

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 293



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BBC Charterings **SJARD** enroute Amsterdam – Photo : Marcel Coster ©

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EVENTS, INCIDENTS & OPERATIONS



The Fishery Research Vessel **MED SURVEYOR** moored in Gibraltar , the 47 mtr long vessel is built in 1968 at the South Portland Engineering Co. - South Portland, Me Yard under hull number No : 101 and delivered to the United States Government as the **DELAWARE II** and was renamed in **MED SURVEYOR** in August 2013 after been sold to Solange Maritime SA and is now operated by Vanity Fair Marine Inc in Greece, she is flying now the Cook Island flag –

Photo : Francis Ferro ©

Mr. George A. Tsavlis is elected Chairman of CYMEPA



Following the successful Maritime Cyprus 2013 Conference, the **Cyprus Maritime Environment Protection Association (CYMEPA)** hosted their 21st Annual General Meeting on the 8th October in Limassol, Cyprus, to discuss important issues on the CYMEPA agenda. During this meeting it gives us great pleasure to announce that **Mr. George A. Tsavlis** was elected President of CYMEPA.

The principal aim of CYMEPA is to encourage and actively assist effective efforts to prevent all forms of pollution of the sea. The Association also helps seafarers and executives to be more aware of safety and the protection of the marine environment. CYMEPA also operates extensive public awareness campaigns and we are proud to be a part of such a great organization. Mr. Tsavlis, who is also Chairman of INTERMEPA, strongly supports the work which CYMEPA does and believes that the MEPAs should be encouraged and continue to have synergy between them to achieve maximum results.



The **GECO TOPAZ** moored in Malta – Photo : Gaetano Spiteri ©

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Pirate attacks by heavily armed gangs surge off Nigerian coast

By : Jonathan Saul

Pirate attacks off Nigeria's coast have jumped by a third this year with ships passing through West Africa's Gulf of Guinea, a major commodities hub, increasingly under threat from gangs wanting to snatch cargoes and crews.

"Pirates, often heavily armed and violent, are targeting vessels and their crews along the (Nigerian) coast, rivers, anchorages, ports and surrounding waters. In many cases, they ransack the vessels and steal the cargo, usually gas oil," the International Maritime Bureau (IMB) reported on Thursday.

Countries on the Gulf of Guinea, including Nigeria, Ghana and Ivory Coast, are major sources of oil and cocoa and increasingly metals for world markets.

Unlike the dangerous waters off Somalia and the Horn of Africa on the eastern coast of Africa, through which ships now speed with armed guards on board, many vessels have to anchor to do business off West African countries, with little protection. This makes them a soft target for criminals and jacks up insurance costs.

Data from the IMB, which coordinates the fight against maritime crime and malpractice, showed Nigeria remained the main source of piracy in the region with 29 attacks on vessels recorded in the first nine months of 2013, up from 21 in the same period last year. There were four separate attacks around Ivory Coast this year versus three in the 2012.

Analysts say while Somali gangs have focused on capturing vessels to extract ransom money, criminality in West Africa, including oil theft, poses more complex problems.

In a separate report last week Denmark-based security firm Risk Intelligence estimated 117,000 tonnes of oil products worth around \$100 million had been stolen by pirate gangs in the Gulf of Guinea since 2010. This includes the diesel known as gas oil. In June, West and central African nations agreed to set up a monitoring centre to coordinate efforts to combat piracy.

"The risk of attack remains high across the Gulf of Guinea. Armed robberies, hijackings and incidences of kidnap for ransom are likely to continue up to, and possibly beyond, 150 nautical miles from the coast," said Rory Lamrock of UK based security firm AKE.

In August, Nigeria's navy killed 12 pirates in a gun battle as they tried to flee from a fuel tanker they had hijacked. Ghana's navy separately in August intercepted a ship and arrested its crew on suspicion of hijacking a tanker. Officials could not be reached for comment on Thursday. Nigerian media reported last week that authorities had boosted their fleet of counter-piracy patrol boats to 11 vessels from eight previously.

The IMB said in the first nine months of 2013 the Gulf of Guinea accounted for all crew kidnappings worldwide, 32 of them off Nigeria, and two off Togo. In such incidents, sailors are taken ashore and usually held for ransom.

Despite the jump in West Africa, overall global pirate attacks fell in the period to the lowest level since 2006, helped by a slowdown in attacks by Somali groups.

The IMB said there were 188 piracy incidents in the January to September period, down from 233 last year. Hostage-taking had also dropped with 266 people taken this year, compared with 458 in the same period in 2012.

Prompted by soaring costs for shippers, including insurance and the safety of their crews, international navies have stepped up pre-emptive action against pirates, such as strikes on bases on the Somali coast. Shipping firms are also using armed guards and measures such as better monitoring and razor wire defences. "Although the number of attacks is down overall, the threat of attacks remains, particularly in the waters off Somalia and in the Gulf of Guinea. It is vital that ship masters continue to be vigilant as they transit these waters," said IMB director Pottengal Mukundan.

Source : Reuters

Migrants arrive in Malta - 24 hours after being located

A group of 129 migrants arrived at Marsamxett on board a patrol boat - some 24 hours after their rubber dinghy was spotting in rough seas 70 miles south of Malta. One was referred to hospital.



the San Antonio Class Amphibious Transport Dock Ship **USS SAN ANTONIO LPD 17** shortly after disembarking 129 rescued migrants onto the Armed Forces of Malta **Protector Class OPV P52** in delicate situation cause of north westerly swell with wind gusting Force 6 off Marsaxlokk Harbour, Malta on Thursday 17th October, 2013.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

The migrants - mainly men - appeared in good health as they disembarked from the deck of the patrol boat. Some were covered by blankets. Most of them - 70, are from Gambia, 36 from Senegal, two from Nigeria, three from Sierra Leone, one from Guinea, six from Guinea-Bissau, 10 from Mali, and one from Burkina Faso.



They were transferred to the patrol boat some two miles off Marsaxlokk this morning, having been rescued during the night by the US Navy US amphibious assault ship **USS San Antonio**, which brought them to Maltese waters.

The US vessel was also in the news earlier this month when an alleged Al Qaeda operative was interrogated on board last week after having been captured by a US team in a raid on his Tripoli hideaway. The operative, Nazih al-Ragye, better known by the cover name Abu Anas al-Liby, was arraigned before a New York court two days ago.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

Prime Minister Joseph Muscat, currently in Israel, told reporters that the migrants were being brought to Malta because they were in distress and Malta was the closest port. He said the priority was to save lives and he did not want to see another tragedy unfold. Dr Muscat said, however, that it was worrying that Italy had declared a state of emergency in Sicily and Lampedusa was declared to be an unsafe port.

Malta, he said, was speaking to Italy but was not excluding anything since its own resources were already stretched. "I hope this puts more pressure on the EU to translate words into action," he said. Dr Muscat was speaking in Tel Aviv after visiting the Weizmann Institute. He noted that all he had heard in the past days from the EU were words. "Throughout my visit here [Israel] I have not stopped receiving calls on migration. We have another boat that may have to be brought to Malta. This phenomenon won't go away." **Source : Times of Malta**

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40 YEARS “YOUNG” AND STILL GOING STRONG

Last week the Ocean Going tug **PACIFIC HICKORY** made a pitch stop in Singapore to load stores / fresh water and crew change before commencing her next voyage over one of world oceans.



The **PACIFIC HICKORY** is built in 1973 at the Saint John Shipbuilding LT ship yard in St John NB – Canada under yard number 1108 and was delivered to JD Irving as the **IRVING MIAMI** under the Canadian flag.



In 2007 the tug was sold to Pacific Offshore Services and renamed **PACIFIC HICKORY** and received a complete refit in March 2012 the owner became **SEABRIDGE MARINE CONTRACTORS** in Canada, the 46,8 mtr long and 11.8 mtr width tug is powered by 2 **EMD 645E7** 20 cylinder engines with a total output of 3600 hp each



, which are driving a propeller in a **Kort Nozzle** via an **Falk** reverse reduction gearbox 4.719:1 the engines are giving the tug a bollard pull of **100 tons** and a free running speed of 12.5 knots , further more an 250 hp bowthruster is installed





The tug operates with a 11 persons crew, the Master **Capt. Stefan** is Polish / Canadian and the rest of the crew are from the Philippines , left is seen the Galley with below the messroom.



on deck the tug is equipped with a double drum **Burrard HK-D** hydraulic towing winch capable to handle upto 1000 mtr 57.1 mm towing wire on each drum



The towing winch and the 2 Burrard 30" mooring capstains installed at the main deck are operated from the top deck behind both funnels With on the left and right seen the yellow painted wheels of the breaks



The tug is furthermore equipped with a stern roller , tow pins & grab hook and

on the bow a single anchor winch





In Singapore whilst alongside the [ASL shipyard](#) the [PACIFIC HICKORY](#) was prepared for her next assignment, to tow a barge from Singapore to the Panama Canal via Cap Good Hope with a bunker stop, after the delivery of the barge the planning showed in continuation another barge from the Panama Canal towards the Falkland Island , I would like to wish [Captain Stefan](#) and his crew a safe trip ! [all photo's : Piet Sinke ©](#)

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Will the Baltic Dirty Tanker Index show signs of improvement?

The single most important indicator that affects tanker companies' performance is shipping rates. One widely followed index that tracks the price of shipping crude oil (unrefined oil) across the ocean for representative routes is the Baltic

Dirty Tanker Index. Compiled daily by the Baltic Exchange for rates settled in the spot market on a time charter equivalent basis, it's widely considered a leading indicator due to its timeliness.

Rates remain low amid pressure

On October 11, the Baltic Dirty Tanker Index stood at 586. Overall, the tanker index remains in a downtrend since late 2009, making new lows on every bounce and trough. But it has been trying to find support on the lower range as ship companies scrap vessels. It's a slow bleed.

The index was climbing higher in July, as demand rose in the United States and shipments to China increased. Fewer new ship deliveries and scrapping activity also helped. However, it was nonetheless a short-term bounce and rates fell in August.

Waiting for the downtrend to reverse

The lower bound of the chart above reflects rates the industry tries to support. As rates come down, companies will scrap ships, go bankrupt, cancel new deliveries, or delay deliveries. So, as time passes, the industry comprises a fleet portfolio that can do business at cheaper rates.

The upper bound is the level that companies will try to take advantage of by receiving new ships. A breakout of the downtrend will mean there aren't enough new ships to keep rates low anymore. If that happens, expect tanker stocks to rise in share prices—similar to what we've seen for dry bulk stocks.

Could the worst be over?

On a year-over-year basis, the index appears to be showing some positive development—rising from negative to positive territory in August. While it fell recently, it has stayed above figures seen before this summer. This reflects a smaller increase in excess supply growth on a year-to-year basis.

Something is brewing

With capacity growth coming down sharply, the worst for the crude tankers may be over. While crude shipping stocks could still face headwinds in the short term, something appears to be brewing. If stocks like Frontline Ltd. (FRO), Nordic American Tanker Ltd. (NAT), Teekay Tankers Ltd. (TNK), and Ship Finance International (SFL) can survive in the short to medium term, investors may see unexpectedly high returns.

The Guggenheim Shipping ETF (SEA) is also influenced by fundamentals within the crude tanker industry, although it does invest in other shipping companies like product tankers, dry bulk, LNG (liquefied natural gas), and shuttle tankers—which have all done well as a whole. **Source: Market Realist**



The **MSC FORTUNATE** navigating the North Sea – **Photo : Jan van Vuuren ©**

Japanese owners gearing up for major LNG fleet expansion

Japan's top shipowners are gearing up for a major expansion of their LNG shipping fleets according to the Marshall Islands Registry. Senior officials from International Registries Inc (IRI), which administers the Marshall Island's Registry, have been meeting with Japanese shipowners in Tokyo this week and said that LNG was the "hot topic".


Speaking to Seatrade Global from Tokyo, Bill Gallagher, president of IRI, said: "We've met with a number of owners this week all they are all in the planning stages for new orders. From what we have been hearing here you are going to see a rapid expansion of the Japanese LNG fleet.

"From what we can see the 'big three' (K-Line, NYK and MOL) are really focused on LNG expansion. That is the hot topic among the big three."

As to the exact numbers of LNG carriers that will be ordered Gallagher explained it was still under discussion. "They're still determining the numbers and their interacting with the cargo owners. But everybody is of the same opinion that they are going to need a lot [of LNG carriers]."

Japan has for many years been a major importer of LNG, but the backlash in public opinion against nuclear energy following the Fukushima disaster in 2011 has spurred the development of the use of LNG for power plants, as a clean energy alternative.

The Marshalls Islands, which flags roughly a quarter of the world's LNG fleet with just over 100 gas carriers, already has a foothold in the Japanese market with several Q-Flex vessels operated by MOL, K-Line and NYK for Nakilat in Qatar. LNG vessels account for 9% of the Marshall Islands fleet of just under 100bn gt of ships and Gallagher expects this percentage to rise. "I personally believe and can see from the lay of land here in Japan, and elsewhere too, I think you will see it become a larger percentage of fleet," he said. **Source: Seatrade Global**



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The Dutch pilot tenders **COLUMBIA**, **LYRA** and **DRACO** moored in IJmuiden – **Photo : Simon Wolf ©**

Pirates Are Back: 10 Incidents In 10 Days In Indian Ocean As 'Captain Phillips' Brings Issue To Screen

By Christopher Harress

Nine masked and armed pirates boarded and hijacked a container ship just off Pulau Aur Island, Malaysia. All crew members were taken hostage and communications equipment was destroyed as the intruders took the ship's cargo, cash, crew's personal belongings and cash, portable communications equipment before leaving five days later. This horrifying incident took place Oct. 10, just the most dangerous and violent of a spate of pirate raids within 10 days.

Piracy is back, and the most notorious modern-day practitioners are the Somalis who have taken to murder, hostage-taking and the theft of super-sized tankers in the Gulf Aden off their long and anarchic coast.

To deal with the problem, a Maritime Security Patrol Area was established and Combined Task Force 150, containing ships from 15 nations, began patrolling a region about the size of Western Europe.

Pirate attacks nevertheless increased from 127 in 2010 to 151 in 2011, but the number of successful raids dropped from 47 to 25. In 2011 pirates gained \$146 million, averaging \$4.87 million per hijacked ship. By October 2012, pirate ship attacks had dropped to a six-year low of one attack in the third quarter compared to 36 in the same quarter of 2011.

However, recent attacks all across the Indian Ocean region have brought new fears of dangers to the shipping industry. While there have been no new kidnappings, murders or thefts of supertankers, the attacks have been plentiful.

On Oct. 11, two pirate skiffs headed for a tanker about 237 nautical miles east of Hobyo, Somalia. The onboard security team fired warning flares from the ship, but the skiffs continued their pursuit, at which point the crew fired at 400 meters and 250 meters before the skiffs fired back and eventually turned away, giving up the attack.

One of the most notorious attacks occurred in 2009 when the MV Maersk Alabama was held hostage by Somali pirates as they tried to raid the ship's cargo. The ship's captain, Richard Phillips, was taken hostage for five days until U.S. warships freed him, primarily with onboard snipers who were able to kill the hostage-takers. The crew was safely recovered and the ship was taken into port.

Phillips wrote an account, "A Captain's Duty: Somali Pirates, Navy SEALs, and Dangerous Days at Sea," which is now a motion picture, "Captain Phillips," with Tom Hanks in the title role. **Source : IBtimes**

Stena Polaris approaching her destination in South Korea

The **STENA POLARIS** is approaching its destination – the port of Yosu in South Korea. Her voyage began on 17 September in Russian Ust Luga in the Gulf of Finland and she is expected to arrive at the port of Yosu, South Korea on October 22. For part of the voyage of 8,400 nautical miles, the tanker sailed in a convoy headed by a Russian nuclear powered icebreaker through the harsh North-East Passage, Stena Bulk said Tuesday in a press release.

The **STENA POLARIS** left the Gulf of Finland on 17 September and is expected to arrive at the port of Yosu in South Korea on 22 October. Sailing via the North-East Passage offers the expansive Northern Asia opportunities to speed up the freight routes to and from the region.

Increased traffic in the Arctic has led to higher safety requirements. IMO is currently in the process of drawing up a Polar Code that will lay down the basic prerequisites and requirements for transportation through the Arctic.

Sailing to South Korea via the North-East Passage compared with sailing via the Suez Canal, India and the Strait of Malacca cuts 10-13 days off the voyage. A medium-sized tanker such as the Stena Polaris saves around 400 tons of fuel. This represents savings of SEK 2 million in addition to environmental benefits since the voyage takes fewer days.

Patrik Svahn, Manager Commercial Operations in Stena Bulk's office in Gothenburg, is now on board the Stena Polaris.

The **STENA POLARIS** is owned by Concordia Maritime and has been time-chartered by Stena Bulk for this project.

Ship's specifications: LOA: 183 m, beam: 40 m, draft: 11.3 m, DWT: 65,000 tonnes.

The P-MAX tankers were designed and built by Stena and Concordia Maritime. They have a double hull, optimum corrosion control, two engine rooms with full water and fire integrity and two propulsion systems. Double propellers and rudders and a specially designed bridge layout give the tanker extremely good maneuverability and a 360° view, which facilitate safe navigation in narrow waters. **Stena Bulk** is one of the world's leading tanker shipping companies specializing in transportation of crude oil and refined petroleum at sea. The company is engaged in developing, building tankers, as well as in manning and chartering the vessels out. **Source : PortNews**

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Evergreen's Bronson Hsieh bullish on US export growth

Bronson Hsieh, Second Vice Group Chairman of the Evergreen Group, which operates global carrier Evergreen Line, said that "American manufacturing and exports will be greatly restored," accelerated by the production of shale gas and oil, changes of China's production costs and rising incomes in emerging markets that demand US-made products, the Company said in a press release.

As keynote speaker at the Trans-Pacific Maritime (TPM) Asia conference, Mr. Hsieh noted: "Shale oil and shale gas bring significant changes to the US economic development. Shale oil increases the US's domestic supply and reduces oil imports. Shale gas enhances the competitiveness of US manufacturing by providing low-cost feedstock to petrochemical companies and inexpensive energy for other gas-intensive industries."

Next, "The Obama administration has taken many initiatives to encourage the renaissance of manufacturing industries" said Mr. Hsieh. US government and states' incentive packages continue to attract domestic and foreign investments. The US government is also active in the modernization of port facility and negotiation of free trade agreements. The efforts will accelerate the development of trade growth and cargo flows, he added.

Citing the analysis of Boston Consulting Group, he said "Given the changes of production costs in China, the advantages of US manufacturing will start to emerge." He believes that with rising incomes, emerging markets are expected to increase demands for high-quality American products, enhancing the growth potential of US exports.

In summing up, he said: "If these trends continue as forecast, they will strengthen the competitiveness of US manufacturing and boost exports." Besides, the cargo growth will benefit container carriers by reducing equipment reposition costs and add more growth momentum to the port throughputs.

US imports will be influenced as well. In the short term, the re-shoring industries are expected to increase supply for domestic consumption and may slow down import growth. In the long term, export growth and declining oil imports will reduce US trade deficit, strengthen the value of US dollar and encourage imports. **Source : PortNews**



Practicality dashes hopes that global warming will boost Arctic shipping

LITTLE is expected of Arctic shipping routes over Russia and Canada by maritime experts because of high insurance costs, slow going, the need for ice-breakers and strict environmental regulations. Containerships will be the last to come, say experts. "The southern route will always have the advantage of serving numerous markets at the same time," said Alphaliner analysts Jan Tiedemann.

Harsh weather conditions can bring temperatures to 40 to 50 below, limiting regular Arctic shipping to small freighters and icebreakers that supply northern communities in Canada, Norway and Russia. There were 40 Arctic trading voyages in 2012 carrying one million tonnes of cargo compared to 700 million tonnes transiting Suez, according to French classification society Bureau Veritas.

Norwegian class society Det Norske Veritas's Knut Espen Solberg said dry bulk vessels, typically coal carriers were best suited for long-haul Arctic shipping because the potential for environmental damage was less. "Oil and container spills have a much bigger potential environmental impact than coal, so their shipping is likely to be restricted heavily," Mr Solberg said.

Despite hopes of global warming - itself frozen for 15 years - opening up the northern sea lane, Arctic routes are blighted with icebergs, holing one oil tanker so far, as well as the costly need for ice breakers and ice-strengthened ships. "Significant safety and navigational concerns remain an obstacle to commercial shipping, despite recent media reports of 'successful' transits," said IHS Maritime shipping analyst Richard Hurley.

"Vessels are subject to deviation from direct routes as a result of ice, and many areas still cannot be navigated safely without icebreakers to provide assistance," he said. Last month, a coal carrier traversed the Canadian Northwest Passage to deliver a cargo to Finland, in a trip its operators said would save US\$80,000 in fuel and cut transit by a week, according to Reuters. The world's top oil trader Vitol brought tankers in October with Asian diesel fuel to Europe over Russia. Liquefied natural gas carriers have also completed maiden Arctic voyages.

But Mr Hurley said such trips are only possible with the aid of icebreakers and only four large icebreakers are available at any one time to cover the whole northern sea route. Of the tanker holing, Mr Hurley said: "Even though it did not cause pollution, it revealed the fragility of emergency help. The potential Arctic pollution counts heavily against time and cost savings." Said C-Level Maritime Risks insurance analyst Michael Frodl: "The key obstacle here will remain insurance; it is still simply too risky a proposition for standard commercial insurers. Ships are not ready, the support facilities and port infrastructure are not yet in place, and the risks have not been figured out enough to price insurance correctly." **Source : Schednet**



The **GPS AVENGER** outbound from Rotterdam with a barge on the hip bound for Chatham

Photo : Jan van der Klooster - <http://scheepvaarthoek.blogspot.nl/>

Polar Code to become operational in 2017, Koji Sekimizu says

IAA PortNews refers to Koji Sekimizu, Secretary-General of the International Maritime Organization (IMO), as saying at the International Conference "Arctic shipping and shelf development: solutions to meet safety and environment challenges" being held in Saint-Petersburg within the framework of a programme dedicated to a centenary of Russian Maritime Register of Shipping. According to IMO Secretary-General, the working group is to complete its activities on the Code in early 2014. Then amendments are to be introduced into related international conventions.

According to the comment of RF Transport Minister Victor Olersky, Russia applauds IMO's efforts to develop the Polar Code. "Russia has an extensive experience of working in Arctic regions and we are certainly ready to share this experience under the development of the IMO Polar Code. We participate in a positive dialogue and many of our proposals within the working group are taken into account," Olersky said.

Koji Sekimizu says the Code will consist of the mandatory and the advisory parts. Polar Code is a mandatory instrument of IMO for ships operating in polar waters including the Northern Sea Route.

The International Maritime Organization (IMO) is a specialized agency of the United Nations. The IMO's primary purpose is to develop and maintain a comprehensive regulatory framework for shipping and its remit today includes safety, environmental concerns, legal matters, technical co-operation, maritime security and the efficiency of shipping.

Source : PortNews



Ship in Guyana-Venezuela dispute released

The Texas company that chartered the oil research ship seized by Venezuela's navy a week ago in disputed waters says the vessel and its crew have been released.

Anadarko Petroleum Corp. spokesman John Christiansen said the Panamanian-flagged **Teknik Perdana** departed Friday from its anchorage off Venezuela's Margarita Island. He did not say where it was headed.

Five Americans and a number of Russians and Indonesians are among the 36 crew members. Christiansen said all were treated well by the Venezuelans.

Earlier in the day, Venezuela and Guyana said they agreed to talks on the decades-long border dispute that prompted the detention in disputed waters. Diplomats from both countries met Thursday night in Trinidad on the matter.

The ship's Ukrainian captain was charged with violating Venezuela's exclusive economic zone but allowed to leave with the rest of the crew. Source : AP

Vietnamese shipping meets raging waves on open sea

VietNamNet Bridge – Selling ships is a solution that helps shipping firms survive the current difficulties, but it is not the way they can follow to earn their living.

Deputy Minister of Transport Nguyen Hong Truong said Vinashinlines has successfully sold 90 percent of the ships anchored overseas for many days. The last one, Hoang Son 28, still cannot be sold due to some problems with the procedures, but will be sold this year.

Everything put on sale

Incurring big losses and having to sell ships is the thing suffered by nearly all Vietnamese shipping firms over the last three years.

A member of the Vietnam Ship owners' Association noted that while Vietnamese firms rushed to buy new ships in 2003-2007, they all offer to sell ships now. In September 2011, Vitranschart JSC decided to sell Phuong Dong 3 and Phuong Dong 1 for VND117 billion to offset the loss.

With the accounts payable worth trillions of dong by the end of the third quarter of 2012, DDM asked for the shareholders' permission to sell some ships. However, the 2012 shareholders' meeting did not approve the plan.

DDM plans to get the turnover of VND288 billion this year, but foresees the loss of VND40 billion, including the VND36 billion loss from the fleet development. Therefore, the board of directors of the company may seek the permission to sell ships once again.

Vinaship has recently announced it would sell some of the ships to have more working capital and restructure the long term loans. Nosco has also said it would sell Long Bien ship. It expects the turnover of VND371 billion this year, but the anticipated loss may be up to VND50 billion.

Do Xuan Quynh, Secretary General of the Vietnam Ship owners' Association, said it is a big waste and a big economic damage to sell ships. However, he also said that this proves to be the only thing ship owners can do when they have become penniless.

What to do to exist?

Head of the Vietnam Maritime Bureau Nguyen Nhat has made some suggestions to help shipping firms recover and develop when the global economy warms up again.

As for the projects on buying ships with the capacity of 5,000 tons and more, the government should impose the 5 percent VAT rate and allows paying tax within five consecutive years since the day of registration.

Meanwhile, ship equipment and materials should be imposed zero percent in import tax and VAT for five years. Especially, the goods owners using Vietnamese shipping services would get the 10 percent import-export tariff reductions.

The government of Vietnam has drawn up an ambitious plan to develop the shipbuilding and maritime industries. Vietnam hopes to increase the shipbuilding capacity from 3 million tons in 2010 to 5 million tons by 2015. By that time, Vinashin, the key Vietnamese shipbuilding group, would be as big as ¾ of the South Korean Hyundai, the world's biggest shipbuilder. However, Vu Thanh Tu Anh from Fullbright Economics Teaching Program pointed out that Vietnam hasn't got any advantages to develop the industry.

Therefore, Anh believes that Vinashin should focus on developing some shipbuilding complexes, rather than making its presence in many different localities. **Source : Vietnamnet**

Baffinland CEO says no to shipping ore through Northwest Passage

The head of a Canadian mining company developing a massive mineral deposit within the Arctic Circle said the Northwest Passage won't work as a viable shipping route to Europe and Asia.

Baffinland Iron Mines Corp., which is owned by steel giant ArcelorMittal and private equity firm Iron Ore Holdings LP, is building one of the largest iron ore mines in the world on Baffin Island in Nunavut. The \$750-million Mary River mine is on track to open in 2015 and the ore will be shipped to Europe.

"In my opinion the Northwest Passage is not a transit route of any significance," Tom Paddon, Baffinland's chief executive, told the Arctic Futures 2013 conference in Brussels on Thursday.

Mr. Paddon said one problem is the Northwest Passage's depth, which prevents it from becoming a major trade route. Many commodities such as iron ore and coal are shipped on bulk carriers that need a depth of up to 19 metres, also known as "capesize" vessels. Much of the Northwest Passage is only 15 metres deep.

"So the iron ore business is not looking to move material from one side of the world to the other through the Northwest Passage unless somebody invents a different way to sail a boat," he said.

His opinion conflicts with that of the Canadian government, which has gone to great lengths to push utilization of the Northwest Passage as a way to ensure Canadian sovereignty in the North. Canada is also worried that Russia's rival Northern Sea Route will develop more quickly as a shipping alternative.

The federal government helped sponsor the recent voyage from Vancouver to Finland of a Danish ship loaded with metallurgical coal, which is used to make steel. The ship was the first bulk carrier to sail through the Northwest Passage and the voyage was hailed as proof that the route provides a faster and cheaper alternative to the Panama Canal.

Some experts agree with Mr. Paddon.

Kathrin Keil, a scientist at Germany's Institute for Advanced Sustainability Studies, dismissed the trip, noting that the Danish ship was escorted by a Canadian Coastguard vessel. "These are all stunts," she said during a break in the Arctic conference. "These are just to show we have the technology to do it. They have nothing to do with trade."

Ms. Keil said Arctic shipping in general is too expensive to become a real alternative to traditional routes, even though the northern trips are much shorter. She told the conference that just 46 ships crossed Russia's Northern Sea Route last year and only 40 have made the trip this year. Many of those trips were domestic voyages within Russia and did not go all the way through to Asia. By contrast, 18,000 ships use the Suez Canal annually and 13,000 ply the Panama Canal.

"It's a niche," she said referring to the Arctic route. "For certain ships, for certain commodities, for a certain time of the year."

She added that among the advantages of the longer southern voyage is the opportunity to stop at ports along the way, something that can't happen in the Arctic. "You want to call at all these other ports. You want to actually serve all these other markets too," she said.

Arctic shipping will remain largely "destinational," or for specific purposes such as sending supplies to mining companies or moving resources to ports, she said. "But [the Arctic] is not an all year round, global maritime trade route. That's not what it is and probably won't be."

Anders Backman, an expert on Arctic shipping from the University of Gothenburg in Sweden, told the conference that he also did not believe shipping would increase significantly in the North because of the expense and difficult sailing conditions. "Maybe it will increase compared to today," he said. "But it will not be dramatic." **Source : Globe & Mail**

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Royal Navy frigate **HMS Northumberland** heading for Cork city passing Russian corvette **Soobrazitelny** mooring at Cobh cruise terminal on 18/10/2013. **Photo: Martin Pearson ©**

Defence all at sea on new submarines

Submarines are the stealthy killers in maritime warfare. They are the queens on the chessboard, the strategic game-changers. Any country has to think long and hard about messing with another country that has an advanced submarine fleet. You can't be sure there isn't one sitting quietly off your own coast or waiting in hiding to sink your ships.

That Australia needs a fleet of reliable submarines is beyond doubt to our military planners. Kevin Rudd's 2009 defence white paper promised to build a dozen of these killers to replace the trouble-plagued Collins-class fleet of six. The paper vowed the new fleet would have "greater range, longer endurance on patrol, and expanded capabilities compared to the current Collins class".

But four years on, Defence boffins are still wrestling with the complex task of figuring out just what kind of submarine we want - and what we can afford. Time is not their friend; the Collins class is due to start being retired in just over a decade, giving rise to fears of a "capability gap" in which we have too few subs - or none at all - while the new fleet is still being built.

It will be a further 18 months before the new government decides which of the two leading design options to go with, during which Australians can expect to hear much more furious argument. There is much at stake, not least an estimated \$36 billion of taxpayers' money, thousands of jobs in Adelaide and Australia's current technological superiority in a rapidly changing region where Asian countries are investing heavily in their militaries.

The popular thinking in defence circles is that the new fleet should be very much Australia's own submarines, its sovereign asset. In the grandest iteration, this is nothing less than a nation-building project.

"It's going to be hard. Things will go wrong," said Rear Admiral Rowan Moffitt, the outgoing head of the future submarine program. "But it's right up there with our biggest ever national undertakings, along with the Olympics, the Harbour Bridge and the Snowy scheme."

The quickest and cheapest option would be to buy an off-the-shelf European design, which would be small but modern and reliable. But this has been effectively ruled out on strategic grounds. Most experts say Australia needs a long-range submarine that could, say, patrol the South China Sea in the event of territorial disputes there or to protect shipping lanes. That means a big submarine with a big crew that can range far and wide and stay at sea for months.

The rule of thumb, says Moffitt, is that a submarine can stay at sea for about a day for each crew member on board. The Collins has a crew of 60 and can easily go to Hawaii and back. The European off-the-shelf designs accommodate crews of just 27 to 30.

"What we know with absolute confidence is that the performance of those submarines for our application ... falls dramatically short of even what Collins does. They don't have the endurance," Moffitt said.

James Brown, military fellow at the Lowy Institute, says our neighbours to the north are making strides in acquiring submarine fleets - not just big players such as China and Japan but also Indonesia, Singapore, South Korea and Vietnam. "In 20 years' time there are going to be a lot more submarines in the region. We have to respond to that in some way and that means having a decent submarine fleet of our own."

They are also an effective deterrent to protect Australia itself, he says. If Australia were threatened, it could use its long-range submarines to launch land-attack cruise missiles at the aggressor's homeland. Then there are intelligence missions - submarines are good for sitting quietly and listening, but only if they have the range and endurance to travel far and wide.

Or as Andrew Davies, a leading submarine scholar at the Australian Strategic Policy Institute, puts it, submarines are what you use when you want to take the war up to the enemy. Nazi Germany couldn't match the British and US navies on the surface, but the legendary German U-boat took the fight right up to the east coast of the US.

"Submarines are not crocodiles you leave in the moat," he says. Having ruled out a nuclear design, Australia will return to some form of conventional submarine that, like the Collins, uses diesel engines to charge batteries which in turn power motors for propulsion.

That leaves two options: a totally fresh design, or a so-called "evolved Collins", which takes the existing fleet, irons out its flaws and modernises parts that would otherwise become obsolete.

The smart money seems to be on the evolved Collins. ASPI's Davies calls it "sort of a no-brainer". Defence Minister David Johnston was quoted in media reports this week as saying the evolved Collins was the "leading option" - though his office afterwards played down the remarks.

It might all sound strange to the average Australian taxpayer who's been reading for years about the Collins' many flaws and annual support costs thought to be about \$500 million.

But experts both inside and outside Defence say that, after years of repairs and adjustments, the Collins is now a formidable submarine. The combat system and sensors have been fixed, though the propulsion system still needs work. In recent weeks, the ASC - formerly the Australian Submarine Corporation, the government company set up to

build and sustain the Collins - has cut open the hull of one boat to completely remove the engine, so it can be thoroughly overhauled.

As you read this, three Collins are at sea, which meets the benchmark for 50 per cent of the fleet being operational at a given time. That's a success.

Whether the government decides on an evolved Collins design or the rival option of starting with a blank sheet of paper, Australia's submarine industry has learnt from the Collins mistakes, said David Gould, the Englishman recruited to head up Australia's submarine program at the Defence Materiel Organisation.

That includes how to work with other countries, whose help we will inevitably need in designing the new submarine.

As a 2011 RAND Corporation report found, we don't have the depth of expertise to design submarines ourselves, meaning we will need help from a country that specialises in conventional subs - Sweden, Germany, Spain or France.

Last time, the commercial agreement with the Collins' Swedish designer Kockums left Australia in a weak position with a lack of clarity as to what our rights were in regard to the intellectual property and the expectations on the Swedes.

"We won't be doing that again," Gould said. "This is about sovereignty - our sovereign ability to have the submarine that does what we demand of it ... so that when we put the crew into danger, we really do understand what we're doing. We haven't delegated that understanding to someone else."

And while we won't be designing everything ourselves, we will need the expertise to oversee and integrate all the work, says Rowan Moffitt - that means a generation of naval architects, systems engineers and systems integration experts. "That's a quarter of a century of submarine building ... in which we will have to have an education and TAFE system producing the people we need through that period," Moffitt said.

Meanwhile, the clock is ticking on two fronts. First, the Collins will almost certainly need to continue service for an average of seven years beyond its original retirement date to avoid a capability gap around 2030. Gould maintains this can be managed.

There is also the question of the industry "valley of death". Whatever design Australia chooses, the submarines will be built in Adelaide, at the ASC. The industry association, the South Australian Defence Teaming Centre, this week welcomed minister Johnston's apparent preference for the evolved Collins on the ground that work would start sooner. The association's chief executive, Chris Burns, said unless the industry was "cutting steel" by early next decade, the Adelaide workforce, which is currently working on the Air Warfare Destroyer project, will find itself idle and those skills will be lost.

"The average age of a welder is about 50," he said. "It's very complex, specialist work and ... our true concern is that that work and those skills will be lost if there is a large gap between the end of the AWD and the start of the future submarine."

Moffitt points to an assessment by the Australian Industry Group that the future submarine program would employ about 5000 workers and 1000 Australian businesses, most of them small and medium-sized enterprises.

"It's not a one-off, stop-start project. By the time the 12th submarine is finished, it will be time to start looking for a replacement fleet. It could conceivably have no end so long as we seek to have 12 submarines in our inventory."

It nonetheless hinges on a future government being willing to commit the tens of billions of dollars necessary. That won't happen unless the Coalition starts to get defence spending back on track towards the target of 2 per cent of GDP. With his cabinet colleagues desperate for budget savings, David Johnston will need every ounce of his strength for that fight. **Source : The Age / National**

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Zamakona Yards delivers the "RONJA POLARIS" to Sølvsstrans

Zamakona Yards delivers the Live Fish Carrier **RONJA POLARIS** to Sølvsstrans AS at the shipyard in Bilbao – Spain to the satisfaction to the Owners and the Norwegian Regulatory bodies for food transportation.



This ship is the first of the two sister vessels.

Mr Roger CEO of Sølvsstrans AS said on delivery of the vessel: "the ship's construction quality is high and I am satisfied with the shipyard". The ship is specialized to transport live fish as salmon, trout, smolts and other farmed species. The design has been made by Rolls Royce Marine with the collaboration with the Owner and the Shipyard and she incorporates the new technologies in the in the transport of live fish.

The cargo tanks has been designed in close cooperation with Sølvsstrans and MMC so that the water circulation is ensured throughout the interior of the

tank for which the system has been validated by rigorous CFD studies attesting adequate water circulation inside the wells in any navigation condition. This has a direct impact on reducing mortality of live fish and the quality end. The ship comply with the new requirements about the environmental regulations to be in force in 2016. The **RONJA POLARIS** has an overall length of 75,80 m and a cargo capacity of 3200 cu.m. in three well. The propulsion is diesel electric with two electric motors of 1500 ekW each. **Source: Zamakona Yards**

COSCO (Guangdong) Shipyard delivers Livestock Carrier to its European buyer

COSCO (Guangdong) Shipyard Co., Ltd, a subsidiary of the Company's 51% owned COSCO Shipyard Group Co., Ltd, has delivered a 4500m 2 Livestock Carrier, "**Galloway Express**" to its European buyer. The delivery documents were signed by and between C OSCO Guangdong and the buyer recently. The Livestock Carrier measures 134.80 meters in LOA (length of all), 19.60 meters in breadth and 9.6 meters in depth, the company said in its press release.

ZPMC to set up Japan subsidiary

Zhenhua Heavy Industries (ZPMC), a world leading port machinery manufacturer, has announced in the latest board meeting that the company plans to establish a subsidiary in Japan. ZPMC said the set-up of the subsidiary is to bid for port projects in Japan and further expand in the Japanese market. **Source: Sino Ship News**

Fifth boat of 21980 project built by Zelenodolsk shipyard completes official tests

On October 15, upon completion of official tests, the delivery certificate was signed for the fifth anti-terror boat of 21980 project built by Zelenodolsk Plant named after M. Gorky, the shipyard's press center announced. It is the first boat of the project to join the Caspian Flotilla of RF Navy. The project has been developed by Vympel Design Bureau OJSC (Nizhni Novgorod) for RF Navy.

The main purpose of the series is to defend basing sites of the Russian Navy. Major characteristics of 21980 project: displacement –138 tonnes, length - 31 m, breadth – 9.5 m, full-speed - 23 knots, cruising range - 200 miles, endurance - 5 days, crew - 8 persons.

Lead boat of the project (P-104) laid down on February 18, 2008 has been serving in Leningrad Naval Base since



2009. The second vessel in the series, the Grachonok, laid down on May 7, 2010 joined the Navy in October 2011. The delivery of the third and the fourth boats took place in November 2012 and August 2013 respectively. Currently the shipyard is building the sixth

and the seventh boats laid down in May'13 and July'13 respectively.

Tatarstan-based OJSC Zelenodolsk Plant named after M. Gorky, specializes in the construction of warships and passenger high-speed vessels. Source : PortNews

Sungdong delivers the HANJIN NEW JERSEY, second ship of 3,614 teu quartet

Singapore's non operating owner **Eastern Pacific** has taken delivery of the 3,614 teu container vessel **HANJIN NEW JERSEY**, the second of four sister ships ordered by companies related to the Ofer Family in June 2011 at Sungdong Shipyard, South Korea.

The new baby-overpanamax ship is 228m long and 37.30m (15 rows) wide. It is equipped with 500 reefer plugs and designed for moderate service speeds of no more than 21 knots.

The vessel has joined a long-term charter with Hanjin Shipping and it is to phase into the 'new' joint low-season Transpacific service of Evergreen Marine and Hanjin. The loop was recently created through the merger of Hanjin's 'CAX' and Evergreen's 'CPS2'.

Originally, the **HANJIN NEW JERSEY** was scheduled to enter service in late September, but her delivery was deferred by about one month - presumably because of the weak demand situation in the container trade.

While the quartet's lead ship **HANJIN CALIFORNIA** is managed by Israel's XT, the **HANJIN NEW JERSEY** is controlled by Eastern Pacific of Singapore. Both companies are related to the Ofer shipping dynasty. Another two ships of the type are in an advanced state of construction - possibly even completed - at Sungdong. The ships are to come on stream later this year.

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COSCO Shipyard to refit QE2

China Ocean Shipping Company (COSCO) Shipyard is to carry out an extensive renovation project onboard **Queen Elizabeth 2 (QE2)**, which is owned by Dubai government entity QE2 Shipping.

The 293-metre vessel is scheduled to depart Dubai's Port of Rashid – where she has resided since retiring from the Cunard fleet in 2008 – in October and arrive at COSCO Shipyard's Zhoushan facility in China's Zhejiang Province to be transformed into an all-suite floating hotel.

Scheduled for completion in 2015, the project will involve a number of technical repairs and interior renovations to the accommodation and ballroom areas, as well as seven restaurants, ten lounges, a cinema, a maritime museum displaying QE2 memorabilia and a shopping mall.

"No other ship can match the QE2's prestige, or her legacy – she is an absolute icon of maritime history, one of the best and most powerful ships in the world," said Khamis Juma Buamim, chairman of QE2 Holdings and Dubai's Drydocks World. "We are pleased to be working closely with COSCO Shipyard for the technical repair and refurbishment process, which will be carried out with the utmost respect to the QE2's heritage and splendour. China COSCO's expertise in cruise ship conversion will complement our extensive experience in comprehensive ship repair work and upgrades."

Seven international firms have also been invited to submit design proposals for the vessel's interior refurbishment. Proposals from US companies BG Studio, Jerde Partnership and Wilson Associates, UK company Benoy, Finnish firm Design Vertti Kivi, Italy's Santarossa and Singapore's Ong & Ong will be showcased on the official QE2 website for public review between 15 October and 15 November 2013. The winning proposal will be announced on 30 November 2013.

"The ship's redevelopment is a once-in-a-lifetime opportunity for any interior design professional to create what will become one of Asia's major waterfront tourist attractions," Daniel Chui, president and chief executive of QE2 Holdings and managing director of Oceanic Group said. "The goal for the final design is to preserve the soul of the QE2 – many of the original furnishings and much of the decor will be incorporated – while creating a modern luxury hotel."

Source : [cruiseandferry](#)

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Woodside vessel to boost LNG cargo arm, enter spot market

Woodside Petroleum has moved into the growing global liquefied natural gas cargo trading market, the Perth-based company setting up a Singapore-based trading arm and taking control of a new LNG vessel in Korea today.

Woodside chief executive Peter Coleman is in the Korean harbour city of Busan for the formal launch of the vessel, which will form part of the company's new LNG trading business. The company revealed in its quarterly report yesterday that it had established a Singapore office from which to run its new third-party LNG business.

The launch came as Woodside announced a sharp drop in revenue for the September quarter. Production of 21.9 million barrels for the period was down 17.4 per cent from a year ago while revenue was down 26.8 per cent to \$1.3

billion, with an ongoing outage from its Vincent oilfield and an unplanned shutdown at its Pluto LNG plant driving the falls. The new LNG arm will compete with similar businesses run by heavyweights such as Royal Dutch Shell, BP and BG, and will help position Woodside for the shift already under way in LNG market dynamics.

LNG sales have historically been based around long-term sales contracts that typically last 20 years, providing the certainty needed to underpin the development of multi-billion-dollar LNG facilities. But spot cargoes have become increasingly prevalent as the global LNG market has matured, and now account for more than 20 per cent of all sales.

Woodside hopes its new trading arm will capitalise on its more than two decades of LNG sales experience, allowing it to pick up cargoes from third parties outside Australia and offload them at higher prices to other buyers during peak demand. The trading arm is likely to source its cargoes from LNG producers in regions such as the Middle East and North America, with the latter set to emerge as a boutique LNG producer in coming years off the back of the shale gas boom.

The trading arm will target customers in the Far East, Middle East and the expanding South American market.

Unlike Woodside's other LNG vessels, which are dedicated to cargoes from individual Woodside-operated LNG projects, the new vessel will be unaligned with a specific project. The added flexibility will in theory allow Woodside to negotiate cargo swaps with other parties and potentially reduce shipping distances.

Woodside is also said to be expecting the trading arm to enable its growth projects, such as its Leviathan gas project off Israel (where ongoing legislative wrangling is continuing to hold up the completion of Woodside's purchase of a stake in the project) and its early-stage exploration efforts off Myanmar. Woodside expects the trading business to be a profitable venture in its own right. **Source: The Australian**



Pacific Radiance, one of the official sponsors of [www.Waterways Watch Society \(WWS\)](http://www.Waterways Watch Society (WWS)), just bought the above safety boat for this NGO. WWS promotes awareness and keeping the waterways of Singapore, which is one of the main sources of Singapore drinking water, clean and free of pollution.

China Navigation orders four more eco handysize dry bulk carriers

The China Navigation Company, or CNCo, said that it has placed an order for four 39,000-dwt B.Delta37 eco handysize dry bulk carriers to be built at the Zhejiang Ouhua Shipbuilding facility at Zhoushan. Shanghai-headquartered CNCo is the shipping arm of the Swire Group. The order takes CNCo's fleet to 20 including 16 orders at China's Chengxi Shipyard. CNCo confirmed its latest order with Chengxi for four vessels on September 30. This followed the successful completion of the trials of MV Wuchang on September 29, the first sea trial of B.Delta37 eco handysize vessels, CNCo had said in a statement on October 11.

MV Wuchang is scheduled to deliver from Chengxi at the end of October, CNCo added. All 20 vessels will be deployed in CNCo's dry bulk division, **Swire Bulk**, and will operate on a worldwide basis. These handysize dry bulk carriers will have an ultra-modern eco design, with innovative features to boost performance and cut fuel

consumption. Such vessels can curb wind and wave resistance, shipping experts said earlier. The vessels are designed to carry bulk cargoes including grain, coal, concentrate, steel coils and slabs. **Source: Platts**



the Malaysian built multi purpose offshore support vessel **TANUX II** in the Gibraltar Eastern Anchorage.

Photo : Simon Smith ©

Drydocks World in key Suez discussions

The officials of Dubai's ship building unit Drydocks World and Maritime World, the leading global service provider of marine and maritime diverse sectors, held a meeting with a high-level delegation from Suez Canal Authority to discuss future co-operation.

Khamis Juma Buamim, the chairman of Drydocks World and Maritime World, joined the senior executives of the group to receive the visiting Egyptian team led by Admiral Mohab Mohamed Hussien Mameesh, the chairman & managing director of the Suez Canal Authority. The delegation included Nader Abbas Mohamed Fors, board member & Shipyards director and Ahmed Mohammed Elmanakhly, the board member & transit director.

Welcoming the members, Buamim said the relationship between Egypt and the UAE was brotherly and historical in all areas. "We always take pride in Egypt and what it has provided the global maritime industry. The Suez is the most important water canal for trade and global economics and it provides services and sea lane security to and from the West and the East, and the most used water canal for shipping route in the world," he remarked.

It supports the maritime sector through the provision of savings in time, fuel consumption, transportation cost and the operation of ships, he added. According to him, the Suez Canal Authority is well known for its support for the growth of the maritime industry and shipping in Egypt.

"We are ready to share our experiences and abilities and go into the field of future co-operation in this regard, as the historical value and future potential of the canal is enormous, and we have no doubt that the upgrade and development of the Suez Canal zone will benefit from Dubai's experience in this area and creates jobs and exceptional investments for Egypt," said Buamim.

He gave a detailed explanation on the existing plans and future business in Drydocks World and Dubai Maritime City, adding that the leadership of Dubai supports the marine industry, which in turn enhances the prestige maritime sector and its global significance.

"Dubai has a spirit of challenge and unhindered positivity, which is embodied under the approach of "we can achieve and progress," he added.

In turn, Admiral Mameesh praised the extraordinary excellent relations between the UAE and Egypt and the deep appreciation of the Government and people of Egypt for the honorable and brotherly stand of the UAE government and people. The two sides held discussion on international and regional variables in the maritime sector, and ways to

strengthen maritime co-operation and integration in order to strengthen the Suez Canal Authority new plans and future opportunities for cooperation between the two parties. **Source: TradeArabia News Service**

Antwerp port strengthens its position as a major container port

The Port of Antwerp is extremely pleased with the recent announcements made by the P3 Network, the alliance between the 3 largest container shipping companies Maersk, MSC and CMA CGM, in which it clearly opts for Antwerp as a European platform, the company said in its press release.



The **MSC REGULUS** in the Pass of Bath on the river Scheldt. – **Photo : Adri de Schipper ©**

In recent months the alliance between the 3 has led to a centralization on a number of sailing areas, the results of which have proved to be very favorable for Antwerp. On the route from the Far East the Scheldt port gets an extra call and it goes from three to four of the total of eight calls that remain. Moreover, for one service Antwerp is also the first port of call, which is an extra boost that underlines its nautical accessibility. On the transatlantic route, the number of calls to Antwerp is retained. The ships deployed to Antwerp are mostly of the +13.000 TEU type.

"Such a strong representation in the P3 Network proves that the three largest container shipping companies in the world are confident of the strengths which our port has," said Marc Van Peel, chairman of the Antwerp Port Authority.

Antwerp is a market leader in five of the six sailing areas. For some time now the port has been working on strengthening its Far East market share. The first ports of call in this sailing area are also highly prized because they provide the necessary import volumes. The fact that Antwerp now gets so many calls is extremely positive for its competitive position in Europe. "Antwerp is centrally located in Europe. Goods can not only be brought further inland once they are in port, they can be handled in various ways before efficiently being transported to their final destination in the European hinterland through an extensive network of connections", explains Eddy Bruyninckx, CEO of the Port Authority. "These assets have been clearly understood. Add to this a private sector that exemplifies our reliability and can-do mentality and the conclusion is that Antwerp is a highly efficient link in any supply chain", adds Bruyninckx.

The inland location of the port, once perhaps considered as a possible obstacle to the development of Antwerp, has become a major asset to the hinterland. Four years ago the first shipping company MSC sent a 14,000 TEU ship up the Scheldt. Such visits now occur weekly. Last week Emma Maersk, a 15,500 TEU ship, sailed to Antwerp without any problem. Yesterday (Saturday) **Mary Maersk** will go one better with 18,000 TEU. Everything is possible at the port of Antwerp. **Source : PortNews**

Hapag-Lloyd cancels the Rotterdam calls on its Atlantic Express Service

Due to the recent strike action at **APM Terminal Rotterdam**, Hapag-Lloyd to cancel the Rotterdam call of following ATX vessels:

OOCL Kuala Lumpur 60E40 / 61W42

Rotterdam import cargo will be discharged at Antwerp for local pick up.

Rotterdam export containers which have not yet been delivered full at Rotterdam must be re-directed for loading at Antwerp.

OOCL Antwerp 56E41 / 57W43

Rotterdam import cargo will be discharged at Antwerp for local pick up.

Rotterdam export cargo must be re-directed to Antwerp.

Source : PortNews



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Oceana selects ULSTEIN's PSV designs

The Brazilian shipowning company Oceana Offshore will be building two platform supply vessels (PSV) with an option for two additional vessels based on the PX105 design from ULSTEIN. The vessels will be built at the new yard, Oceana Shipyard in Itajai, Brazil, and are scheduled for delivery in April and May 2016, respectively.

"Oceana Offshore decided to go for our proven PX105 design. Our contract with Oceana includes designs and an extended main equipment package, as well as engineering and purchase support," says Senior Business Advisor Erik Andreassen in Ulstein Design & Solutions, continuing:

"We are grateful for the trust placed in us and look forward to entering this project together with a new and future-oriented partner. We wish to thank the teams from both sides that have been working hard together over a long period in order to finally enter into this agreement. We believe Oceana Offshore will be satisfied with their new vessels."



"We are very pleased to have **Ulstein Design & Solutions** as the designer of the first vessels to be built in our new shipyard in Itajai. Hopefully it will be a start of a long-lasting partnership between our companies," says Oceana Shipyard's CEO, Paul Kempers.

The vessels for Oceana are purposed for work in the Brazilian oil industry.

The PX105 design is a large platform supply vessel with accommodation for 23 people. The vessels will be 88.9 metre long and 19 metre wide. With a DWT of 4,700 tonnes they comply with Petrobras' PSV 4500 tender. These vessels have a high operational window and can take on complex assignments far from shore. They come with the X-BOW®

hull line design feature, in which slamming and abrupt stops from waves are eliminated. The vessels are cost-effective and fuel-saving, and the crews get more efficient rest, which also increase safety.

"Oceana Offshore S.A. is funded by the solid investment and engineering partners P2 Brazil and BNDES. Their yard, Oceana Shipyard, is currently under construction in Itajai in the region of Santa Catarina, which is a maritime cluster of yards and related businesses," comments Erik Andreassen. **Source : Ulstein**

Rolls-Royce to supply design & integrated systems package to COSCO



Rolls-Royce has won an order to provide an integrated design and equipment package for two offshore supply vessels to be built at **COSCO (Guangdong) Shipyard Co., Ltd** in China for the Singapore based Chellsea Group, an ambitious and quality conscious player in the offshore oilfield services industry. The two Rolls-Royce UT 771 WP platform supply vessels will be the first vessels in Asia featuring the striking wave piercing bow designed to pierce through the waves in rough seas, making it possible to keep a more constant speed, reduce fuel consumption and increase on board safety.

The vessels will be added to the fleet of two UT-vessels operated by Chellsea today. Anders Almestad, Rolls-Royce, President - Offshore, said: "This new design has been developed in cooperation between Rolls-Royce, the ship owner and the yard. Their viewpoint has been vital to our design team in this project.

"We are very pleased that COSCO have confidence in us and introduced us to another new customer. We look forward to building a fruitful relationship with Chellsea going forward."

The delivery from Rolls-Royce will comprise ship design and an extensive integrated systems package including MTU-engines, propulsion system, power electrical system, bulk handling system, deck machinery, automation and control system as well as dynamic positioning system that use satellite technology to automatically maintain the vessels' position without anchoring. The two vessels are scheduled for delivery in 2015. The contract includes an option for additional four vessels. There are 22 Rolls-Royce UT-vessels under construction in China at present. Of these are four UT-vessels under construction at the COSCO Guangdong yard and four at the COSCO Zhoushan shipyard. **Source : Rolls-Royce**

Hapag-Lloyd cancels the Rotterdam call on PAX service

Due to the recent strike action at **APM Terminal Rotterdam**, Hapag-Lloyd to cancel the Rotterdam call of following PAX vessels:

Oakland Express 56E34 / 57W42

Rotterdam import cargo will be discharged at Hamburg CTA for further connection with "**Tsingtao Express**" 035E42 ets Hamburg October 22, eta Rotterdam October 23, 2013.

Export cargo already delivered full at Rotterdam will remain there until further notice as no gate activity possible.

Export cargo not yet delivered at Rotterdam must be re-directed to Antwerp for connection with London Express 75W43:

London Express 74E35 / 75W43

Rotterdam import cargo will be discharged at Antwerp for local pick up.
Rotterdam export cargo must be delivered directly to Antwerp.

.... PHOTO OF THE DAY



The **BRILLIANCE OF THE SEAS** in Bar Harbor, Maine with on the right the **MARGERET TODD**
Photo : Marijn van Hoorn ©

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