



**Number 312 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 08-11-2013**

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



**The DAMEN Newbuilding with yardnumber 509654 passing Maassluis enroute the Rotterdam-Caland canal for bollard pull tests  
Photo : Reinier van de Wetering (c)**

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## General Cargo Vessel "SILA"



On Tuesday 15th October 2013, **TS AVLIRIS** dispatched tug "**AL WAFI**" from her Muscat anchorage, to the assistance of general cargo vessel "**SILA**" (5,688 GRT, 7,608 DWT), laden with about 6,200 MT of Indian Soybean Meal Hipro in bulk, disabled and drifting off Salalah. Tug "**AL WAFI**" arrived at the casualty's position on Saturday 19th October, connected towline and towed casualty to Duqm port, Oman. Convoy safely arrived on Wednesday 23rd October at Duqm outer anchorage, where the vessel was delivered to port tugs arranged by Contractors. The same day vessel was redelivered to her owners at Duqm shipyard berth, Oman.

## Thenamaris receives SEADREAM (5,000 teu)

The Greek non-operating owner Thenamaris has taken delivery of the 5,000 teu baby-overpanamax vessel **SEADREAM**: The new ship is the second of two sisters that Thenamaris ordered in June 2011 at Hyundai Samho Heavy Industries of South Korea. The 255.40m long and 37.40m (15 rows) wide ship has a commercial speed of 21.5



knots and is powered by a MAN B&W 6G80ME-C9.2 main engine, rated at about 27.000 kW. While unit one of the duo was taken up by Maersk Line, Thenamaris' **SEADREAM** appears to be charter free for the moment. **Source :** Linervision



The **NORDNESS** from **Van Oord** loading rocks at dampier, Australia at the 6th of november 2013.

**Photo : B. Boutsma ©**

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## Why crude tanker stocks have underperformed this year

A constant stream of money printing by the Fed and higher earnings have pushed the S&P 500 and major indexes into new highs this year. The Guggenheim Shipping ETF (SEA), which invests in major shipping companies like Maersk, has also performed well, outperforming the S&P 500.

Crude tanker stocks are underperforming

Yet crude tanker stocks have underperformed the Guggenheim Shipping ETF (SEA) and the SPDR S&P 500 ETF (SPY) over the past 12 months. The performance of crude tankers shown above comprises Frontline Ltd. (FRO), Nordic American Tanker Ltd. (NAT), Tsakos Energy Navigation Ltd. (TNP), and Teekay Tankers Ltd. (TNK).

Despite the market putting in one of the best performance in years, the underperformance of crude tanker stocks reflects poor industry fundamentals. While the global economy appears to be picking up momentum and countries like Europe and China are doing better than last year, they haven't helped.

Indicators covered this week

As we saw in this week's series, scrappage activity remains elevated and shipping rates remain depressed. While capacity growth is coming down, shipping rates haven't turned up. The latest increase in product oil export growth will likely paint a negative outlook for the crude tanker business over the short to medium term.

Prior series

In last week's series, we saw a continuous climb in crude imports from China. Of course, they were negatively affected by inventory restocking activity that took place in 2012. So on a year-over-year basis, crude oil imports didn't rise as much. Car sales remain solid, however, and as more cars are on the road, China's oil demand will continue to rise. Despite these increases, they weren't enough and are likely not enough to offset declines in US imports for now, however. In the future, that will likely change.

### Outlook for crude tankers

Higher orderbooks for VLCCs are one reason to be optimistic about the future. But for now, the average crude tanker stock will likely underperform the overall market and the Guggenheim Shipping ETF (SEA) over the short to medium term. **Source: Market Realist**

# SALVAGE STATION SCHEVENINGEN

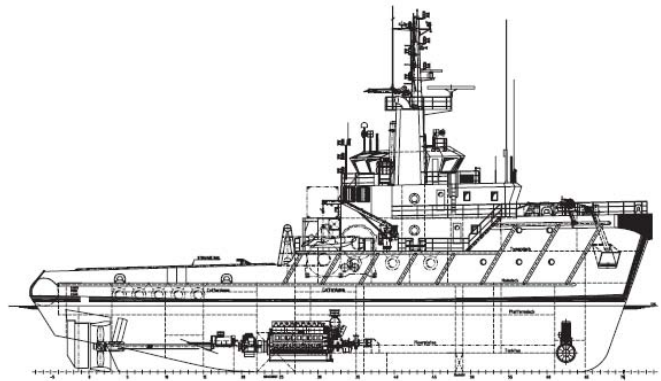


**FIGHTER** moored near the semaphore at the entrance of the Port ,



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will Spot the 48.8 mtr long AHT **BREMEN**, the **URAG** owned 8100 bhp 104 ton bollard pull is built in 2005 and was previously named **PRIMUS** the well maintained tug is powered by 2 MAK main engines of 5940 kW, and is under



command of **Capt. Carlo** or **Capt. Arjen**, which are serving onboard the tug back-to-back



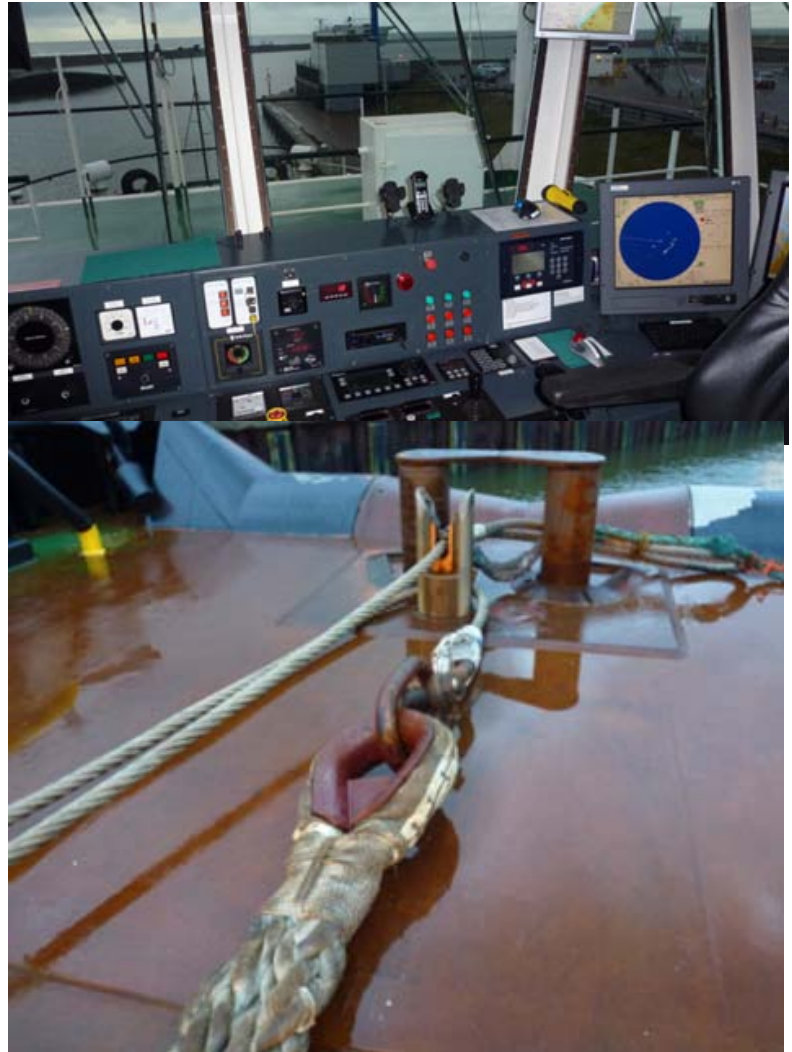
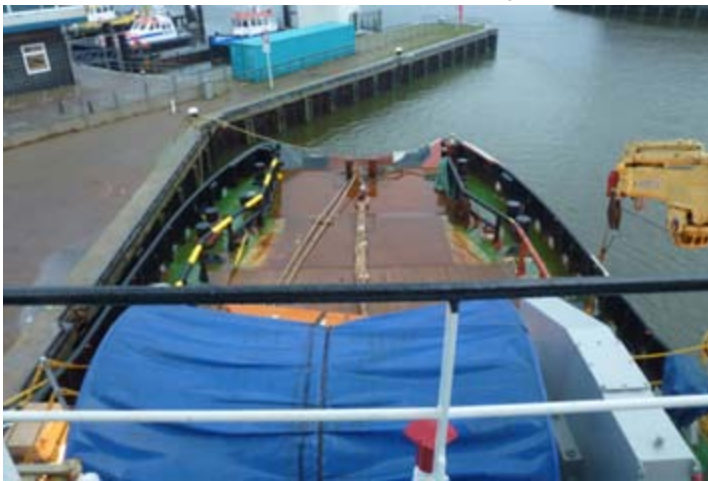


## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 312



Left : **Capt Arjen** on the well equipped wheelhouse, ready for action, moored alongside and facing outward, the **BREMEN FIGHTER** can leave the port anytime 24/7 when something happens along the Dutch coast and assistance is required.

At the workdeck all towing gear is ready and prepared to connect up to a vessel in problems along the coast ,



The professional Deck crew in a good mood, was waiting for action And above seen one of the most important persons onboard , the cook swinging away in the Galley whilst preparing the dinner for the 11 crewmembers.







The **BREMEN FIGHTER** moored in Scheveningen - All photo's : Piet Sinke (c)

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## Arctic ship route may be safer with Anglo-Russian radio waves

The perils of the new Arctic shipping route, warmed by climate change, may diminish with a British-Russian radio navigation initiative, under development to shore up vulnerable satellite-based alternatives.

The British system, being trialed in the hectic shipping lanes past Dover and drawing interest from South Korea - after its northern neighbor jammed satellite systems - may tie up with parallel work underway in Russia, its developers say.

The new Arctic route still faces high risks from extreme weather and icebergs. In September, a small Russian oil tanker was holed when it passed through the Kara Sea, off Russia's Arctic coastline.

Vessels increasingly rely on systems that employ satellite signals to find a location or keep exact time, including the Global Positioning System (GPS).

Experts say GPS is vulnerable to signal loss from solar weather effects or radio and satellite interference and can also be affected by intentional jamming by criminal gangs, countries or potentially from militant groups. The General

Lighthouse Authorities of the UK and Ireland (GLA) is pioneering a radio-based back-up prototype called eLoran and could tie-up with Russia which operates a similar, although less developed system, called eChayka.

Early talks between the two will focus at first on standardization so that ships could switch seamlessly between the systems.

"Rather like your mobile phone might switch between cells in mobile networks without you realizing it," said Martin Bransby of the GLA. The eLoran system works on earth-based radio systems to provide alternative position and timing signals for navigation. Ships need to install receiver equipment.

"Taking into account that the Northern Sea Route takes course along Russia's coast, the intensity of traffic increases year by year, serious environmental risks appear in this area," said Vasily Redkozubov, deputy director general of Russia's Internavigation Research and Technical Centre.

"Experience has shown that the presence of only one navigation GNSS-type system is not enough - it is necessary to have an alternative autonomous system independent from GNSS (Global Navigation Satellite Systems)." Redkozubov said the GLA was leading the way with eLoran, which would help Russia further advance eChayka. Analysts say Russia is keen to expand its shipping clout through the Arctic, which aims to cut journey times by weeks.

"The Northern Sea Route provides access to Russia's own hinterland and the vast amount of minerals and hydro carbon resources," said Malte Humpert of Washington based think tank the Arctic Institute. **Source : Reuters**



The LNG carrier **EXCEL** sailing under Belgium flag after backloading at the LNG terminal in Rotterdam last monday receiving bunkerfuel. **Photo : Marco Breen (c)**

## Gadani shipbreaking yard under threat

Pakistan's shipbreaking yard at Gadani may be severely hit by the new European Union ship recycling regulations. It is also facing tough competition from China and Turkey which receive maximum number of ships for recycling because of their advanced setups for dismantling.

At present, 68 plots are operational in the Gadani shipbreaking yard, which are run by 38 operators and employ more than 12,000 workers. In the year 2012, the yard had 133 ships to dismantle.

These facts were revealed in a research report, 'Pakistan shipbreaking Outlook: The Way Forward for a Green Ship-recycling Industry'. The research was jointly conducted by Islamabad-based Sustainable Development Policy Institute (SDPI) and Brussels-based Non-Governmental Organisation Shipbreaking Platform. The report alerts Islamabad to take corrective measures to save the industry, which also provides raw materials to the domestic steel industry, from a

complete collapse. The new EU regulations strongly discourage its citizens from breaking ships at beaches of those countries that do not have advanced methods for dismantling.

The findings of the report are based on the physical observation of shipbreaking yards, unsatisfactory workers rights, waste handling, storage, disposal and environmental impact. All these issues will turn out to be major irritants in the attraction of ships for breaking at Gadani, especially from Europe, in case the government does not take corrective measures.

To comply with these standards, Patrizia Heidegger, a co-author of the report, suggested that Pakistan introduce standard operating procedures (SOPs) to deal with hazardous waste. Thousands of tonnes of hazardous waste are piling up in the Gadani area. There is an urgent need to put in place facilities to take care of this waste, which endangers the environment and threatens the health of workers.

Ms Patrizia quoted an example from different shipbreaking nations like China and India, which, she said, should be considered in formulating rules and regulations for shipbreaking in the country, which was only recently formally recognised as an industry. Unfortunately, much of the documentation is still non-existent.

In this context, Pakistan has ratified the Basel Convention. However, a compliance instrument is yet to be established. Furthermore, the enforcement of laws like the Pakistan Environment Protection Act 1997, the Factories Act 1934 and the Pakistan Penal Code, which are already in place, is very weak. With Pakistan, the issue is not with the formulation of new rules, but the implementation of existing rules to comply with the EU's standards to save shipbreaking from complete collapse. The industry pays around Rs5 billion in taxes annually.

The report made 20 recommendations for a green ship recycling strategy and sector-specific regulations. As the investment needed for compliance with international standards is beyond the financial capacity of the local shipbreaking industry, development banks or the Global Environment Facility (GEF) could assist Pakistan in the upgrading of its shipbreaking yards. After the 18th amendment, the government needs to remove the overlapping responsibilities between the national and provincial governments, and ensure the implementation of the regulations. The recommendations vary from training and awareness to a roadmap for investment in the technical infrastructure of the shipbreaking yards. The report also recommends that the State Bank of Pakistan issue a directive to commercial banks for compliance with social and environmental safeguard policies and legislation with regards to loans given to the shipbreaking sector. In short, the establishment of state of the art infrastructure at Gadani will attract more ships for dismantling in the future. **Source: Dawn**



The **LEWEK CENTURION** departing from IJmuiden – **Photo : Willem Koper (c)**

## China Shipping expands footprint in South America



**China Shipping**, has set up a wholly-owned subsidiary, China Shipping (South America) Holding, in Sao Paulo, Brazil, which will become the investment, planning, management and service center of China Shipping in South America. The new company will be engaged in investment and management of shipping, ship agency, freight forwarding, and logistics.

The establishment of the South America company will expand the company's business in the region and improve risk control in South America, the company said. **Source: Sino Ship News**

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The **NORD VENTURE** moored in Amsterdam – **Photo : Lourens Visser - [.navcom.org](http://navcom.org) (c)**

## **UK border officials find £136m worth of cocaine stashed on cargo ship**

Authorities have found around £136million worth of cocaine stashed among a shipment of bananas in what the National Crime Agency believe is one of the biggest ever hauls seized in the UK.

The drugs were found when officers boarded a Panamanian cargo ship docked in Portsmouth on Saturday evening.

A three-day search, which involved members of the NCA and Border Force, uncovered 850 kilos of cocaine hidden among pallets of bananas. The street value of the haul, if cut, is estimated at around £136million.

The ship was allowed to continue its journey to the Belgian port of Antwerp. Tom Dowdall, deputy director of the NCA's Border Policing Command, said: "This was a huge shipment and losing it is a major blow for the criminal groups involved. "We believe the cocaine found on board this ship is of a very high purity – probably more than 80 per cent.

"It would have been cut several times before being sold, so the amount found here could have ended up as several tonnes at street level.

"This seizure was made thanks to the close co-operation between the NCA, Border Force and our international law enforcement partners." Immigration Minister, Mark Harper, said: "I congratulate the Border Force and NCA officers involved in stopping such a huge amount of drugs entering the UK and ending up on our streets.

"This joint operation is an example of the intelligence-led, co-ordinated action being taken to protect our border and target the organised criminals behind drug and people trafficking." Authorities believe the seizure is the biggest since 1.2 tonnes of cocaine were found in 2011 on a luxury yacht in Southampton. Source : London Evening Standard



The **LILLY BOLTON** in Rio Grande – Photo : Marcelo Vieira (c)

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## Baltic Dry Index up to 1,600 points

On November 5, 2013, the Baltic Dry Index climbed to 1,600 points, up 48 points (3.09%) against the level of November 4.

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## Twee succesvolle drugsvangsten in een week



Het stationsschip van de Koninklijke Marine in het Caribische Gebied, **Zr.Ms. Amsterdam**, is op dreef. In een week heeft de bemanning van het bevoorradingsschip twee drugstransporten weten te stoppen, waarbij in totaal 1200 kilogram cocaïne van het water is gehaald.

### Maritieme helikopter NH90

In de eerste zaak was het illegale transport onderweg vanaf Colombia richting het Noorden. Na de ontdekking van een snelle go-fast, werd meteen de maritieme helikopter NH90 vanaf het schip ingezet. Die wist de verdachte speedboot tot stoppen te dwingen. Hierna zijn de opvarenden door leden van het Law Enforcement Detachment (LEDET) van de U.S. Coast Guard, dat aan boord van **Zr.Ms. Amsterdam** meevaart, aangehouden op verdenking van illegaal drugtransport. Na het doorzoeken van de boot bleek dat de go-fast volgeladen was met 600 kilogram cocaïne.



### Ontsnapping met hoge snelheid

Tijdens de tweede zaak vertrok een verdachte speedboot met hoge snelheid vanaf Venezuela in noordelijke richting. **Zr.Ms. Amsterdam** zette koers om de go-fast te onderscheppen. In het donker kon het marineschip tot op een mijl naderen, voordat de bemanning van de speedboot door had dat ze gevolgd werden. Daarna ging deze er in met hoge snelheid vandoor, terwijl de bemanning haar contrabande over boord zette. De go-

fast kon ontkomen, maar de bemanning van de Amsterdam wist 19 balen cocaïne met een gewicht van 600 kilo uit het water te vissen.

**Oktober**

Eind oktober had [Zr.Ms. Amsterdam](#) ook een succesvolle onderschepping van een go fast die in de richting van de Dominicaanse Republiek en Haiti voer. De NH90 wist dit transport tot stilstand te brengen, waarop de vier opvarenden in hechtenis werden genomen en de Amsterdam 1450 kg cocaïne buit maakte.

## **NUSHIP Canberra passes first harbour acceptance trial in Australia**

Defence Material Organisation (DMO) has successfully completed a vehicle load trial on [NUSHIP Canberra](#) in the first Landing Helicopter Dock (LHD) Harbour Acceptance Trial to be done in Australia. The ship moved from its location at BAE Williamstown in Victoria, across the bay to Webb Dock to undertake the vehicle load trial which allowed for Army vehicles to be driven onto the ship and manoeuvred within the vehicle decks of the ship. This activity involved a "cold move" meaning the ship was moved across the bay with tugs and not under her own propulsion.

The Army provided several vehicles that will be used on the LHDs including a tank, armoured personnel carrier and light vehicles. The vehicles gained access to Canberra via the side ramps, drove around the internal heavy cargo deck, down the "beach" and through the well dock of the ship. Those vehicles which required access to the light vehicle deck utilised the internal ramp and elevator to move up decks to conduct trials there.

The trials were conducted on schedule and involved extensive planning, preparation and coordination between Defence Materiel Organisation (DMO), BAE Systems, Navy and Army.

Defence Materiel Organisation (DMO) Project Trial Director, Lieutenant Colonel West, said planning and coordination was the key to success.

"Planning for and execution on this trial event was meticulous and the successful outcome was a product of the exceptional coordination between Ship Staff, DMO, Army, BAE Systems and the platform designer Navantia," said Lieutenant Colonel West.

"The coming months will see the conduct of critical harbour and sea trials in preparation for the delivery of the Ship to Defence," he said. NUSHIP Canberra's Engineer Officer, Commander David Walter said that both the "cold move" activity and the vehicle load trial gave Canberra personnel a good learning opportunity.

"A range of Canberra personnel including personnel from the Amphibious, Executive and Engineering Departments observed both the 'cold move' activity and the vehicle load trial which was excellent training value in terms of becoming familiar with the platform in a real time activity.

"There was significant training value in Canberra personnel being involved in terms of gaining confidence and seeing how parts of the ship work including the operation of the ships auxiliary and electrical systems, operation of side ramp doors, movement of lines to get the ship off and alongside the wharf, and the movement of vehicles inside the ship," said Commander Walter. The ship will to be taken to sea later this year as scheduled for the commencement of Sea Acceptance Tests.

Commanding Officer of NUSHIP Canberra, Captain Jonathan Sadleir, said that the tempo is increasing as the project milestones move closer to the time when Navy receives Canberra into service. "We have over 300 ship's company who have now joined the ship and are undertaking a variety of training and preparedness activities ready to embark and operate the ship next year," said Captain Sadleir. "As these milestones are achieved, it certainly becomes more exciting for our personnel as we step closer to bringing this new capability into the Fleet," he said. Initial Materiel Readiness is when the ship is formally handed from the Project Manager (DMO) to Navy and is within schedule tolerance to occur in the first quarter of next year. From that moment on, Canberra will become responsible for the safety, security and operation of the ship. Canberra will have a complement of 360 personnel from Navy, Army and Air Force. She will be the first of two LHDs to be introduced into service with NUSHIP Adelaide scheduled to commission in 2015. **Source : Navy Daily**

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## Upgrading the Royal Thai Naval Capabilities



The Royal Thai Navy confirmed it is purchasing two ton frigates from Daewoo Shipbuilding & Marine Engineering (DSME) in South Korea. Contract signature for the first frigate took place in August 2013. DSME's design is derived from the KDX-1 destroyer in service with the South Korean Navy.

Thailand has traditionally turned to Asian countries as well to expand its naval fleet. In April 2012, the RTN received **HTMS Ang Thong**, a landing platform dock (LPD) vessels, similar to Singapore's Endurance class LPDs. Built by ST Marine in Singapore, Thailand's first LPD is sure to find practical use for any disaster relief missions around the region.

More recently, the Navy confirmed it is purchasing two ton frigates from Daewoo Shipbuilding & Marine Engineering (DSME) in South Korea. Contract signature for the first frigate took place in August 2013. DSME's design is derived from the KDX-1 destroyer in service with the South Korean Navy. The first frigate will be delivered to Thailand in 2018. DSME has already contracted SAAB via \$134 million deal to integrate the company's 9LV Mk4 CMS and radar systems onto the first frigate. Little detail has been released so far, but the new vessels are expected to feature ESSM in an eight-cell Mk41 vertical launch system from Lockheed Martin, an Oto Melara 76/62 Super Rapid gun and two MSI Defense Seahawk 30mm cannons. The contract for the second ship is dependent on sufficient government funding.

Work is ongoing to upgrade two type 25T purchased from China and commissioned in 1995. BAE Systems was awarded a contract in July for three Mk 25 Model 0 quad pack canisters for Raytheon's RIM-162 Evolved Sea Sparrow Missile (ESSM). These will be fitted to the two Naresuan Class frigates. SAAB was also awarded two contracts in June 2011 to fit its CEROS 200 fire control system, Sea Giraffe AMB radar, EOS 500 optronic director, data-link and 9LV Mk4 Combat Management System (CMS), to be fitted to each of the upgraded frigates. This work is expected to conclude in 2015.

Additionally, the Swedish company announced in April 2012 it was upgrading the RTN's flagship, aircraft carrier HTMS **Chakri Naruebet**. The relevant contract includes the 9LV Mk4 CMS and Sea Giraffe surveillance radar as well. When concluded, these three ships will be able to seamlessly intercommunicate with Saab built aircraft as Thailand expands its joint service network-centricity via the RTAF Defense System (RTAD). BAE Systems will have a presence at Defense & Security, fresh from commissioning the RTN's first Offshore patrol Vessel (OPV), commissioned August 26, 2013. **HTMS Krabi**, a variant of the Royal Navy's River Class, was built by Bangkok Dock under a technology transfer agreement. The 1,969 ton OPV features an Oto Melara 76/62 Super Rapid Gun and two MSI-Defense 30mm cannons. There is an expected follow-on requirement for three more OPVs of this class. Local shipbuilders are certainly growing

in capability. In May 2013, three M21 patrol boats constructed by Marsum Company were commissioned. Marsum is also building three larger M26 coastal patrol boats that should enter service in 2014.

## SHIPYARD NEWS



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## Hyundai Mipo bags order for four product tankers

South Korea-based Hyundai Mipo has won a contract to build four MR product tankers from an unnamed European shipowner, the shipbuilder announced in a regulatory filing.

The contract for the 50,000-dwt ships is worth KRW129.7bn (\$121.9m), and the newbuildings are scheduled to be delivered by March 2016.

Meanwhile, Seoul-listed Hyundai Mipo reported a third quarter net loss of KRW58.8bn, reversing from a profit of KRW33.2bn in the corresponding period of last year. **Source:** Seatrade Global

## Rongsheng said to be looking to offload offshore order

In the latest potentially embarrassing twist to a troubled couple of years for one of China's top private yards, Rongsheng Heavy Industries is understood to be in negotiations with fellow Chinese builders to hand over a contract for a vessel it had started to build 11 months ago.

Broking sources in Shanghai tell SinoShip News that Rongsheng has struggled to build a \$125m tender-assisted drilling barge for a Norwegian customer, Pentacle, and is now looking for another yard to take the project on. Rongsheng won the contract 13 months ago, with construction starting on the barge, which is meant to be able to drill down to 6,000 m, last December. Rongsheng has been plagued by financial difficulties and plenty of cancellations in the past couple of years. **Source:** SinoShip News

## Shipyard owner Antonio Palumbo released from house arrest

**Antonio Palumbo**, owner of the Palumbo Shipyard in Bormla, has been released from house arrest after both he and his son Raffaele were arrested in April 2013 over the illegal disposal of toxic waste from their Messina shipyard.

Judgement is now expected in February 2014. The arrest came following a two-year investigation by Italian environmental police. Seven people from Neapolitan shipyard owners Palumbo Spa were arrested by the police in April and placed under house arrest in an operation led by the Messina customs police (Guardia di Finanza) and the environmental police (Corpo Forestale). The arrested are Antonino Palumbo, 63, who runs the Palumbo Shipyards of



Malta, his son Raffaele Palumbo, 38, who resides at Messina, Santo Scopelliti, 37, Diego De Domenico, 53, Mario Fiero, 38, Walter Radin, 57 and Raffaele Donnarumma, 39.

They have been accused of using maritime transport to dump tonnes of residual ship grift, which is sprayed using high-pressure compressors to treat the ship's sides. Specifically, the police has accused them of criminal association in committing crimes against the environment, particularly in the traffic and illegal organisation of hazardous waste.

The Palumbos were also charged with tampering of evidence, specifically the identification papers of the waste their ships carried.

Meanwhile, Palumbo's defence lawyer Francesco Picca said his clients were innocent and were willing to clarify the matters. According to Picca, Palumbo SPA has in the past initiated civil action against subcontractors in relation to how they were disposing of sandblasting waste. **Source : Maltatoday**

## General Dynamics NASSCO Lays Keel of MLP-3 in AFSB Configuration



**General Dynamics NASSCO** hosted a keel laying ceremony for the **USNS Lewis B. Puller**, the third ship in the Mobile Landing Platform (MLP) class. The ship is named in honor of Lewis B. Puller, the most decorated U.S. Marine in history and the only one to be awarded five Navy Crosses. Mrs. Elizabeth Glueck was the honoree for the keel-laying ceremony. She is the wife of Lieutenant General Kenneth J. Glueck, Jr., deputy commandant for Combat Development and Integration; commanding general, Marine Corps Combat Development Command; and commander, U.S. Marine Corps Forces Strategic Command. The Navy's second MLP, **John Glenn**, had its keel laid in December, with completion and delivery expected in March 2014.



The MLP class of modular, flexible ships belongs to MSC's Maritime Prepositioning Force as a mobile sea-base option that provides our Navy fleet with critical afloat capability, supporting the flexible deployment of forces and supplies. Contract mariners will operate and navigate the MLP ships on behalf of the Navy and Marine Corps.

Mrs. Glueck validated the ship's keel by welding her initials onto a steel plate which will be permanently affixed to the ship, remaining with the vessel throughout its time in service.

MLP-3 is the first ship of the class to be configured as an Afloat Forward Staging Base (AFSB). Delivery is scheduled for the second quarter of 2015.

"This third Mobile Landing Platform ship, configured as an AFSB, will provide significant new capability to the Navy and Marine Corps' Maritime Prepositioning Force," said Fred Harris, president of General Dynamics NASSCO. "The NASSCO team will continue to efficiently build and deliver these ships to help strengthen the forward presence of the Navy."

The MLP AFSB is a flexible platform and a key element in the Navy's large-scale airborne mine countermeasure mission. The ship is designed to facilitate a wide variety of future mission sets in support of special operations. With accommodations for 250 personnel and a huge helicopter flight deck, the MLP AFSB will provide a highly capable and affordable asset to the Navy and Marine Corps.



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## Shipyards decision sparks huge row

A decision by defence giant BAE Systems to axe 1,775 jobs and end shipbuilding at one of the country's most historic industrial sites sparked a huge political and industrial row. The firm said 940 jobs will be lost in Portsmouth and a further 835 in Glasgow, Rosyth and Filton, near Bristol.

Shipbuilding operations will end in Portsmouth in the second half of next year, but an engineering team will be retained to support the new Type 26 warships, which will be built in Glasgow.

Unions said the job losses were a "devastating blow" to the industry, while some politicians said Portsmouth was being hit harder than yards in Scotland because of the independence referendum in Scotland next year.

Gerald Vernon-Jackson, leader of Portsmouth City Council, condemned the decision to shut down the last remaining shipyard in England with the capability to build advanced surface warships, saying it was bad news for the defence of the UK and for the Royal Navy.

"The remaining yards with the capability to build advanced warships are in Scotland, and the referendum on Scottish independence is less than one year away. Ministers have put the defence of the UK and the future of the Navy at real risk," he said.

The announcement was attacked as a politically motivated "act of lunacy" by Portsmouth Conservative councillor Alistair Thompson, who said: "This is devastating for the workers and their families but also for all those people involved in the supply chain that keeps the dockyard working.

"Many of those who I represent as a councillor are hugely concerned that this decision has been taken for political reasons because of the referendum in Scotland next year."

Gary Cook, regional organiser of the GMB, said every single job loss in Portsmouth will be opposed, adding: "The contempt shown to the workers by BAE and the Tory coalition by leaking stories to the media before the affected employees were informed, is nothing short of a stab in the back and a national disgrace.

"If the Government wants their second aircraft carrier, a large proportion of which still sits in the build facility at Portsmouth, they're going to need to talk to us about how we preserve jobs and protect the livelihoods of hundreds of people." **Source : Belfast Telegraph**

## Sembcorp Marine 3Q 2013 net profit up 12% to \$130 mln

Sembcorp Marine achieved a 3Q 2013 net profit of \$130 million, 12% higher as compared with \$116 million earned in the corresponding period in 2012, the company said in its press release.

Third quarter Group operating profit grew 32%, or \$41 million from \$126 million in 3Q 2012 to \$167 million in 3Q 2013. At pre-tax level, Group profit at \$171 million was 23% higher as compared with \$139 million for the same period



in 2012. Group turnover in 3Q 2013 was \$1,659 million. This was 86% higher as compared with \$892 million in 3Q 2012, attributable to higher revenue contributions from the rig building and repair sectors.

Turnover from the rig building sector soared \$714 million from \$428 million in 3Q 2012 to \$1,142 million in 3Q 2013. A total of five rigs comprising a wellintervention semi-submersible rig, a harsh-environment semi-submersible rig and three jack-up rigs (two units of Pacific Class 400 rigs and one unit of F&G 3000N jack-up rig) achieved initial recognition in 3Q 2013. In comparison to the corresponding period in 2012, only one jack-up rig achieved initial recognition.

The conversion and offshore sector registered a decline of 10% in turnover at \$271 million in 3Q 2013 as compared with \$300 million for the same period in 2012. The decline was due to timing in recognition of projects that achieved initial recognition and the value of the projects. For 3Q 2013, there was no initial recognition of project as compared with one major FSO conversion in 3Q 2012. Turnover for the repair sector increased 34% from \$153 million in 3Q 2012 to \$204 million in 3Q 2013. **Source : PortNews**

# STX launches SCF Melampus, gas carrier built for Sovcomflot

STX Offshore & Shipbuilding Co.Ltd. has launched the first of two ice class gas carriers ordered by Sovcomflot OJSC under a long-term agreement with Shell, Sovcomflot says. The first vessel is to be delivered in late 2014, the second one – in early 2015. State-of-the-art gas carriers of Atlanticmax type (cargo capacity of about 170,000 cbm, ice class Ice2) are fitted with the equipment needed for operation in low temperatures that will provide for round-the-year transportation of gas from all existing LNG terminals to the global market.

As of today, gas fleet of Sovcomflot consists of 10 LNG and LPG deployed for Russian and international projects (Sakhalin-2, Tangguh). Besides, 4 gas carriers are being built under long-term time-charter agreements with the largest oil and gas companies - Shell and Gazprom.



Sovcomflot Group is Russia's largest shipping company and one of the world's leading shipping companies specializing in the maritime hydrocarbons transportation and supporting continental shelf exploration and oil & gas production. The SCF fleet includes 156 vessels with a combined deadweight of around 12 million tonnes. One third of them have a high ice class. The Group specialises in hydrocarbon transportation from regions with challenging ice conditions. Sovcomflot supports large-scale offshore energy projects in Russia and the rest of the world, including: Sakhalin-I, Sakhalin-II, Varandey, Prirazlomnoye, Tangguh, Escobar, and Peregrino. The company is registered in Saint-Petersburg and has representative offices in Moscow, Novorossiysk, Murmansk, Vladivostok, London, Limassol, Madrid, Singapore and Dubai. **Source : PortNews**

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The **ROLLDOCK SEA** outbound from Rotterdam - Photo : Henk van der Heijden ©

## Kenya Ports Authority Suffers Setback

The Kenya Ports Authority can't go ahead and buy cargo handling cranes after all. A decision by the Public Procurement Board for the Ports Authority to proceed with a 2.5 billion shillings tender award for supply of cranes at the Mombasa port has been over ruled. A bidder has once again gone to court to stop the process for a second time, saying it wasn't satisfied with the board's decision on whether the procedure was flouted. **Source : All Africa**

## Singapore's PSA wins tender to buy stake in major Jiangsu port

**The Singaporean company wins bid to buy stake in major Jiangsu container port**

Singapore's PSA International added another mainland container port to its portfolio after winning a tender floated by China Shipping Container Lines for its stake in a major port in Jiangsu. The transaction will fetch only 260 million yuan (HK\$330 million) in proceeds for CSCL, according to the cash-strapped shipping company's filing to the Shanghai Stock Exchange.

It would hardly cover the net loss of 1.67 billion yuan it incurred for the first nine months of the year.

Shipping companies, including the mainland's largest carrier China Cosco, have been dumping assets this year in the wake of heavy losses as a result of a downturn in the shipping industry. But CSCL is not as desperate for cash as China Cosco, which faces delisting from the Shanghai Stock Exchange this year if it fails to return to the black.



In its latest filing, CSCL said it would sell its 55 per cent stake in Lianyungang port for 756 million yuan. The Lianyungang city government will acquire 6 per cent while PSA the remaining 49 per cent because the government is required to keep a controlling stake in port assets.

The latest acquisition is the latest in the Singaporean operator's efforts to expand in China. It already has 37 berths in seven terminals across five cities. Recently, it invested in the country's gateway port of Fujian Jiangyin International Container Terminal, which is next door to a feeder port in Fuzhou, where it also has a stake.

PSA said in a press statement that its latest acquisition is the group's first foray into the Yangtze River Delta region and Lianyungang was important because it was located midway between major sea and rail cargo routes connecting China, Europe, the United States and the rest of Asia.

The port made a net profit of 142 million yuan in the first three quarters of the year, 4.76 per cent more than in the same period last year despite an 8.57 per cent drop in revenue.

Analysts say the port is facing intense competition from its rivals in Qingdao and Rizhou, which prevents it from lifting rates despite growing imports of consumer goods into China.

The setting up of the so-called P3 alliance by the world's three largest liners - Maersk, MSC and CMA CGM - will further intensify the competition for cargo as sailings and port calls are reduced. **Source : South China Morning Post**

## **Evergreen Thalassa Hellas makes her maiden call in Zeebrugge**



**Photo : Frank Neyts (c)**

On Tuesday 5 November, the Evergreen **Thalassa Hellas** made her maiden call in Zeebrugge, the company said in its press release. The 14.000 TEU vessel is deployed on the reshuffled service of Evergreen Lines and Hanjin Shipping Lines, which connects Europe with Asia. Port of Zeebrugge is the last Northern European port before the ships head back to Asia.

Evergreen is selling the service under the name CEM (China Europe Mediterranean) and Hanjin under ANN (Asia Northern Europe Network). Evergreen deploys eight vessels, the Thalassa Hellas being the first in the category of 14.000 TEU to come to Zeebrugge. Other Evergreen vessels for the CEM/ANN service in Zeebrugge were 8.000 TEU.

The Evergreen/Hanjin vessels are handled by the Zeebrugge International Port (ZIP) terminal. This ultramodern terminal operated by PSA, one of the leading terminal operators worldwide, is situated in the outer port at the north side of the Albert II dock. **Source : PortNews**

## **Rehabilitation of Doha port**

Doha port is to be rehabilitated so that it can handle up to 800,000 teu a year initially with further plans looking to allow the Qatari capital to handle 1m teu.

The port's development comes as Doha readies to launch its giant – and delayed – new international airport which will have a large freight footprint and will ultimately link to Doha's port for intermodal connectivity. **Source : Gulfshipnews**



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## Marine & offshore industry must keep upgrading itself: PM Lee

**Singapore's marine and offshore industry must keep upgrading itself to seize opportunities and stay ahead of the competition, said Prime Minister Lee Hsien Loong. Mr Lee made this point as he noted that Asia's continued growth will increase maritime traffic in the region**

Singapore's marine and offshore industry must keep upgrading itself to seize opportunities and stay ahead of the competition, said Prime Minister Lee Hsien Loong.



Mr Lee made this point as he noted that Asia's continued growth will increase maritime traffic in the region.

At the same time, rising demand for energy worldwide will see more exploration and production activities in deeper waters and harsher environments. The challenge, he added, is for the industry to stay viable while optimising land use, and reducing its reliance on foreign manpower.

Mr Lee pointed to Sembcorp Marine's new integrated yard

called the Sembmarine Integrated Yard @ Tuas - which officially opened on Wednesday - as an example of how this can be achieved.

The first phase of the yard - which spans about 73 hectares - has been completed, and began operating in August this year. When fully completed, the facility - which spans some 200 hectares - will allow Sembcorp Marine to consolidate all of its yards. The plan is to consolidate all the yards here by 2024.

It has also been custom-built to maximise productivity, efficiency, and competitiveness. It features optimised docking and berthing facilities, an improved dock and quay ration, a centralised work-efficient layout, and integrated facilities.

President and CEO of Sembcorp Marine Wong Weng Sun said: "With its innovative design, advanced automation and optimised facilities, the Sembmarine Integrated Yard @ Tuas will further maximise work efficiency and operational synergy, enabling us to utilise our workforce and resources to achieve higher productivity and faster turnaround."

Mr Lee said: "The aim is to create a shipyard of the future, which will significantly increase our productivity. It's a green-field development so Sembcorp Marine can optimise the layout and facilities, and free up the land which it is currently occupying and then it can be used for some other purpose."

The yard also lets workers live on-site and have enough time to rest after work, which means they are more productive and efficient while on the job. The dormitories can house more than 9,000 employees.

One interesting feature of the workers' dormitory is its multi-media room.



Workers can book a four-hour slot to watch a movie, and they can choose from more than 80 titles.

Touring the yard on Wednesday, Mr Lee said the government, besides building infrastructure, will continue to work with the marine and offshore industry so it can upgrade and transform itself. This includes enhancing research and innovation capabilities, building talent and skilled manpower and developing a strong marine and offshore eco-system.

Mr Lee added that other sectors in the economy are being similarly upgraded.

He said: "The way forward is to upgrade, improve our skills, catch up and be at the leading edge, and thereby offer good jobs and a good future for Singaporeans. This is the way for us to keep Singapore vibrant and forward-looking, at the centre of key global and economic trends: to enable our manufacturing and services sectors to grow to complement our marine and offshore hub to enhance our competitiveness and our ability to service the world and therefore help Sembcorp Marine and many other companies to prosper in Singapore."

The next phase of the integrated yard is expected to begin operating in the next three to four years. **Source :** Channel News Asia

## **Sunken Tugboat Gets a Lift in Oakland Estuary Cleanup**



A crew of about 50 workers painstakingly lifted a sunken tugboat out of the Oakland Estuary on Monday afternoon. The tug, nicknamed "Captain Al," had been totally submerged in the waters between Oakland and Alameda for at least 15 years. But it was leaching lead paint into the water, so it had to come out.

It's part of a joint federal, state and local project to clean up the estuary. "It's one of those things that the Oakland Estuary has been known as kind of a dumping ground," said Todd Thalhamer, who's overseeing the project for CalRecycle, the state's department for recycling and waste management. "Once you take that dumping away, that problem is going to cease." Once the boat is upright it will be dragged to a dock where the Environmental Protection Agency will conduct more testing for toxins like asbestos.

"If that's all clean and good, then we're going to take this vessel to Bay Ship and cut it up for steel and recycle it," said Thalhamer. At 105 feet, Captain Al is the biggest boat out of the twenty pulled out of the estuary so far. Crews will haul out another tug, called "Respect," next month. **Source :** KQED

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



The 1985 build, ex Carnival cruise ship, "**HOLIDAY**", Now Portugal registered, "**GRAND HOLIDAY**", seen arriving at Valletta Cruise Port, Malta for the first time, on the 06-11-2013. **Photo : Gaetano Spiteri. ©**