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The Shanty choir **DE SLEEPTROS** performing at the **TEMARO** booth at the **EUROPORT 2013 Exhibition**

Photo : Piet Sinke (c)

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EUROPORT CONCLUDED



This year's Maritime Exhibition **EUROPORT** was held last week and was officially opened by Melanie Schultz van Haegen, minister of infrastructure and the environment of the Netherlands, who called for a sustained innovation and an "international level playing field", below the **THOME** booth



Addressing an invited audience that included ambassadors and

shipowners and trade mission delegations from China, Russia and Brazil, Mrs Schultz said the sector needs frontrunners to face challenges head-on.

Left : The new **KOTUG ART 80-32** rotortug on display.

"Intelligent, clean shipping is the future. That's where the opportunities for innovation are – and the opportunities for





This year's Europort hosted 'Future Pioneers' organised by Maritime by Holland and Ahoy Rotterdam which brought together marine equipment business leaders with the designers and engineers of tomorrow.



strengthening our competitive position," she said.

"The future of the maritime industry depends on the availability of enough skilled professionals. We must do everything we can to attract talented young people," she added.



The conference programme included the Mare Forum, a two-day ballast water management conference and the CEDA Dredging Forum, as well as advanced technology conference.



Europort 2013 was a sell-out, with 1,062 companies from 40 countries attending. Text : The Motorship



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Top : The **THB VERHOEF** booth with Mr Verhoef leading the musical entertainment , Right the booth of **KOTUG**



China extends graft investigations to shipping industry

By Yimou Lee

China's investigations aimed at rooting out corruption have now extended to the shipping industry, with China COSCO Holdings saying that one of its top executives is the subject of government inquiries. COSCO, China's largest bulk shipping company, announced on Friday that its vice president, Xu Minjie, had resigned - a day after it said he was "under investigation by the relevant authorities", phrasing used in China to describe corruption investigations. The company's brief statement to the Shanghai stock exchange on Friday said that there were no disagreements between

Xu and the board but gave no further details. The company did not answer Reuters' calls seeking comment. A former COSCO Group chairman, Wei Jiafu, has also been prevented from leaving China, the Beijing Times said in a report citing unidentified company sources that was reposted by the official Xinhua news agency.

The reports of Wei having been banned from leaving China were baseless, COSCO Group said in a statement on Friday, vowing to comply with the country's anti-graft procedures. It declined further comment on the matter.

COSCO shares fell by as much as 6.9 percent in Hong Kong on Friday to nine-week lows and were set for their biggest one-day fall since early July. Chinese President Xi Jinping has identified corruption as a threat to the ruling Communist Party's survival and has launched a sweeping campaign against it, pledging to take on top-level "tigers" and lowly "flies". As part of that campaign, China launched a series of graft investigations into the energy sector, announcing in August and September that five former senior officials of the country's biggest oil business, China National Petroleum Corp, were under investigation for "serious discipline violations".

REFORM AGENDA

The latest move comes as the Communist Party leadership prepares for a four-day plenum on Saturday to set a reform agenda for the next decade, including the potential overhaul and increased oversight of large state-owned enterprises (SOEs), including the likes of COSCO. China International Maritime Containers Group, where Xu serves as a non-executive director, said in a stock exchange filing on Friday that the investigation "will not have material adverse impact" on the group because Xu was not involved in daily operations. A Chinese shipping industry website earlier reported Xu was under investigation for corruption. The story was later removed from the website, though other Chinese news portals continued to carry it. Xu is believed to be one of the first big names from China's shipping industry to be caught up in Xi's crackdown. COSCO has been hit by a weakening global economy and a glut of ships since early 2011. Though it appears to be on track to return to profit this year, analysts have noted lingering oversupply.

Its parent, COSCO Group, in July replaced Wei with its president and director Ma Zehua amid a downturn in the global shipping industry. COSCO last month reported a net loss of 1.04 billion yuan (\$171 million) for July-September, according to Reuters' calculations. The company, controlled by state-owned China Ocean Shipping (Group) Co, has posted losses for two straight years. A third year of losses would trigger a delisting from the Shanghai stock market. COSCO Group Chairman Ma Zehua said in August that, with the global dry bulk market improving in the second half, the company was confident of turning a profit for 2013 after a narrower first-half net loss. COSCO has this year sold its logistics business, stakes in a container manufacturer and office properties to try to return to profitability. It also controls port operator and container leasing firm COSCO Pacific. **Source : Reuters Additional reporting by Keith Wallis in Singapore and Twinnie Siu in Hong Kong**



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The **UBC SALAVERY** inbound in Santos (Brazil) **photo : Leo Vlasveld (c)**

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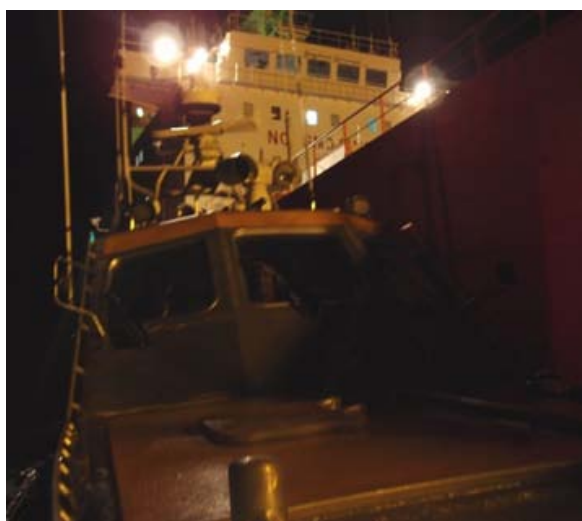
2013 is a special year for **TRUSTLUBE**, last week on Thursday November 7th, it was exactly ten years ago that **TRUSTLUBE** has



been founded . Once started as a lubricant pioneer, **TRUSTLUBE** has now become an innovative center for heavy duty lubrication solutions, time has flown by, but fortunately **TRUSTLUBE's** innovations have not.

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Medevac zeeman met kaakontsteking



Afgelopen Donderdag 21.20 uur wede de bemanning van de Hoekse redding boot **Jeanine Parqui** gealarmeerd voor medevac prio 2

Gealarmeerd door het Kustwachtcentrum met een voor een zeeman met een hardnekkige kaakontsteking naar de wal brengen. De reddingboot **Jeanine Parqui** lag om 22.45 langsij het geankerde schip in ankergebied 4

west. De overname van de Indische zeeman verliep volgens het boekje, de patiënt kon zelf via de loodsladder afdalen waar hij werd ontvangen door de redders. De man sprak goed Engels en kon goed alles verwoorden ondanks zijn flink gezwollen kaak. Om middernacht aangemeerd en is de man per taxi naar het Erasmus Medisch Centrum gebracht voor behandeling.





Boatdrill onboard the **ASTOR** whilst moored in Malta – Photo : Michael Cassar ©

Crude tanker market improving, but far from considered as booming

In its latest market outlook, tanker owner Teekay Tankers said that crude tanker spot rates in the third quarter of 2013 improved slightly from the second quarter of 2013, and remain at comparatively low levels on a historical basis. Suezmax rates decreased as supply disruptions in Libya and Iraq reduced available cargos, and continued increases in U.S. crude production reduced crude movements from West Africa to the U.S. In the Aframax sector, rates increased in the first half of the third quarter as a result of stronger summer oil demand and increased demand for lightering in the U.S. Gulf. Aframax rates decreased later in the third quarter as European refineries began scheduled fall maintenance, and higher oil prices weakened European refining margins and prompted less refinery throughput. LR2 product tanker rates were supported in the latter part of the third quarter of 2013 by an increase in East-to-West gasoil movements due to attractive arbitrage opportunities.

According to the company, "the world tanker fleet increased by 10.5 million deadweight tonnes (mdwt), or approximately 2.1 percent, through the first nine months of 2013, compared to growth of 14.6 million mdwt, or approximately 3.1 percent, for the same period of 2012. There are currently 50.7 mdwt of tankers on order, or approximately 10 percent of the existing fleet. The tanker orderbook has been reducing since peaking at 190 mdwt, or approximately 49 percent of the fleet, in September 2008. As a result of the smaller orderbook, the global fleet is

expected to grow by only 2.5 percent in 2013 and 1.0 percent in 2014, net of removals, which is the smallest fleet growth rate since 2002.

The pace of new tanker ordering has increased in 2013, with a total of 16.7 mdwt ordered through the first nine months of 2013, compared to 8.5 mdwt ordered in the same period of 2012. However, the pace of ordering remains low compared to the historical annual average 35.9 mdwt from 2000 to 2012. A majority of the orders this year have been for Medium-Range (MR) and LR2 product tankers", Teekay said. Meanwhile, "oil demand growth in 2013 is forecasted to increase moderately by 0.9 million barrels per day (mb/d) based on the average of the forecasts of the International Energy Agency (IEA), the Energy Information Administration (EIA), and OPEC. The outlook is slightly more positive for 2014, with oil demand growth forecasted to grow by 1.1 mb/d. However, the call on OPEC is expected to decline by 0.6 mb/d in 2014, as non-OPEC oil supply growth, led by the U.S., is forecasted to outpace demand growth, which could dampen demand for large crude oil tankers", Teekay concluded.

In a recent report, from London-based shipbroker Gibson, one of the many reasons for lower tanker rates has been the course of bunker costs. As has been the case with tanker rates since the second half of 2008, bunker prices have followed a rollercoaster ride, albeit on a constantly rising trend up until the second half of 2012, when they stagnated, but still remained a high levels.

According to Gibson, "prices over the last 6 months have remained unusually stable and as a result we have seen a reduction in the overall average bunker price this year. Last year bunker prices soared to a level triple those seen in late 2008/early 2009 and this is the principal reason why the tanker industry has witnessed an increase in Worldscales flat rates since this period. This year we have seen periods of elevated prices (up to \$681/tonne for representative average high sulphur fuel oil), primarily on the back of political and supply concerns in the Middle East and North Africa", the shipbroker noted. It added that "however, prices have not hit the all-time highs seen in the first quarter of 2012 when representative average prices reached \$746/tonne. The bunker element that goes into the flat rate formula is based on prices between October and September each year, therefore we already have the data that will go into the 2014 calculations. Cumulatively, over this period, bunker prices have averaged 8% less than the corresponding period last year. This suggests that Worldscales flat rates will decrease by about 5-6% on long haul voyages and by 1-3% on short haul routes", Gibson concluded. **Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **OLIPHANT** outbound from Amsterdam – Photo : Simon Wolf ©

The prevention principle in the context of shipbuilding disputes - delays and cancellation

Modern shipbuilding contracts invariably include clauses on the effect of delays caused by the builder, for which the buyer can request liquidated damages, for each day of delay and rescind the contract for excessive delay, beyond the

stipulated cancelling date. What is the position, however, where delay is caused by the buyer? The prevention principle, as it is often called, has been with us a long time (*Holme v Guppy* (1838) 150 ER 1995). It operates to prevent a party from escaping the consequences of his own wrongdoing. This article considers how this common law principle is applied in the shipbuilding context. There are points for both buyers, and builders, to note.

The application and effect of the prevention principle

The prevention principle may apply where an act or omission on the part of the buyer "renders it impossible or impracticable for the [builder] to do his work within the stipulated time" (per Lord Pearson in *Trollope & Colls v North West Metropolitan Regional Hospital Board* [1973] 1 WLR 601).

The buyer does not need to breach the contract in order for the principle to apply; it may simply delay, for example, in procuring drawings or approving plans, supervising the construction of the vessel, paying an instalment of the price, or taking delivery of the vessel. Failure by the builder to demonstrate a causal link between the buyer's actions and the delay will preclude the prevention principle from applying and the builder will be liable for the delay (*Jerram Falkus Construction v Fenice Investments* [2011] EWHC 1935).

The effect of the prevention principle, is that the buyer will have no claim in liquidated damages and will not be able to require the builder to deliver the vessel by the delivery date, or by any other date ascertained by reference to the terms of the contract (*Multiplex Constructions v Honeywell Control Systems* [2007] EWHC 447). Time is "at large", and the builder's obligation to complete and deliver the vessel by the contract-specified date is then replaced by an implied obligation to complete within a "reasonable" time.

Whether time is "at large" is a question of law, depending on the terms of the contract, whereas what constitutes "reasonable" time, is a question of fact to be determined "in the light of all relevant circumstances" (*Shawton Engineering v DGP International* [2005] EWCA Civ 1359). If the builder fails to complete the project within a "reasonable time", the buyer will have a claim for damages at general law. It is worth noting that an act of prevention by the buyer does not extinguish his right to recover any liquidated damages that have already accrued (*Anderson v Tuapeka County Council* (1900) 19 NZLR 1).

Extension of time clauses

The parties can exclude the application of the prevention principle by including wording to this effect in the contract (*Micklefield v SAC Technology* [1990] 1 WLR 1002). The wording usually takes the form of an extension of time (EOT) clause. EOT clauses allow the builder additional time to complete the construction of the vessel in the case of buyer-induced delay or other specified events. Clear words should be used when drafting an EOT clause, since any ambiguities will be construed contra proferentem, that is, against the party whose interests the clause seeks to protect (i.e. the rights of the builder).

A contract which includes an EOT clause may also impose procedural requirements, which the builder must comply with in order to claim an extension of time, such as notifying the buyer upon the occurrence of a "relevant" event. Failure by the builder to comply with the notification requirement can assist the buyer in avoiding the application of the prevention principle, especially when notification is a condition precedent to the builder's entitlement to an extension of time. This will largely depend on the intention of the parties, as evidenced by the agreed contractual language. This approach was adopted in *Adyard Abu Dhabi v SD Marine Services* [2011] EWHC 848, where the High Court held that the builder's claim for a permissible delay extension failed because the builder had not given prompt notice under the force majeure provisions which were similar to those contained in Article VIII.2 of the standard Shipbuilder's Association of Japan (SAJ) form.

It is apparent that the prevention principle can have a serious effect not only on the buyer's ability to claim liquidated damages for delay, but also on its entitlement to rescind for excessive delay. This is more so where it is contended that the buyer's rescission was wrongful, thereby entitling the builder to treat such conduct as repudiatory, and terminate the contract.

In such circumstances, the builder will try to argue that time has been extended through an EOT clause, or (in case the EOT clause does not cover the particular delay) that time has become "at large", so that the buyer's rescission of the contract was premature. The builder would need to make sure that it has complied with all contractual notification requirements and that the EOT has not become inoperable by a subsequent variation of the contract. The buyer will, no doubt, deny that it is liable for any delay and seek to argue that the builder has, in any event, failed to complete the shipbuilding project within a "reasonable time".

In order to avoid the risk of being found that it has rescinded the contract too early, the buyer may consider sending a notice to the builder, prior to rescinding, allowing the builder a reasonable time (having regard to all the circumstances, such as the length of the project and the delays incurred until then) to deliver the vessel. This notice will arguably have the effect of making time "of the essence" so that upon such "reasonable time" lapsing, the buyer

can argue that it was justified in rescinding the contract. In our experience, particularly in cases involving refund guarantees from Chinese banks (which often expire very shortly after the cancelling date stipulated in the contract), the buyer, in giving such notice, should ensure that the validity of the refund guarantee obtained from the builder's bank will not expire during any additional period granted. **Source: Norton Rose Fulbright Australia**

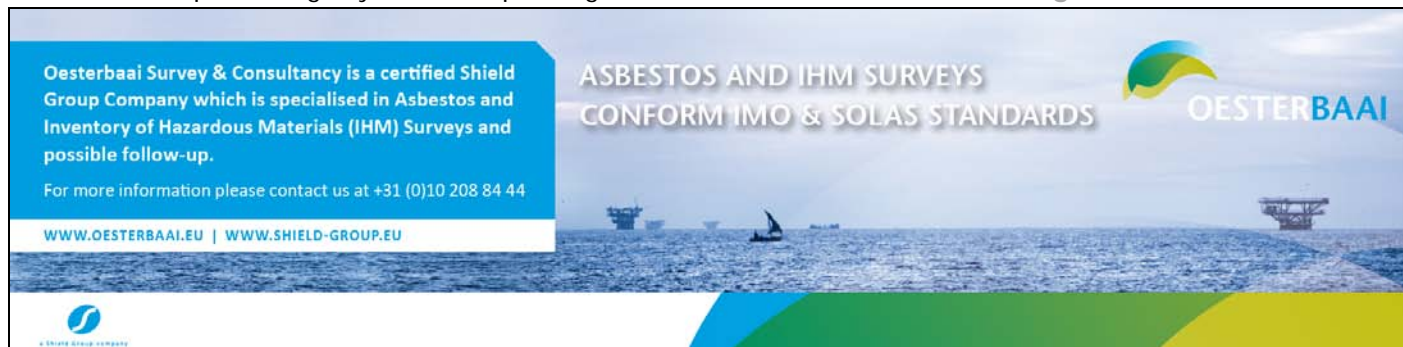
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GMS builds on strong foundations in Abu Dhabi –

New jackup design for worldwide operations unveiled at ADIPEC

Gulf Marine Services (GMS), founded in Abu Dhabi in 1977, has built on its strong foundations in the UAE to become the largest builder and operator of self-propelled self-elevating accommodation jackup barges, not just in the Middle East, but also worldwide. The company announced at ADIPEC a strategic new-build programme that includes the addition of a new design to its current fleet of nine jackups.



Four new vessels, capable of global operations in the oil, gas and renewable energy sectors, are planned and will be built at the company's yard in Mussafah; the first, **GMS Enterprise**, is already underway with the project set to bring up to 600 new jobs to Abu Dhabi. The new S-Class jackup design will bridge the gap between GMS' existing seven K-Class assets currently operating in the Middle East in water depths of up to 45m and equipped with 36 and 45 ton crane options, and its two E-Class harsh weather dynamic positioning (DP11) vessels currently working in the North Sea and suitable for worldwide operations in water depths of up to 65m and with 230 ton and 300 ton cranes.

Duncan Anderson, chief executive officer at GMS, says: "We've seen a major increase in demand for our jackup barges over the last five years. As a result, we are currently building a third E-Class vessel in our yard in Abu

Dhabi with this capable of working in even deeper water, up to 80m, and with a larger 400 ton crane; we also have an option to build another of these large units.

"In addition to this, we've identified a need for a jackup that falls mid-way between the two classes we already provide, and have produced a modified Gusto design called the S-Class. We will start building the first of three new S-Class barges this month (November), which will be ready for quarter two 2015."

The S-Class will have DP11 and will operate in depths of up to 55m, however it will be a smaller and more utilitarian harsh weather barge than the E-Class. It will have 800 sq m of deck space, a 150 ton main crane, a 15 ton auxiliary crane, and will accommodate from 150 to 300 people.

The S-Class jackups will be used for well services in the oil and gas sector and for offshore wind farm maintenance, in northwest Europe, the Middle East, South East Asia and West Africa.

Through its new build and renewal programme, the company has ensured its fleet is the youngest and most sophisticated in the industry, currently with an average age of just nine years, compared to a global offshore average of 24.

Duncan Anderson adds: "The fact that we can build our vessels here in Abu Dhabi is absolutely key as this allows us to produce these sophisticated assets at lower than market prices. The state-of-the-art design and operational efficiency of jackup barges like **GMS Enterprise** and the new S-Class means we can also offer cost-effective solutions to our clients. This, along with our excellent safety record, is what defines GMS."

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The **MSC HINA** enroute Antwerp Photo : Richard Wisse – richard-photography.nl (c)

Why current secondhand oil tanker values suggest a mixed outlook

To get a more short-to-medium-term perspective of the crude tanker industry, analysts use secondhand vessel prices. These older ships trade in the secondary market, meaning they're exchanged like stocks on NASDAQ or NYSE between ship owners, unlike shares that initially go public. Because buyers and sellers can employ these vessels right away after the transaction, unlike newbuild orders (which can take years), changes in secondhand values reflect the more immediate future fundamentals than what price changes in newbuilds show. When secondhand vessel values appreciate, they generally depict a favorable outlook for the tanker business. But when they're depreciating, expect storms. In our analysis, we'll be using five-year-old vessel prices.

In October, values of five-year-old VLCCs rose to \$60 million from \$56 million a month ago. Suezmax and Aframax vessels, on the other hand, remained unchanged at \$43 million and \$30 million, respectively, according to leading international ship and offshore broker and investment bank R.S. Platou.

The increase in VLCC values is another indicator that reflects a very favorable supply and demand balance for the large ship class in the future. These large ships are typically used to haul large volumes of crude oil over long trips from the Middle East or West Africa to the rest of the world. Rising VLCC values tell us that rates are likely to rise because of higher demand for longer trips compared to expected increases in the ship supply based on current delivery schedules. Since the value of a ship depends on how much profit it can generate for its ship owner, just like the value of a stock often depends on how much the company can earn in profits over the next few months and years, higher VLCC values suggest higher rates ahead.

While the VLCC data is positive, the picture for the crude tanker business remains mixed. As we saw earlier, prices for five-year-old Suezmax and Aframax vessels haven't shown the kind of sharp increases shown in VLCCs. This could portray a short-to-medium-term negative outlook for Aframax. Of course, if demand for VLCCs rises enough, VLCC rates will rise, which will make employing Suezmax and Aframax vessels cheaper. As customers trade down, these smaller vessels will benefit as well—although we haven't seen values for these vessels rise as much, so that may be more of a future story.

Impact on tanker stocks

This means that in the short to medium term, tanker stocks like Teekay Tankers Ltd. (TNK), Tsakos Energy Navigation Ltd. (TNP), Frontline Ltd. (FRO), and Nordic American Tanker Ltd. (NAT) would likely face headwinds. Companies with poor balance sheets are still at risk of defaulting. Investors trying to take advantage of the improving long-term outlook for the crude tanker industry but wishing to minimize risk can use the Guggenheim Shipping ETF (SEA), which invests in large shipping companies with strong financials. **Source: Market Realist**



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The **BBC HOUSTON** anchored off Gibraltar – **Photo : Francis Ferro ©**

Bibby Ship Management expands into marine surveying through the purchase of Murray Fenton (India) Surveyors

Bibby Ship Management Group Ltd is pleased to announce the acquisition of Murray Fenton (India) Surveyors Limited.

The acquisition was made via **Bibby Ship Management India Pvt. Ltd**, and will see India's service offering expand into marine, cargo and offshore surveying including marine audit services. Operations will be based in Mumbai and Gujarat, with geographic expansion into other areas of India planned for the future.

Bibby Ship Management is delighted to welcome Capt Kapil Dev Bahl. With 17 years at sea, including 5 years in command, followed by 25 years in marine surveying and ship vetting, Capt Bahl brings a wealth of experience and knowledge to Bibby Ship Management. He joins Bibby as Director – Technical Services and will head Bibby's drive into this business. He is currently assisted by a capable team which is able to cater for the current business and is expected to grow with the business.

Murray Fenton (India) offers a wide range of marine surveying services, including marine hull and ship condition assessment, cargo surveying and marine audit services. The business brings with it a team of professional and experienced Master Mariners and Marine Engineers from the main fleet and offshore sectors, and is set to expand with the addition of a Naval Architect / Structural Engineer to the team.

Prakash Agarwal, MD of Bibby Ship Management India Pvt. Ltd, said this acquisition would significantly enhance the services offered by Bibby's India operations.

He said: "Marine surveying and audit services is an avenue which has been on our horizon for a while. With the acquisition of Murray Fenton (India) Surveyors Limited, we have taken a significant step into this area, while ensuring we continue with our reputation for providing professional and focused services to our esteemed clients."

Ed Rimmer, Chief Executive Officer, **Bibby Ship Management Group** said 'We're delighted to announce the acquisition of **Murray Fenton (India) Surveyors Limited** and look forward to working with Capt Bahl and his team. We have great plans for Bibby Ship Management and we're excited for what lies ahead for 2014.' **Source: Bibby Ship Management Group**



The **JAEGER ARROW** outbound from Rotterdam – Photo : Paul Gerdes ©

Hallin Marine wins first Chinese contract

Hallin Marine has secured its first ever project contract in China in the form of a deal with **COOEC Subsea Technology Company Limited**, part of the **China National Offshore Oil Corporation (CNOOC)**. The contract

encompasses the provision of the support vessel **SOV Windermere**, a remotely operated submersible inspection vehicle, a diving team and a range of surveying and engineering services.

"This is a real milestone in Hallin's development and really showcases the one-stop subsea solution our company can provide", said Hallin's Commercial Manager, Jonathan Quek. "The scope of work includes providing a subsea diving support vessel to perform both diving and ROV services. These will be used to complete a continuous subsea campaign of spools installation, inspection, repair and maintenance work in the Eastern South China Sea. The project is scheduled to commence in 2014 and will have an estimated duration of six months including options." **Source :** [Offshore shipping online](#)



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The **ARTANIA** visited the port of Haifa – **Photo : Peter Szamosi ©**

Drill ship due off Raglan in a week

Anadarko's oil exploration vessel the **Noble Bob Douglas** could begin its oil drilling mission off the west North Island coast as early as next Friday. A Notice to Mariners, issued by Land Information New Zealand yesterday, warned vessels to steer 5 nautical miles clear of the ship 110 nautical miles west of Raglan between November 15 and February 14.

At the same time it declared a 500 metre non-interference zone around the drillship which will be supported by vessels **Bailey Tide**, **Hart Tide**, and **Caroline Tide III**.

The notice was given by the unnamed chief executives of the Ministry of Business, Innovation, and Employment and Anadarko.

It was issued as mariners the length of New Zealand prepared to launch a flotilla to protest the drilling by the company held partially liable by a US court for the Gulf of Mexico oil blowout in 2010. Oil Free Seas flotilla organiser Anna Horne said the protesters, concerned with the slim chance of a repeat of the Gulf of Mexico, would not be put off by the notice.

"They have all spent years at sea and fully understand the process of notices to mariners and we are totally mindful of the Anadarko Amendment," Ms Horne said. The amendment to maritime law, recently made by the Government, makes it illegal to interfere with offshore oil drilling. "The last thing we would want is any safety issues. We are acting in a safe fashion," Ms Horne said. The first of the Oil Free Seas flotilla left its berth yesterday with more vessels

preparing to mass off the Raglan coast. Raglan residents are talking with Ms Horne about how they can support her. The Government is now under fire for failing to consult with Maori, or the wider community, in Raglan, over the drilling licence. Residents learned of the impending arrival of the **Noble Bob Douglas** last month through media.

Kawhia canoeist Bevan Taylor, who is organising a protest in Kawhia Harbour tomorrow said he was expecting more than 20 canoeists with placards. "No-one down here has been informed, there's been no consultation. We are very concerned." The canoeists will leave Kawhia Wharf at noon tomorrow. Fairfax NZ Source : Stuff / Fairfax NZ News

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CASUALTY REPORTING



One missing as Yolanda runs four barges aground in Cebu and Bohol

A crew member of a barge owned by Asian Shipping Corporation is reportedly missing after the vessel ran aground off the waters of Poblacion Guindulman in Bohol, during the onslaught of typhoon Yolanda, the Philippine Coast Guard (PCG) said Saturday.

In a statement, the PCG said Barge Roger was among the four barges that ran aground in Bohol and Cebu Friday when typhoon Yolanda slammed into the Visayas region. No casualties or injured persons have been reported. The missing crew member has not yet been identified. The three other barges that ran aground were:

- Barge **Big Champ** (owned by Asian Shipping Corp.), which ran aground the vicinity waters of Fishport, Poblacion Guindulman, Bohol.
- Barge **Castor 6** (owned and operated by Concrete Solution Inc), which drifted and ran aground at the Marine Protected Area of Canduman, Mandaue City in Cebu.
- **MV Rene** (owned by Fortune Sea Carrier Inc.), which ran aground the sandy portion of Bonbon Cave in the municipality of Carlos P. Garcia in Bohol.

All crew members from the three other barges have been rescued and are safe, PCG said.

Based on reports from several Coast Guard Stations and Sub-stations in Visayas, a total of nine maritime incidents occurred in Visayan waters at the height of the storm. No casualties were recorded from these occurrences.

The maritime incidents recorded by the PCG include the capsizing of M/Tug **Metro Tug II**, in the vicinity of Consolacion, Cebu due to strong waves. Coast Guard authorities said that as of Saturday afternoon, the vessel has already been returned to its upright position.

M/V **Schelde Trader**, meanwhile, was dragged by rough seas to the vicinity waters of Lauis Ledge in talisay City while **MV Cagayan Bay** and **MV Osamis Bay** were detached from mooring lines at the Gothong Wharf docking area in Mandaue City.

MV Super Shuttle Ferry 17, which was reportedly carrying 8,000 liters of diesel and 200 liters of oil, was also submerged at the vicinity waters of Pier 8 in Mandaue City due to the strong waves caused by typhoon Yolanda.

PCG said the incident was already reported to the Marine Environmental Protection Unit-Central Visayas for further action. **Source : KDM, GMA News**

NS: Princess of Acadia shut down for at least a day after drifting aground

Bruce Snell didn't think anything of it when the lights on the **Princess of Acadia** flickered as she came in through Digby Gut.



The **Princess of Acadia** drifted aground on a rocky beach about 300 metres shy of the Digby ferry terminal Thursday, Nov. 7 about noontime. **Photo: Jonathan Riley/Digby Courier**

The Digby (Nova Scotia) resident was returning from a vacation in the US and trying to save a few hundred kilometers of driving by taking the 9 a.m. ferry from Saint John to Digby. The lights flickered again, about noon (Nov. 7), just as the ferry was about to dock at the Digby terminal and then when out for good.

"We didn't even know we were drifting," Snell said. "Then people outside started talking and I overheard a crew member say this is a different way to dock." A south wind had pushed the powerless **Princess of Acadia** onto a rocky beach about 200 or 300 metres shy of her intended destination. Snell says the crew called the passengers into one lounge to count them all and told them a generator had stopped working and without electricity the ferry was not able to steer.

"There wasn't any panic, none at all," says Snell. "The crew were very professional and we were so close to shore and there was no big knock when we went aground." Witnesses on shore heard banging and scraping as the ferry hit the rocky beach. Snell said he has used the ferry a few times and he will continue to.

"This just made the ending a little more memorable than it would have otherwise been," he said. "We never felt in any kind of danger." Snell says the passengers were all offered lunch on board and were given full refunds.

The rising tide floated the vessel about 1:15 p.m. Crew dropped the ferry anchors in deeper water of the channel and a small tug helped hold the ferry in position.

It took another half hour or so until about 2:15 p.m. before the ferry lifted her anchors and moved towards the wharf.

The **Princess of Acadia** docked at 2:25 p.m., almost two-and-a-half hours after she first approached the terminal.

All of the 63 passengers aboard and the 30 crew members were okay. Bay Ferries has cancelled the scheduled 9 a.m. run from Saint John to Digby on Friday (Nov. 8) while they continue to inspect the ship.

Don Cormier, vice president of operations for Bay Ferries says they will continue to examine the ship in the morning and will only resume service when they are sure the ship suffered no underwater damage and that all systems are operating properly. "It's my understanding everything is functioning regularly right now but obviously we want to get at the root cause of this and make sure it isn't going to happen again before we start sailing again," he said. "We will

continue to make every effort to keep the public informed.” Divers went under the ship after she docked to check for any damage or punctures but reported no damage.

The **Princess of Acadia**, 146 metre long and 20 metres wide with room for 650 passengers and 155 vehicles, has been in service on the Bay of Fundy run since 1971 – its age and lack of reliability led to an announcement last spring that the federal government would replace the vessel, possibly by 2016. **Source : Dailybusinessbuzz**

NAVY NEWS

Vietnam To Get Two More Russian Submarines Next Year

Russia will deliver the two more Varshavyanka class diesel-electric submarines to Vietnam in 2014, a Russian official was quoted as saying by RIA Novosti. The Varshavyanka-class (Project 636) is an improved version of the Kilo-class submarines and features advanced stealth technology, extended combat range and the ability to strike land, surface and underwater targets.

Vietnam in 2009 ordered six of the Russian-made submarines -- dubbed “black holes in the ocean” by the US Navy because they are nearly undetectable when submerged -- in a step seen as an effort to counterbalance China’s expanding maritime influence in the region. The first craft in the order is to be loaded on a stevedore barge on November 11 and towed to Vietnam, where it will be officially transferred to the country’s navy, the report said.

“The second vessel will be delivered in the beginning of next year, possibly in January, while the third will be also transferred in 2014,” a Russian official was quoted as saying in the report. **Source : defenseworld**

ROC Navy christens Panshih fast combat support ship



Republic of China (Taiwan) Navy christened a locally made fast combat support ship in Kaohsiung, with the aim of putting the vessel into service by the end of the year, according to the Ministry of National Defense.

The ship, the second of its kind in Taiwan, was named **Panshih** after a mountain in eastern Taiwan in the hope that it will be as strong as a rock, the ministry said in a statement.

The vessel is designed as an AOE, in accordance with the U.S. Navy hull classification system, which means it is a logistics ship that will supply oil, ammunition and stores to other ships in a battle group.

It has a range of 8,000 nautical miles, maximum speed of 22 knots and the capacity to carry a complement of 165.

The new ship will help boost Taiwan's combat capability, according to Chief of General Staff Kao Kuang-chi.

Panshih is 196 meters long with a beam of 25.2 meters and a draft of 8.6 meters. It has a full displacement of 20,859 tons and light displacement of 10,371 tons.

The class has a unusual heavy weapons fit for this type of vessel:

1x 76mm OTO Melara main gun

2x 20mm Phalanx CIWS

2x 35mm Rheinmetall Millenium guns

2x 30mm cannons turrets

and several .50 cal machine guns

Source : navyrecognition

India, Vietnam hold Defence Secretary-level talks

Seeking to strengthen defence ties, India and Vietnam held Defence Secretary-level talks during which the two sides discussed military hardware cooperation.



Defence Secretary R K Mathur held delegation-level parleys with his Vietnamese counterpart Nguyen Chi Vinh in Hanoi where they discussed cooperation in military hardware sector, Defence Ministry officials said.

The two sides have enhanced military ties with each other in the recent

years and during the meeting, they are understood to have discussed the regional security situation including that in the disputed South China sea.

India and Vietnam were working together on a joint oil exploration project in areas in South China Sea claimed by Vietnam when the Chinese had objected to Indian presence there. India and Vietnam share a lot of commonality in defence hardware as both the countries operate the Russian-origin weapon systems such as the Kilo-Class submarines and frigates. It is also learnt that the Vietnamese have shown interest in procuring the Indo-Russian Joint Venture BrahMos supersonic cruise missiles for its Navy.

Defence Minister AK Antony ... also visited Vietnam few years ago and similar reciprocal visits from the top Vietnamese leadership have taken place in the recent years. Source : Business Standard

SHIPYARD NEWS



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Lamprell delivers the first of two Caspian Sea jackup rigs to the client

Lamprell, a leading provider of diversified engineering and contracting services to the onshore and offshore oil & gas and renewable energy industries, announces that it has successfully completed and delivered the first of two Caspian Sea jackup rigs to the client, the company said in its press release. The rig has now been delivered to the client and was recently towed out from the Astrakhan re - assembly yard to commence operations on its first contract elsewhere in the Caspian Sea.

The Group is making good progress in relation to the on - going second Caspian Sea project, which is already well under way and is expected to be delivered in Q4 2014. The first two module shipments have already been transferred from the Group's facility in Hamriyah to the Astrakhan yard as planned and on time.

James Moffat, Chief Executive Officer, Lamprell, said: "We are pleased to have completed construction on the first of two jackup rigs for use in the Caspian Sea region and to have delivered it to our client meeting our usual high build quality. The project has been highly complex as a result of the new approach for delivery, with modular fabrication, assembly and disassembly being undertaken in the Group's Hamriyah facility, transfer to the Caspian Sea region and then re - assembly in a yard in Astrakhan. The successful delivery has only been possible as a result of the dedication and the close collaboration of Lamprell and the client teams." **Source : PortNews**

Nevsky Shipyard announces tenders for supplying and implementation of construction works

Nevsky Shipyard, LLC informs about the beginning of publications of tenders for delivery of materials and equipment for shipbuilding, ship repair and general purpose as well as for carrying out of general construction works. All tenders are placed on Nevsky Shipyard's site www.nssz.ru in the section "Procurement".

Nevsky Shipyard, LLC is located 40 km away from Saint-Petersburg in the town of Schliesselburg on the left bank of the river Neva. The Shipyard is one of the oldest enterprises of water transport in the northwest of Russia which started its shipbuilding activity since 1952. Nowadays the Shipyard builds sea and river vessels of various types and purposes and carries out all kinds of ship repair works. The slipway for vessels rising allows to launch and lift for repairs the vessels up to 140 meters long and dock weight up to 3,000 tonnes.

Keppel secures US\$1.1 billion order from Transocean to build 5 jackup rigs with options for 5 more

Keppel FELS Limited (Keppel FELS), a wholly-owned subsidiary of **Keppel Offshore & Marine (Keppel O&M)**, has secured a repeat order from a subsidiary of Transocean Ltd. (Transocean) to build 5 KFELS Super B Class jackup rigs for US\$1.1 billion. The rigs are scheduled to be delivered progressively from 1Q 2016 to 3Q 2017, the company said in its press release. In addition, Transocean has options to build up to another five similar jackup rigs with Keppel FELS.

Mr Wong Kok Seng, Managing Director (Offshore) of Keppel O&M and Managing Director of Keppel FELS said, "We are glad that Transocean has chosen to expand their fleet of premium jackup rigs with the KFELS Super B Class design. It is a testament to our strong track record and the value-add that we offer to our customers.

"Having already delivered three jackup rigs to them earlier this year, on time, within budget and without incidents, we have assured them that we have the expertise and experience to deliver high quality rigs to their schedule and requirements. "In this industry, any delay can be costly. We understand the importance of delivering quality rigs safely and on schedule as it affects our customer's planning in deploying the rigs swiftly for a return on investment. This

year, Keppel FELS has already delivered 17 rigs to the satisfaction of our customers and is on track to complete an unprecedented 20 or even 21 rigs by year-end."

Mr Wong added, "Even with the stiff competition in the market, we are heartened that customers, whether new entrants or well-established ones like Transocean are choosing to build in Singapore and differentiating us for our proven rig designs, reputation for excellent project execution and having a competitive total project price."

"This year, Keppel O&M has already secured 20 newbuild projects worth about S\$6.4 billion, including this latest order. All of them are based on our proprietary designs. We build winning partnerships with our customers, and our collaboration with Transocean over the years has enabled us to customise innovative products well suited to meet the market's needs."

Tailored to suit Transocean's requirements, the KFELS Super B Class rigs are designed to operate in 400 feet water depth and drill to 35,000 feet. With a two million pound drilling system and a maximum combined cantilever load of 3,700 kips, the KFELS Super B Class is equipped with tremendous horsepower during drilling operations. In addition, the rig will be installed with offline stand building features in its drilling system package which allows drilling and the preparation of drill pipes to take place at the same time. The rig is capable of drilling at a 75 feet outreach, allowing for coverage of a larger well pattern.

Keppel FELS and Transocean have shared a long-standing relationship spanning several significant projects. The three jackup rigs recently delivered are Transocean Siam Driller, Transocean Andaman and Transocean Ao Thai. In 2009, Keppel delivered Transocean's **Development Driller III**, an ultra-deepwater drilling semisubmersible rig built to Keppel's proprietary DSSTM 51 semisubmersible design.

Other projects include upgrades and conversions of the Sedco 700-series semisubmersibles to enable dynamic positioning, and the repair of various Transocean rigs. Since 1987, Transocean, through Global Santa Fe, and Keppel O&M have cooperated and completed seven new generation jackups that are now part of Transocean's fleet of highly sophisticated rigs. The above contract is not expected to have material impact on the net tangible assets or earnings per share of Keppel Corporation Limited for the current financial year. **Source : PortNews**

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The **ANTWERPEN EXPRESS** arriving in Rotterdam-Europoort yesterday afternoon – **Photo : Piet Sinke ©**

Cosco Corporation secures letter of intent for two advanced semi-submersible accommodation vessels

COSCO (Qidong) Offshore Co., Ltd, a subsidiary of the Company's 51% owned subsidiary, COSCO Shipyard Group Co., Ltd, has secured a Letter of Intent from a subsidiary of Prosafe SE, a company listed on the Oslo Stock Exchange, for the engineering, procurement and construction of 2 (two) semi-submersible accommodation vessels with options for 4 (four) more units, the company said in its press release. The Letter of Intent covers two potential contracts, each in excess of USD200 million. The vessels will be of Gusto MSC Ocean 500 design and will be equipped with 500 beds, DP3 station keeping systems, 10-point chain mooring and 300 ton cranes. The vessels are scheduled for delivery in 2016. COSCO will make further announcements when the contracts are awarded or rendered effective. **Source :** PortNews



Mammoet's transport barge **SCHELDE** in Lerwick – Shetlands – **Photo : Tjeu Fransen ©**

Maersk extends Indonesian 'IA4' coverage

As of mid-November, the 'IA4' service of Maersk Line and MCC, the intra-Asia specialist of the APM Group, will offer extended coverage in Indonesia with a new call at Surabaya and a second call at Jakarta. The 2,824 teu **SFL FALCON** will open the new rotation which reads :

Busan, Kwangyang, Vostochny, Busan, Kwangyang, Shanghai, Keelung, Xiamen, Hong Kong, Tanjung Pelepas, Singapore, Jakarta, Surabaya (new), Jakarta (new), Tanjung Pelepas, Singapore, Hong Kong, Yantian (Shenzhen), Kaohsiung, Ningbo, Shanghai, Busan. At the same time, the loop duration is extended from six to seven weeks and the SFL TIGER is added (as of 19 November) to the service in order to maintain the weekly frequency. **Source :** Linervision

BOEKBESPREKING

door: Frank NEYTS

"Drie eeuwen T. van Duijvendijk's Scheepswerf te Lekkerkerk"

In september van dit jaar verscheen het buitengewoon interessante boek '[drie eeuwen T. Van Duijvendijk's Scheepswerf te Lekkerkerk](#)'. Michiel Emmery tekende als auteur. Het betreft een unieke uitgave, zeer exclusief én volledig in kleur over de grootste Van Duijvendijk-werf.

Het boek is de neerslag van drie jaar intens opzoekingswerk van Michiel Emmery die daarbij op de medewerking kon rekenen van ruim zestig oud-werknemers, buurtbewoners, Van Duijvendijk-familieleden en archivariissen. Dankzij grondig speurwerk komen in dit boek opvallend veel en uiterst verrassende nieuwe inzichten en wetenswaardigheden over de Nederlandse scheepsbouwgeschiedenis naar voren.

Feiten en cijfers uit 330 jaar archief, alsmede herinneringen van veertig direct betrokkenen uit de jaren 1920-1975 en de mooiste 300 foto's. Dat biedt het boek met de lange titel. Chronologische weergave van de bedrijfsvoering vanaf 1647 in de context van algemene economische omstandigheden door de eeuwen heen – aldus een verrassend beeld van ambitieuze familie, surviving hard times. Hoe van 600 gulden een 250 man tellende onderneming gemaakt werd die tot in Afrika schepen verkocht.

'Luctor et emergo' als duidelijk herkenbaar credo van de zeven Van Duijvendijk-generaties bedrijfsleiding, doorspekt met de gedrevenheid om welstand en aanzien te verwerven, gevoed door de verantwoordelijkheid voor instandhouding die er van kinds af aan steeds ingepompt werd. Tevens de impact van de Tweede Wereldoorlog op deze werf indringend beschreven. Kortom, een boek voor iedereen die interesse heeft voor de scheepsbouw in de Lage Landen. Een aanrader! Dit boek (ISBN 978-90-820546-0-6) is sinds kort verkrijgbaar (34,95 euro) via internet op diverse websites, door te googelen op trefwoorden '[boek scheepswerf lekkerkerk](#)'. Voor alle info en impressie van het boek: [.scheepswerflekkerkerk.nl](#)



MUHLENAU loading scrap metal while berthed at Inverkeithing – Photo : Iain Forsyth ©

MARAD announces \$1.4 mln for two LNG projects

The U.S. Department of Transportation's Maritime Administration (MARAD) announced today that it is providing a total of \$1.4 million for two projects supporting the increased use of alternative fuels and technology in the maritime industry. The funds will be used to collect information on use of liquefied natural gas (LNG) as a marine propulsion and study the issues and challenges associated with shore side storage and fueling of LNG vessels.

"Fuel-efficient ships appeal to the maritime industry for the exact same reasons that fuel-efficient cars appeal to consumers – they're easy on the environment and their pocketbooks," said U.S. Transportation Secretary Anthony Foxx. "The Obama Administration is committed to protecting our environment and reducing pollution, and the information we'll gather from these projects will help us strengthen America's clean energy economy."

Through a partnership agreement, MARAD will provide Horizon Lines, Inc. with \$900,000 to assist in conversion and monitoring of their vessel, Horizon Spirit, to operate on LNG. Measuring the efficiency and air emissions of these new LNG engines will provide valuable data as the U.S. maritime industry looks to greener and more cost effective options. This ocean going container ship operates between Long Beach, California, and Honolulu, Hawaii. The conversion is anticipated to be completed by late-2015.

The second project is a \$500,000 MARAD funded LNG study conducted by the U.S. subsidiary of Det Norske Veritas Inc. to analyze the issues and challenges associated with bunkering, which is the process of supplying fuel for ships, and the landside infrastructure needed to store and distribute LNG. It is anticipated this study will be complete by spring 2014.

"The maritime industry is taking important steps to reduce vessel air emissions," said Acting Maritime Administrator Paul N. Jaenichen. "Using clean energy means green efficient transportation and a better environment for mariners who work aboard these vessels and others who work in the maritime industry and communities."

The two recipients were chosen in a competitive process to partner with MARAD as part of a new program to demonstrate innovative technologies and practices and share data on the results. President Obama has taken unprecedented action to build the foundation for a clean energy economy, tackle the issue of climate change, and protect our environment. Both projects reflect the maritime industry's effort to reduce vessel air emissions and the use of LNG as an alternative fuel. **Source : PortNews**

MARITIME ARTIST CORNER



2 **KOTUG** tugs assisting a Maersk container vessel in Rotterdam- Europa harbour is the latest watercolour made by maritime artist **Ronald van Rikxoort** – artabc.nl

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.... PHOTO OF THE DAY



The **ISLAND PATRIOT** outbound from Ijmuiden – Photo : Marcel Coster (c)