marken (Het [Paard van Marken](#)) bedreigd. Foto : [Arie van Dijk](#) ©

## TWMA TARGETS SCANDINAVIAN GROWTH WITH NEW REGION MANAGER

TWMA, the leader in integrated drilling services and environmental solutions for the international onshore and offshore oil and gas industry, has appointed Leif Ove Svensen as Scandinavia region manager.

Mr Svensen has more than 22 years' experience in the upstream oil and gas sector and previously held senior management positions within a number of Norwegian oil and gas service companies.



Responsible for managing the implementation of TWMA's growth strategy for the region, Svensen will play a key role in the further development of the company's Stavanger and Mongstad bases.

Commenting on his appointment, Mr. Svensen said: "Some of the largest operators within the industry have major interests in Norway and the Scandinavia region. As demand for TWMA's solutions continues to grow, it is important that we continue to deliver the quality service for which we are known, providing operators with a complete solutions package." TWMA currently employs 30 people at its recently improved Stavanger and Mongstad bases, supplying onshore processing, slops treatment and support services for skip and ship operations in the Norwegian Continental Shelf (NCS).

TWMA's sales director Rob O'Neill adds: "Norway is a key strategic region for TWMA. We have recently increased the capacity at our Mongstad base and this means that we are perfectly placed to provide Norwegian operators with solutions that are both cost-effective and environmentally sustainable. Looking forward, we are also working alongside various operators and industry associations to potentially introduce offshore processing to the NCS region.

"Svensen's experience will be key as we continue to develop and grow this important market." TWMA is currently working with the Norwegian Oil and Gas Association (Norsk Olje & Gass) as part of a steering group to coordinate efforts by operators to outline and implement recognised protocols for handling and treating waste materials associated with drilling operations offshore on the NCS. For more information: [www.twma.co.uk/](http://www.twma.co.uk/)

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



Kotug' **RT ROB** operating in Bremerhaven photo : unknown

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