



**Number 311 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Thursday 07-11-2013**

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**The DAMEN shipyard built STANPATROL 4207 MORAZAN during yard trials in the Rotterdam region, the patrol vessel is built for Honduras - Photo : Frans de Lijster (c)**

# IN MEMORIAM

Zijn laatste reis ....  
Behouden vaart

De redactie bereikte het droeve bericht dat

## Piet Kars

Ridder in de orde van de Nederlandse Leeuw

Op 2 november op 71 jarige leeftijd in Tilburg is overleden

Piet begon zijn zeemansloopbaan in 1957 als matroos op de sleepboot "Noordzee" van Smit. Na het behalen van zijn stuurmansdiploma kwam Piet in 1969 in dienst bij Smit-Lloyd waar hij in 1973 werd bevorderd tot kapitein.

Gedurende 6 jaar werkte Piet vanuit Punta Arenas en in die tijd ontdekte hij dat er in de Straat Magelhaen tegengestelde stromingen waren.

Voor deze ontdekking werd hij in 2009 benoemd tot Ridder in de Orde van de Nederlandse Leeuw.

U kunt afscheid nemen van Piet in het uitvaartcentrum Bloemendaal, Bloemendaalweg 38 te Waalwijk, op donderdag 7 november van 18.30 tot 19.00 uur.

De crematieplechtigheid wordt gehouden op vrijdag 8 november om 14.30 uur in de aula van crematorium Maaslanden, Abt van Engelenlaan 1 te Vlijmen-Nieuwkuijk.

Samenkomst in het crematorium, waar gelegenheid is tot schriftelijk condoleren.

Voor degene die een blijk van medeleven willen sturen is het adres:  
Schubertlaan 2  
5165 CN Waspik

Wij wensen zijn familie veel sterkte met dit verlies.

**\*\*\*\*\*Piet, rust zacht\*\*\*\*\***

## EXCUSES

Due to some minor software problems whilst working on my laptop during my travelling it appeared that during converting from Word in PDF some website and email addresses don't appear completely in the PDF document, but when clicking on the address with your mouse, the hyperlink is properly working. I can only reinstall the software when I am back home again what will be Monday, so please bear for the time being with this minor error in the newsletter. Sorry for the inconvenience

## EVENTS, INCIDENTS & OPERATIONS



The **ALHENA** enroute Rotterdam – Photo : Ria Maat ©

## ULSTEIN DESIGNED 'AEGIR' WINS KVNR SHIPPING AWARD



Heerema Marine Contractors' new Deepwater Construction Vessel 'Aegir', a customised ULSTEIN SOC 5000 design developed by **Ulstein Sea of Solutions**, won the Dutch KVNR Shipping Award.

Photo : Aerolin (c)

The state-of-the-art vessel is designed for world-wide operations and suited for executing complex infrastructure and pipeline projects in ultra-deep water. The vessel is capable to switch between various pipelay modes and has sufficient lifting capacity to install fixed platforms in relatively shallow waters as well as performing installations jobs in deep water. The maximum waterdepth in which she is able to

operate is 3,500 m. The versatility in operational modes allows HMC to offer its clients savings in additional vessels and mobilization and sailing times.





'We are proud that we have been able to support Heerema in developing this innovative vessel based on combining Heeremas operational experience and our design experiences in complex offshore construction vessels', says Edwin van Leeuwen, General Manager at Ulstein Sea of Solutions. Ulstein Sea of Solutions is a company in Ulstein Group. Ulstein Sea of Solutions is world market leader in the design and development of offshore installation vessels. The company has gained a solid reputation for its refreshing and innovative offshore ship designs and turning these projects into reality for its clients. KVNVR is the Dutch Association of Ship Owners.

Left the first reel handling by DSV **Aegir** @ night offshore in the GOM.

Photo :  
**Robin van Singerwood (c)**

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## Barclays supports initial phase of CLS Offshore's growth strategy with a £2m loan to purchase commercial premises.

Barclays has supported **CLS Offshore Limited** with a £2m loan through the Funding for Lending Scheme to purchase their unique quayside fabrication facilities and business premises at Gorleston, Great Yarmouth. In addition to the aforementioned loan, Barclays has also provided various trade finance facilities to support the longer term growth strategies and plans of CLS.

CLS Offshore is an awarding winning total solution provider to the oil, gas, marine and renewable industries. The complete onshore and offshore services include, but are not limited to, Surveys, Design, Fabrication, Testing, Installation, Commissioning, Maintenance, Repair, Asset Integrity, Modification, Decommissioning, Recruitment Services and complete Project Management.



Over the past eighteen months, to support long term strategies, CLS Offshore has gone through a period of transition which has included changes at board level, simplifying processes and introducing new divisions such as a Recruitment Service and a dedicated Electrical and Instrumentation team.

Scott McMillan, Managing Director of CLS Offshore, said "Being able to own our facilities underlines our commitment to the company's growth, and Barclays played a key role in this. During the current year we have been able to reinvest over fifty percent of company profits back into the business, to support our long term growth aims and objectives."

Steve Webb, Relationship Director at Barclays said: "This is a great example of a well managed company thriving in the current climate and investing for future growth. The loan we have supported under the Funding for Lending Scheme also provided the company with a 2% lump sum cash back that enabled the company to plan with confidence going forward. We would be pleased to talk to any businesses who are thinking of investing in their business."

Barclays has responsibly increased lending by £7.49bn since the Funding for Lending Scheme began, supporting businesses and households with access to finance to grow their business, buy a new home or improve their quality of life.

## 2013 EUROCOPTER AMBASSADORS CUP IN SINGAPORE COMPLETED



The **2013 EUROCOPTER Ambassadors' Cup** was claimed by the Cambodian team boat in a competitive but good natured days racing on Saturday, 2nd November. This is the first time an Asian & indeed Asean Country has won the Ambassadors Cup since its inception in 2000. The event saw 43 boats with envoys from 32 countries challenge in the 14th



edition of the event organized by Changi Sailing Club.

The Cambodian Team led by H. E. Sin Serey on team boat '**Shardana**', held off the challenge of second placed Turkey, skippered by Thomas Leow on 'Tom Cat', and third place, Denmark on 'Petit Bateau' skippered by Esben Poulsson.

The hot sun, easterly light & shifting winds did not dampen the high spirits of the ambassadors and sailors as they battled the challenging conditions to finish the Race.

The 14th Ambassador's Cup 2013 saw sailors and ambassadors alike pitted against trying yacht-ing conditions. Racing started in strong tide and light breeze resulting in many boats being caught over the line at the gun but after more moderate wind filled in from a storm building in the south-east, many boats that had to return to the line after the early starts managed to catch up with the leading pack. However, sailing conditions deteriorated, with tide at its peak and the breeze waned as another storm began to build in from Northeast, making it really challenging for the racers to make headway back towards finish mark. Thankfully, as the storm drew closer, it brought a welcoming steady breeze which aided the boats to make their way to the finish mark.

The diversity of conditions and challenging weather provided everyone with an exciting regatta where racing was of quality and at the same time extremely enjoyable.

The Ambassador's Cup is the only regatta of its kind and has been gaining steady and increasing support from all the ambassadors and teams who contribute to one of the best days sailing on the Singapore calendar. **EUROCOPTER** is the title sponsor of the event this year. After the challenging race, all the participants were treated to 'Après Sailing' with Caipirinha, and BBQ chicken wings cooked in true Brazilian style to whet ones appetite before 500 guests enjoy a sit down dinner in a beautiful alfresco setting by the beach under the stars!

The finale of the evening culminated with the presentation to the winners of the 2013 Ambassadors' Cup. This was followed by a sumptuous spread of food with entertainment provided throughout the evening by Samba Dancers and a spectacular Brazilian band.





DA HE outbound from Cape Town on November 3 – Photo : Ian Shiffman ©

## Jack-Up Barge closes new remote support contract with Imtech Marine

**Imtech Marine** has been awarded a second Advanced Support Agreement from Jack-Up Barge for 24/7 remote monitoring and maintenance of the systems installed by Imtech Marine on board the newbuild, self-elevating platform JB-118. This follows an earlier and similar contract for the JB-117, where Imtech Marine completed equipment installation in 2012 and subsequently started remote monitoring. The JB-118 was built near Hong Kong in Shenzhen. Imtech Marine presents a live & operational remote control room at the Europort exhibition, hall 1, stand 1124.

The remote support is extensive and comprises the VSAT network, the ICT network, PABX central telephone system and the total navigation, communication and entertainment package, including IPTV and satellite television. Additionally, VHF/UHF communications for the crane operators, a meteo and CCTV system, as well as a communications system for the helideck. Because the barges are often working offshore for many weeks at a time it is vital that any problems can be sorted out remotely. This agreement also includes ICT system management. For instance when there are crew changes and a new crew is boarding all necessary ICT actions are set up and prepared such as email accounts, file server changes, login passwords etc. Imtech Marine makes these changes remotely for Jack-Up Barge.

Frank Berends, Global Manager Remote Services : “Our aim is to eliminate all surprises with remote support, and thus reducing maintenance costs by remote monitoring. Imtech's GTAC (Global Technical Assistance Centre) provides all the resources for that, including three 24/7 Remote Control Rooms in Rotterdam, Houston and Singapore. Jack-Up Barge has given us the freedom and the trust to get the job done. Since we started to provide Remote monitoring & Maintenance for the JB-117 one and a half year ago, maintenance attendances to the Barge have been reduced substantially.”

### Continuity and crew welfare

**Hugo Cramer**, Technical Manager Jack-Up Barge comments: “The **JB-117** is working on a three-year contract on a wind farm in the North Sea. With 24/7 support and remote monitoring, diagnostics and maintenance included, we are able to improve reliability of vital installations and reduce the maintenance costs by avoiding unplanned service calls. Monitoring the condition of the system remotely ensures us of continuity of operation. Jack-Up Barge also recognises that access to television and the Internet is very important for crew welfare. The crew works hard on long shifts and needs to be able to relax. Working with Imtech we know what to expect and that Imtech delivers.” The two companies work in true partnership, he says. Jack-Up Barge is one of the world's leading suppliers of Self Elevating Platforms for both the energy and heavy civil construction markets. Based in Sliedrecht, the Netherlands, Jack-Up Barge supplies two types of Self Elevating Platforms, the Modular and Monohull Jack-Up. **JB-117** is in operation on building a windmill farm in the Nordsea above the German Bight. The first job for the JB-118 is to function as an accommodation platform in the North Sea for a period of four months. Because of this task, Imtech Marine received an expansion order for the network, telephone, entertainment and PA/GA system.





In Rotterdam 2 Bonn Mees shearlegs discharged the newbuilding tanker **MAAIKE** from the **YONGXING**, the bunker tanker **MAAIKE** owned by **DECOIL** in Schiedam (The Netherlands) is the first bunker tanker which is completely built and conducted all the trials in China. **Photo : Jack Geense ©**



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Dockwise **TRANSPORTER** departed last Monday from Rotterdam-Calandcanal bound for the Parana River

**Photo : Jan Oosterboer.(c)**

## Maersk – Seago opens seasonal Levant – Black Sea service



Maersk - Seago has re-opened its seasonal Levant - Black Sea service, a loop which is - among others - aimed at citrus fruit and other agricultural products. The loop which was suspended in late May re-opens today with a first sailing of the 1,155 teu **ORKUN KALKAVAN** from Mersin. After a single inaugural round voyage, the vessel is to be replaced by the **MAERSK ARUN**, who will sail alongside the 968 teu **BOTTENVIK**, so far employed by BG Freight. The rotation reads as follows: Mersin, Ashdod, Novorossiysk, Mersin. In parallel, Maersk has already strengthened its seasonal coverage from Morocco to Russia with two dedicated services ensuring Agadir - St Petersburg links. **Source :** **Linervision**

## Are terrorists targeting the Suez Canal?

Attacks on vessels using Egypt's Suez Canal and increased terrorist activity in the Sinai Peninsula are opening up a new front in the war on terror, posing a serious threat to a crucial international trade route and with it global shipping, warn analysts.

Egyptian authorities have tightened security measures around the Suez Canal following intelligence suggesting Muslim Brotherhood supporters intend to target the key waterway today to coincide with the first day of trial for former president Mohamed Morsi.

Already terrorists have been probing the canal for weaknesses, say authorities.

On Aug. 31, an rocker-propelled grenade attack targeted the COSCO Asia container ship as it passed through the Suez Canal, while a separate attack on another vessel occurred July 29. Both attacks have been claimed by the Furkan Brigades, a new militant jihadist group operating in Egypt's Sinai Peninsula, though no significant damage was recorded in either incident.

"We can target the international water passage morning and night, along the entire length of the waterway," the group said in a video statement uploaded to YouTube shortly after the Aug. 31 attack. The Furkan Brigades has vowed more attacks.

The Egyptian military in early September launched one of the largest military operations in decades against militants to combat growing lawlessness and militant activity in the Sinai. Security forces found mortars and defused explosives in areas around the Suez Canal, and have been locked in fighting with Islamist militants in Sinai for almost two months.

The New York-based Soufan Group, a security consultancy warns that attacks by al-Qaeda-linked groups are likely to continue to target ships along the Suez Canal. "The disruption and chaos that would result from disabling a large commercial vessel crossing the canal would be a significant propaganda victory for the perpetrators," a report by the group this month said.

The Suez Canal is a key shipping route for global trade with about seven percent of the world's oil and 13% of the international gas supply passing through the Suez Canal last year, according to the U.S. Energy Information Administration.

Nationalized in 1956, dozens of ships use the 120-mile canal every day, including the **Maersk Mc-Kinney Moller**, a massive new vessel launched by Maersk from South Korea in July that can transport the exceptionally large 18,000 20-foot (TEU) containers at a time. Maersk has 19 more 18,000 TEU ships on order and are expected to be sailing by 2015.

Other major shipping companies including China Shipping and United Arab Shipping Co. have also ordered the 18,000 TEU vessels built by South Korea's Daewoo shipbuilding company, according to Lloyds List Intelligence.

The emergence of a new generation of giant container ships, too big to pass through the world's other vital waterway – the Panama Canal – means that for the Asia-Europe and the Asia-eastern Americas shipping routes, the Suez Canal is poised to grow in importance in the coming years.

Such massive, slow-moving leviathans are easy targets for the Islamic militants that have been operating with general impunity in the Sinai Peninsula in recent years, say analysts. "The sinking of a vessel in the Suez Canal would effectively shut the entire canal for several days, if not weeks, while the wreckage was broken up and removed," said a report published by the International Institute for Strategic Studies last month.

"(But) more likely is a spill ... which may shut down the canal depending on the Suez Canal Authority's response and policy toward it," Christian Le Miere, the author of the IISS report, told USA Today, adding that it is still difficult to actually sink a ship. "Alternative routes do not exist other than round the southern Cape (of Africa), a much longer journey." However, shipping giants Maersk are playing down the threat.

"We monitor the situation according to normal procedures and see a stable, unchanged situation in the Suez – therefore we have no special plans drawn up," said Mikkel Elbek Linnet, spokesperson for Danish shipping giant, Maersk. The Suez Canal sees 800,000 barrels of oil and 1.4 million barrels of other petrochemicals pass through it

every day. Containerized cargo made up over 70% of all non-energy cargo traffic during the first six months of this year, while over 13,000 vessels have passed through in 2013, according to the Suez Canal Authority. Analysts believe about 80% of container ships in operation today have armed security on board, highlighting the increasing threat to vessels.

"It would only take one successful attack on a large vessel traveling along the Suez to have the desired financial effect on both Egypt and the wider spheres of shipping and trade," said Charles Lister of IHS Jane's, an international security watchdog. "The August double RPG attack was carried out in broad daylight, which definitely demonstrates the ease with which potential militant threats could operate." **Source: USA Today**

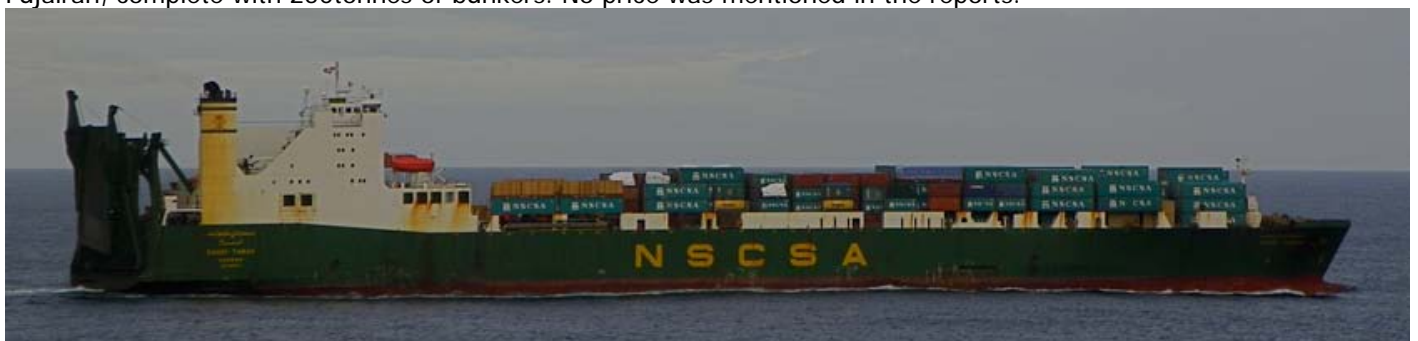


**DAL STELLENBOSCH** inbound in Cape Town November 4 – **Photo : Ian Shiffman ©**

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## Saudi ship sold for scrap

Broker reports from Europe are suggesting the **Mideast Ship Management** company has sent a 30-year old roro cargo vessel for demolition. The 42,600-dwt **Saudi Tabuk**, built 1983 in Sweden, has reportedly been sold as is in Fujairah, complete with 250 tonnes of bunkers. No price was mentioned in the reports.



The **SAUDI TABUK** - **Photo : René D. Serrao - Portuguese Cove NS.(c)**

Mideast Ship Management Ltd. is a subsidiary of Saudi Arabian National Shipping Company Bahri which operates from its head offices in Dubai. It was established in 1997 jointly by Bahri and Acomarit, a ship management company based in Scotland to render quality ship management services to Bahri and other companies. **Source: Arabian Supply Chain**



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The brandnew DAB VLOOT owned Belgian pilot tender **HONTE** started operating in Vlissingen

Photo : Willem Kruit ©

**SMIT PANTHER** , **SMIT CHEETAH** en **FAIRPLAY 34** assisting the tanker **PISCES STAR** in Rotterdam Europoort  
see the 5 mins movie made by Kees Torn at :

[://www.youtube.com/watch?v=M8xt2cJ--PA&feature=share&list=UUnvuooqCHa8vfXcaSvwrzZg](http://www.youtube.com/watch?v=M8xt2cJ--PA&feature=share&list=UUnvuooqCHa8vfXcaSvwrzZg)

## London P&I Club says complacency is significant factor in collisions

The **London P&I Club** says that a recent analysis of collision cases has highlighted the effect which complacency on the bridge of the vessel can have on the incidence of casualties.

The club recently undertook a 'root cause' analysis of collision cases which concluded that the majority could be categorised as human error, with complacency often a significant contributing factor. In the latest issue of its StopLoss Bulletin, it cites the case of a bulk carrier which was approaching the end of a Traffic Separation Scheme. The ship was slowing to make an ETA at a pilot station in the adjacent Inshore Traffic Zone, and was soon to make a substantial alteration of course to starboard in accordance with its passage plan. At the same time, the vessel was being overtaken by a container ship. As a changeover of navigational watch was approaching, it became apparent to the



Officer of the Watch (OOW) on the bulk carrier that the overtaking ship was not taking action to pass well clear in accordance with its obligations under Rule 13 of the Collision Regulations.

A VHF conversation took place in which the bulk carrier made its intentions known to the overtaking container ship, and an agreement was reached whereby the bulk carrier would make its alteration to starboard, and the overtaking ship would alter course to port and pass on the port side of the bulker. Shortly thereafter, the relieving officer arrived on the bridge of the bulk carrier and the watch handover process began. It was apparent that the OOW was confident that the plan was fully understood by both ships and expected the containership to pass on the port quarter. Unfortunately, he failed to monitor the situation, failed to alter course to starboard as agreed, and was taken by complete surprise in mid-conversation when the overtaking containership collided with the bulk carrier just forward of the bridge on the starboard side.

It was clear that, throughout the episode, the ships were in a developing close-quarters situation, and that good seamanship ought to have dictated that the OOW monitored the conduct of the overtaking ship very closely until it was finally past and clear, possibly delaying the watch-handover. The club says that misplaced complacency and over-confidence may have significantly contributed to the resulting collision claim. **Source : London P&I Club**



The **SMIT ANGOLA** in Rotterdam-Waalhaven as seen from the **TOS office**

**Photo : Piet Sinke ©**

## **CSA raises P3 Network concerns**

Zhang Shouguo, vice chairman and secretary general of China Shipowners' Association (CSA) said in a release that monopolies and freight rate manipulation are prohibited in the global market and CSA is concerned by the possible negative influences brought by the P3 Network Alliance on fair shipping markets in the future.

Zhang said CSA will closely watch changes in the market share of P3 members, its influence on the market, and the association will firmly maintain the fair order of the market if there are any abnormal fluctuations. **Source: Sino Ship News**

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## NAUTIS Simulators for Amsterdam Tug & OSV Training Centre



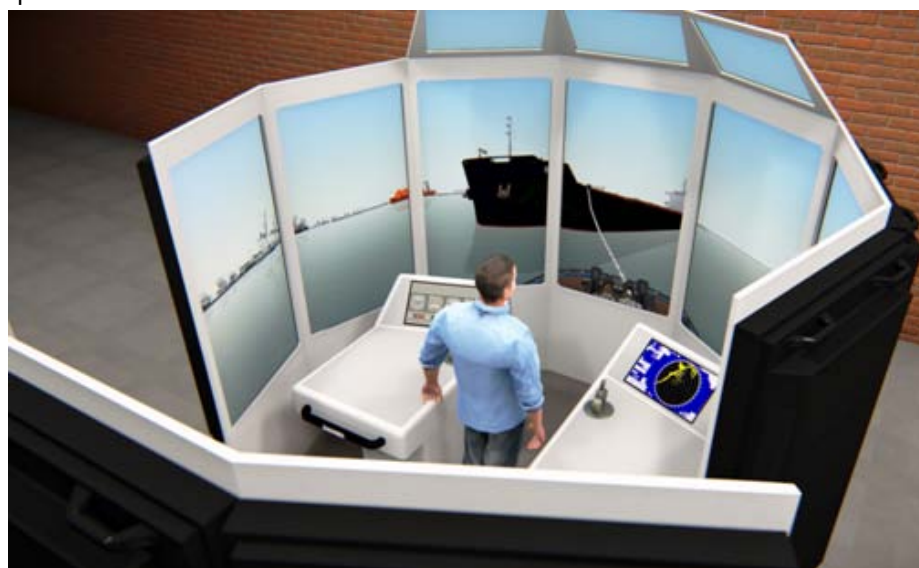
**Iskes Towage & Salvage** signed an agreement with **VSTEP** for the delivery of two **NAUTIS Tug and Offshore Supply Vessel (OSV) simulators**.



These simulators are the first units purchased for the new Iskes / Damen Training Centre, set up in the new office building of Iskes at the port entrance to the ports of the Amsterdam Northsea canal area, close to Schiphol Airport.



VSTEP will initially provide a 360-degree NAUTIS Full Mission Tug Simulator and a 240-degree **NAUTIS Desktop Trainer** to the **Iskes/Damen Training Centre**. At a later stage, these Tug and OSV simulators will be expanded with another 360-degree Full Mission Tug Simulator so that a complete exercise scenario with the assisted vessel and two tugs (one at the stern and one at the bow) can be conducted. The centre will initially be used for internal training, with courses offered for external parties starting 2nd quarter 2014.



**Jim Iskes**, owner of **Iskes Towage & Salvage**: "For a number of reasons we wanted a tug simulator. First to train new crew: we are confident that the simulator will decrease the time needed to train new masters and chief officers. But also – and very important – the simulator will provide us a tool to train emergency situations and to sail under difficult circumstances such as heavy winds and dense fog. VSTEP provides us with simulators that are easy to operate and have the best quality interaction effects between tugs and towed vessels that we saw."

**Arie Jonas**, Project Manager Training at **Damen Services**: "A full 360 degree simulator will provide Damen a

sound capability to offer realistic crew training together with supplying a tug or OSV. The simulator will initially feature the specifics of a **Damen 2810** and a **Damen 3212** ASD tug, but also the popular **Damen Fast Crew Supplier 2610** will be simulated." By combining the needs of both **Damen** and **Iskes**, but also of some other interested parties, it is believed the training centre will quickly become a centre of excellence for tug and offshore vessel simulation and training. For more information about **NAUTIS Maritime Simulators**, visit [nautissim.com](http://nautissim.com)



# MARINE ASSETS CORPORATION (MAC) COMPACT SEMI SUB (CSS) UPDATE 5th November 2013



CSS OLYMPIA. First in series, enters dry dock for final checks prior to final sea trials scheduled for 6<sup>th</sup> December, with delivery forecast for 20<sup>th</sup> December 2013.



CSS OLYMPIA commencing first sea trials.



Reports from the trials team say they were surprised by the smooth and quiet ambiance of the vessel. During trials she exceeded her design speed of 10.5 knots



Left MAC's 2<sup>nd</sup> CSS destined for Brunei readying for launch by year end. On the right can be seen blocks for the 2nd CSS being lifted over the start of No 3



Block assembly full speed ahead for current 3 units. No's 4 and 5 about to start.





## Pirates Are Back in Business

The IMB Live Piracy & Armed Robbery Report 2013 reported at least 10 maritime piracy incidents in October - mainly off Indonesia. Read detailed narrations below:

**15.10.2013:** 2050 LT: Posn: 19:49 S - 034:50E, Berth No.5 Beira Port, Mozambique.

Three robbers armed with knives approached in a small wooden boat a berthed container ship. One of the robbers boarded the ship and was noticed. Alarm raised, crew mustered. The robber jumped overboard with some ship stores and escaped in their boat. Port authority was informed.

**10.10.2013:** 0530 LT: Posn: 02:16N - 104:48E, Off Pulau Aur, Malaysia.

A speed boat approached a product tanker underway and about nine pirates wearing masks and armed with guns boarded the vessel. The tanker was hijacked, all crew members taken hostage and all communication equipment destroyed. The pirates stole the ship's cargo, cash, crew personal belongings and cash, portable communication equipment and disembarked on 15.10.2013. The Master managed to contact the owners and informed them of the incident. No injuries to crew.

**12.10.2013:** 2000 LT: Posn: 06:00.9S - 106:53.5E, Jakarta Tanker Anchorage, Indonesia.

Three robbers in a small boat approached and boarded an anchored chemical tanker. Alert duty crew noticed the robbers and shouted at them resulting in the robbers escaping empty handed in their boat.

**11.10.2013:** 0918 UTC: Posn: 04:56N - 052:28E, Around 237nm East of Hobyo, Somalia. Pirates in two skiffs approached a tanker underway. Master raised alarm, sounded ship's whistle, increased speed and crew mustered. The on board armed security team took their position and fired warning rocket flares as the skiffs closed to a distance of 3nm and then 2nm. The skiffs ignored the warning flares and continued their approach. As one skiff closed to a distance of 400m and the armed team fired a warning shot. This was also ignored by the pirates who continued to approach. When a second warning shot was fired at a distance of 250meters the skiff stopped and returned fire with an automatic weapon. The armed team retaliated resulting in the skiffs aborting the attack and moving away.

**10.10.2013:** 0315 LT: Posn: 00:15.3N - 117:41.3E, Muara Berau Anchorage, Samarinda, Indonesia. Five robbers armed with long knives boarded a bulk carrier at anchor. One crew was held hostage while they broke into a storage and took some ship's stores. OOW alerted, alarm raised and crew proceeded towards forecastle. On seeing alert crew, the robbers jumped overboard and escaped. No injuries to crew.

**07.10.2013:** 0342 LT: Karimun Transshipment Anchorage, Indonesia.

A product tanker was boarded while performing a STS operation by four robbers armed with knives while one remained in a boat. A different group of robbers were discovered on board the other STS tanker and alarm was raised. The robbers were spotted by the crew and escaped without taking anything.

**06.10.2013:** 0242 LT: Nipah Anchorage, Indonesia.

Duty crew on board an anchored tanker, preparing for STS operations, noticed some suspicious boats near aft of the vessel. As he approached closer he found portable ladders rigged along the ship side and some robbers attempting to board. He immediately alerted the OOW, raised the alarm and all crew proceeded towards the poop deck. On seeing the alert crew the robbers aborted their attempt to board and moved away. All other vessels nearby were alerted.

**07.10.2013:** 0345 LT: Posn: 01:05N - 103:28E, Karimun Transshipment Anchorage, Indonesia.

Five robbers boarded an anchored tanker during STS operations via the poop deck and were noticed attempting to enter the accommodation. Alarm raised and crew mustered. Upon hearing the alarm, the robbers made threatening gestures to the crew, jumped overboard and escaped in their unlit boat with an orange superstructure. The mooring master and the other STS vessel was informed. Detailed search on both vessels indicated that the robbers have boarded both vessels. Port control informed.

**06.10.2013:** 0410 LT: Posn: 01:08N - 103:35E, Nipah Anchorage, Indonesia.

Six robbers in black attire were seen on board an anchored tanker trying to find a way into the accommodation. Alert D/O raised the alarm and sounded ship's whistle. On hearing the alarm, the robbers jumped overboard and escaped in their wooden boat with an orange canopy. Vessels in the vicinity alerted via VHF. Crew mustered, head count taken and a search carried out.

**05.10.2013:** 0048 LT: Posn: 00:06S - 117:32E, Santan Anchorage, Indonesia.

Four robbers armed with long knives boarded an anchored tanker awaiting cargo operations. Duty crew noticed movements at the forecastle, informed bridge and proceeded towards the forecastle to investigate. Duty officer raised the alarm and crew mustered. Upon reaching the forecastle the robbers threatened the crew with long knives and escaped and the crew were able to retrieve some of the stores which the robbers were trying to steal. Port authorities informed but no respond received. The incident was reported to the local police via ship's agent.

#### **Advice to Masters**

Always Follow

1. Company and ship specific procedures.
2. Advice in IMO circular MSC.1/Circ.1334 (23 June 2009)
3. Procedures given in BMP4 while transiting high risk areas of Somali piracy.

Always report All incidents of piracy and armed robbery (actual, attempted or suspicious) occurring anywhere in the world to the 24 hour manned IMB PRC. This first step is crucial in the response procedures as well as promulgating the threat to ALL vessels in the ocean regions.

Contact details of IMB Piracy Reporting Centre (IMB PRC)

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## **Lloyd's quality assurance approves two UK shipboard armed guard firms**

GLOBAL management system certifier, Lloyd's Register Quality Assurance (LRQA), has certified its first British private maritime security companies (PMSC), Solace Global and Ambrey Risk, as fit for service.

LRQA said each had met ISO/PAS 28007 standards, requiring PMSCs fully identify and demonstrate compliance with all the legal requirements in providing armed shipboard guards against piracy in the high risk areas.

"Certification to the ISO 28000 and ISO/PAS 28007 standards clearly shows that Ambrey Risk and Solace Global have made a commitment in demonstrating their professionalism to shipowners and managers," said LRQA business centre manager David Derrick.

ISO/PAS 28007, as part of the ISO 28000 family of security standards, gives established guidelines to PMSCs. "Certification to these standards demonstrates to the international community that they, and their operatives, can legally, safely and effectively guard shipping," said the LRQA statement. Said Ambrey Risk managing director Chris Charnley: "We are proud to have achieved certification to ISO/PAS 28007 with LRQA. You can choose security providers who offer integrity, the very highest standards of compliance and therefore peace of mind."

Said Solace Global CEO David Peach: "We are delighted to be one of the first PMSCs certified. It takes time, money and resources to put effective quality, health and safety and environmental management systems in place."

LRQA is one of three certification bodies participating in the United Kingdom Accreditation Service (UKAS) pilot scheme. UKAS has been appointed to assess certification companies offering assessment to ISO/PAS 28007.

LRQA is a subsidiary of Lloyd's Register Group Ltd, which provides business assurance services including certification, validation, verification and training.



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## NAVY NEWS



The Dutch OPV **HOLLAND** spotted at the Westerschelde – Photo : [Henk de Winde](#) ©

# North Korean Ship Sinking: Naval Vessel Sank Last Month, Reports Say

A North Korean naval vessel sank last month, killing an unspecified number of officers and sailors, according to North and South Korean media. The North's official Korean Central News Agency provided few concrete details, and there was no clue as to what might have happened. KCNA said in a dispatch Saturday that the deaths came while a submarine chaser was performing "combat duties." North Korea rarely releases details about military mishaps or accidents.

The rest of the dispatch was devoted to a recent visit by leader Kim Jong Un to a "cemetery of fallen fighters." He was shown in state media inspecting a large number of stone markers that carried photos of sailors.

KCNA's dispatch said the incident happened in October, but did not give a date. Photos of the stone markers released by state media show "Oct. 13" inscribed on them. An unidentified South Korean military source told the South's Chosun Ilbo newspaper that the vessel was built in the 1960s, and that its old age might have been a factor in the sinking. The South's Yonhap news agency, citing an unidentified source, reported that the vessel sank near Wonsan on the east coast. Much of North Korea's military equipment is decrepit, but the country has a massive army and thousands of artillery pieces deployed along its border. The rival Koreas both claim the waters around their western



sea boundary, which is the most likely scene of any future clash between them. North Korea disputes the boundary, which was unilaterally drawn close to its shores by the U.S.-led U.N. Command after the 1950-53 Korean War, and the two Koreas have fought several bloody naval skirmishes there since 1999. Pyongyang is also blamed for a 2010 torpedo attack that sank a South Korean warship, killing 46 sailors. A North Korean artillery attack that year killed four South Koreans on a frontline island. **Source : huffingtonpost**

## Japan mulls boosting Aegis destroyer fleet to counter threats from North Korea and China

Japan is considering boosting its fleet of Aegis-equipped destroyers from six to eight to counter threats from North Korean missile development and tensions with China over territory, a daily said Tuesday. The government has started making arrangements to build two new Aegis vessels equipped with advanced interceptor missiles, the daily Yomiuri Shimbun said, quoted anonymous sources.

Tokyo hopes to include the plan in a new basic defence programme to be adopted at the year-end, the paper said, adding the new destroyers could be deployed within 10 years.

Japan currently has six vessels with the US-developed Aegis combat system.

The defence ministry said increasing the size of the fleet was an option under consideration as part of a governmental review of the defence programme.

"We are considering reinforcing Aegis ships," said Tsuyoshi Hirata at the ministry's press office.

"What the formation of the Self-Defence Forces should be like in the future will be studied when (the government) reviews the basic defence programme," he said.

The Yomiuri reported Tokyo wants to reinforce its Aegis fleet "because North Korea's nuclear and missile development has become an imminent threat to Japan's security".

North Korea conducted its third nuclear test in February, following a ballistic missile technology test in December 2012. The Japanese-language Yomiuri also said the threat from China has also been growing around Japan's southwestern waters as the two countries have locked horns over a chain of islets in the East China Sea.

The daily noted building new Aegis ships was not being considered specifically to counter Chinese ballistic missiles.

"But if Japan could dispatch an Aegis ship equipped with a powerful radar system permanently to areas around the southwest islands, it is expected to enhance the nation's vigilance and watch capabilities against Chinese airplanes and cruise missiles," it said. **Source : Indiatimes**



The Belgian Frigate **LEOPOLD I** inbound at the river Tyne for Northumbrian Quay – **Photo : Kevin Blair ©**

## SHIPYARD NEWS



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## Vietsovpetro orders \$200m rig at PV Shipyard

Vietsovpetro has signed a \$200m contract with [PetroVietnam Marine Shipyard](#) to build drilling rig "Tam Dao 05" at its yard in Vung Tau. The Tam Dao 05, which will be classed by ABS and Vietnam Register, is due for completion in 2016 will join sister rig [Tam Dao 03](#) which has been in operation since 2012.

Vietsovpetro say the rig will help the firm become more proactive, and reduce the cost of hiring drilling rigs from foreign contractors. **Source : Seashipnews**



05-11-2013 : The [MSC FANTASIA](#) entering Palumbo Malta dockyard **Photo : Mario Schembri ©**

## Singapore's COSCO Corp Q3 net profit falls 61 percent

[COSCO Corp \(Singapore\) Ltd](#) said its third quarter net profit fell 61 percent to S\$16.4 million (\$13.20 million) from the same period a year earlier due to lower contributions from dry-bulk shipping and shipyard operations.

Net profit attributable to equity holders of the company fell 84.1 percent on the year to S\$4.2 million in the third quarter. COSCO Corp, a subsidiary of China's state-owned maritime conglomerate, China Ocean Shipping (Group) Co,

said its profit for the first nine months of the year dropped 68 percent to S\$26 million. The company's order-book stood at S\$7.2 billion at the end of September, up from S\$6.7 billion three months earlier.

COSCO Corp shares closed at S\$0.79, down nearly 12 percent so far this year, compared with a 1 percent gain in Singapore's benchmark Straits Times Index. **Source : Reuters**

## ZPMC delivers pipelay vessel to CNPC

ON 30th Oct, ZPMC subordinate Oil Rigs & Wind Farm Department delivered "CPP 601" pipelay vessel to CNPC. ZPMC constructed 1600-ton fully revolving crane and stinger petroleum pipeline of the vessel, the company said in its press release.

"CPP 601" pipelay vessel is a special engineering ship China Petroleum Pipeline Bureau (CPPB) made for developing its marine lifting pipelaying business. It is also the largest pipelay vessel in CNPC with the function of lifting, pipe laying and daily life support at sea. Besides, its maximum lifting capacity is 1200 ton when fully revolving, and its lifting capacity is 1600 ton when oriented lifting at sea.

Due to the crane with huge body and large weight, ZPMC installed in section in manufacturing process and created good conditions for integral installation. ZPMC always abided by the installation principle, inspected carefully every details of installation, and eliminated in time hidden dangers, which increased safety factor of crane installation.

CPPB is top-ranking pipeline engineering general contractor at home and abroad. The successful delivery of the vessel laid solid foundation for wider and longer cooperation of CPPB and ZPMC.

"CPP 601" will go to Africa in its maiden voyage and undertake the construction of undersea gas pipeline project in Tanzania. **Source : PortNews**

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## Ingalls Shipyard celebrates construction of Navy's latest ship

The Navy's most advance surface combatant to help defend our country is now under construction at Ingalls Shipyard. A keel authentication ceremony was held Monday to celebrate the construction of **DDG 113 USS John Finn**. Patriotic flags covered the front of the Navy's future Ingalls built ship that will help keep our seas safe.

"Seeing the men and women of Ingalls building this ship, they are doing a great job," Navy DDG 51 Program Manager, Captain Mark Vandorff said. The DDG Destroyer is the backbone of the Navy surface fleet. Ingalls is one of only two builders in the country. "This is the first DDG we have started fabrication since the 110 and that's been about five years ago. We just won the contract for five more," Ingalls Shipbuilding President Irwin Edenzon said.



The DDG 113 is around 20 percent complete and the keel has also been laid. Monday's ceremony helped mark the significant milestone, and the ship's sponsor also got the chance to initial her signature on a plate to be attached to the Navy vessel forever. "It is such an important United States asset. I want to stay really connected with it and those who are building it, which is so important," Ship Sponsor Laura Stavridis said.

Once Ingalls builds the Navy Destroyer, the ship will have the most modern technological advances, as well as, multi-mission offensive and defensive capabilities. "This ship does a multitude of missions for the Navy. It does air defense, surface defense and subsurface defense. In fact, we had four Ingalls built destroyers of this type off the coast of Syria during this last confrontation. So, we are proud of these ships and they serve all over the world and they do all types of missions," said Edenzon. This ship is expected to be delivered to the Navy in 2016. The ship will name in honor of Lieutenant John Finn. Finn was the first World War II Medal of Honor recipient. He died at 100-years-old.

Source :WLOX

## **Nevsky Shipyard and RF Ministry of Defence sign contract for construction of 9,000-dwt fleet attendance tanker**

On November 1st, 2013, the Federal Agency for Weaponry, Military and Special Equipment and Material facilities Procurement (Rosoboronpostavka), representative of The Ministry of Defence of the Russian Federation, and Nevsky Shipyard LLC (Leningrad region) signed the State Contract for the construction of sea tanker of 23130 project.

The tanker is to be built and delivered to the Ministry of Defence in 2016.

The tanker will have the following characteristics: deadweight at draught 7 m – 9,000 t, length overall - 130 m, breadth overall – about 21 m, depth – 10 m, draught – 7 m.

As IAA PortNews reported earlier, on October 14, 2013, Nevsky Shipyard was acknowledged as a winner of the competitive tender announced by the Defense Ministry. The contract was initially valued at RUB 3.86 bln млн while the shipyard's proposal was to build it for RUB 2.978 bln. The proposal of Admiralty Shipyards (Saint-Petersburg) was less interesting.

Nevsky Shipyard LLC, a subsidiary of JSC North-Western Shipping Company (part of UCL Holding), is located 40 km from Saint-Petersburg in Shlisselburg on the left bank of the Neva River. The company has been engaged in shipbuilding since 1952. Nevsky Shipyard builds sea-going and river vessels of various types and purposes and provides all kinds of ship repair. Nevsky Shipyard's slipway allows launching and lifting for repair 140-m-long vessels with dock weight of up to 3,000 tonnes. Source : PortNews

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## **Mideast crude tanker rates at 18-month high**

Crude oil tanker earnings on the major Middle East route rallied at the start of the week to their highest in 18 months helped by a surge in bookings, helping to soak up vessels available for hire. Brokers said in contrast, upheaval in Libya had hit the smaller aframax sector with earnings turning negative.

The world's benchmark VLCC export route from the Middle East Gulf (MEG) to Japan reached W52.88 in the worldscale measure of freight rates, or \$33,217 a day when translated into average earnings, and were at their highest since mid-April 2012.

That compared with W51.93 or \$31,486 a day on Friday and W43.22 or \$17,363 a day last Monday.

"The VLCC market has gotten wind in its sails as high fixture activity the past week has reduced the 4-week vessel count to only 44 vessels — clearly giving shipowners the upper hand near-term," said Arctic Securities analyst Erik Nikolai Stavseth.

The positive momentum has pushed earnings beyond their most recent high reported in July, touching levels not seen since last year.

"On average worldwide, VLCCs are earning \$35,000/day, the highest levels this year and at levels last seen in early 2012 ahead of the Iran oil export sanctions," said Omar Nokta with Global Hunter Securities.

Operating costs were estimated around \$10,000 to \$11,000 a day for VLCCs. "Rates will likely stay firm on the back of recent momentum," broker Marex Spectron said separately.

VLCC rates from the Gulf to the United States were at W33.69 on Monday versus W33.62 on Friday and W27.83 last Monday.

Cross-Mediterranean aframax tanker rates were at W69.00, or -\$605 a day, compared with W69.75 or -\$260 on Friday and W75.50 or \$3,119 a day last Monday. Brokers said growing oil export disruptions in Libya were hitting aframax activity in the Med. **Source: Reuters**

## **Icebreakers Taimyr and Vaigach will be decommissioned in 2017-2019, Atomflot says**

Icebreakers **Taimyr** and **Vaigach** will be decommissioned in 2017-2019, IAA PortNews journalist cites Vyacheslav Ruksha, Director General of FSUE Atomflot, as saying at the ceremonial keel laying of the **Arktika** icebreaker, lead 60-MWt multipurpose double-draught nuclear icebreaker of Project 22220. According to him, 3 multipurpose nuclear icebreakers (including new ones) will be operational by that time. **Source : PortNews**

## **Iron ore exports from Australia's Port Hedland to China hit record 25.2 mil mt in Oct**

Iron ore exports of 25.2 million mt to Chinese customers from Port Hedland in Western Australia in October easily surpassed the previous record high volume of 23 million mt seen in both May and June this year, Port Hedland Port Authority data released Tuesday showed.

With a sailing time between Port Hedland and northern China of about a fortnight, the volume suggests China could report another strong import month in October to follow September's record 74.6 million mt of iron ore imports. China will report its aggregated October iron ore imports in the next few days.

But shipments from Rio Tinto, which uses Dampier and Cape Lambert ports to the south of Port Hedland, could have been lower after the miner suffered a minor train derailment in October, according to several of its customers. This resulted in significantly lower spot cargoes that month than in September, Platts data showed.

Total iron ore exports from Port Hedland in October equalled last month's record high of 28.9 million mt. Total exports have averaged 26.02 million mt/month this year, which is 27% higher than the 20.4 million mt/month seen in January-October 2012. This is due to iron ore production capacity expansions from the port's major users, BHP Billiton, and in particular, Fortescue Metals Group. Japan received 1.6 million mt of iron ore from the port in October, down 27% from

September's 2.2 million mt, while 1.4 million mt were shipped to South Korea, exactly half the amount the country received in September. Taiwan received 452,600 mt of iron ore from the port in October compared with 457,208 mt in September, PHPA data showed. Australia received 271,118 mt of iron ore from the port, which is typically BHP supplying BlueScope Steel's Port Kembla works, south of Sydney. **Source: Platts**

## **Brazil ships less ore to Arabs**

Despite Brazil having increased international ore shipments, shipments to the Arab countries dropped 6.24% from January to September 2012 as against the same period this year, according to the Ministry of Development, Industry and Foreign Trade. Sales to the world totalled 242.4 million tonnes, whereas those to the Arab nations totalled 15.3 million tonnes. In revenues, there was a similar movement in the period, with growth of 1.58% of revenues obtained with total exports, reaching US\$ 24.8 billion, and a drop of 11.06% to the Arabs, with US\$ 1.6 billion.

According to the chief economist of the Federation of Industries of the State of Minas Gerais (Fiemg), Paulo Roberto Santos Casaca, this drop is normally connected to deceleration of ironworks products. Ore is used to make products like iron and steel, used in the auto and building industries, among others.

The Arab country that imported most ore from Brazil in the first nine months of the year was Oman, but sales to the country grew 3%. The second main buyer was Egypt, with a reduction of 5%, then came Bahrain, with a drop of 48%, and the Emirates, with a 19.4% lower import volume, and the fourth was Libya, with growth of 176%.

Both in shipments to the Arab world and to other nations, the change in volume was greater than the change in revenues, showing a price drop. Casaca recalls that halfway through February this year, ore prices were US\$ 150 a tonne on the spot market, but dropped to US\$ 114 in June, but on Wednesday last week (30) each tonne was sold at US\$ 131.

The price movement of the commodity is greatly connected to the demand in China, which is the world's main consumer of the product. With the recovery of the Chinese economy in the second half of the year, with a better result in the third quarter, ore values have started rising. In the case of the state of Minas Gerais, a great producer of ores, 64% of product exports go to China. Brazil also faced problems in extraction of the commodity, due to excessive rain in the second quarter, according to Casaca. If it were not for that, the pressure for price drops could have been even greater in the first half of this year.

In September, exports of ores started rising. There was growth both in shipments in general and to the Arab world. Brazilian sales as a whole grew 6.17% in volume and 14.4% in revenues, with 29.8 million tonnes and US\$ 2.9 billion, respectively. Exports to the Arab world rose 28% in volume, to 2.3 million tonnes, and 55% in revenues, to US\$ 257.6 million tonnes. The growth was boosted by sales to Libya. **Source: Anba**

## **Asia-Europe spot rates up 26.5pc as November rate hikes take effect**

AVERAGED Asia-Europe spot rates increased 26.5 per cent as some Asia-Med and Asia-north Europe rates more than doubled when November 1 rate increases came into effect.

The Shanghai-north Europe rate soared 112.4 per cent to US\$1,423 per TEU and spot rates increased to \$1,499 per TEU, bringing back prices not seen since August. Before November 1, the Shanghai-Rotterdam container freight rate benchmark, published by World Container Index and assessed by Drewry, was only \$6 per FEU higher at \$1,284.

Rates on most other trades showed little change, according to the Shanghai Containerised Freight Index (SCFI), though the China-South America rate increased 85 per cent. **Source : Asian Shipper**

## **Atomflot announces tender for construction of two serial nuclear icebreakers**

FSUE Atomflot has announced tender for construction of two serial nuclear icebreakers, IAA PortNews journalist cites Mikhail Kamensky, deputy head of Rosatom, as saying at the ceremonial keel laying of the **Arktika** icebreaker, lead



60-MWt multipurpose double-draught nuclear icebreaker of Project 22220. He does not rule out that **Baltiysky Zavod** can win the tender.

So 3 nuclear icebreakers of project 22220 will be built all in all. The lead icebreaker of the **Arktika** series has been laid down at **Baltiysky Zavod** (Saint-Petersburg). The first icebreaker is to be delivered in 2018, the second – in 2020.

Source : PortNews

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



3 ships fitting out at **Hartman Shipbuilding** in Urk.

Photo : **FLYING FOCUS** luchtfotografie – [flyingfocus.nl](http://flyingfocus.nl) ©

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