# DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 325

**Number 325** *** **COLLECTION OF MARITIME PRESS CLIPPINGS** *** **Wednesday 20-11-2013**
News reports received from readers and Internet News articles copied from various news sites.




**POSH Terasea's 203 ton BP TERASEA EAGLE during pre-delivery trials in Tokyo Bay**
**Photo : POSH TERASEA (c)**

**Click on the photo to view the high resolution version !**

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# EVENTS, INCIDENTS & OPERATIONS



The **STANISLAV YUDIN** passing Maassluis enroute **Damen Shiprepair** in Schiedam – **Photo : Lex Keasberry ©**

# Ship-Breaking Industry Back In Business In Bangladesh

A visit to Sitakunda, the ship-breaking hub of Bangladesh, does not give an impression that only a few years ago the apex court of the country had intervened to clean up the hazardous industry following years of campaign by environmental and human rights groups.

The coastal strip in Chittagong division remains littered with scrap metals stained with toxic oil and chemicals; some of the chemicals are carcinogenic. Stories of accidents and deaths at ship-breaking yards are frequent, but only a few get reported (see 'Harbour of...'). "Last year, 22 workers died while dismantling ships," informs Muhammad Sahin, senior programme manager of non-profit Young Power in Social Action (YPSA). "This year till July, seven have died and hundreds have been injured," he adds.

Ship importing and breaking activities are on a rise, says Rizwana Hasan, director of Bangladesh Environmental Lawyers Association (BELA). The non-profit was instrumental in the supreme court intervention. In 2009, when the supreme court passed its landmark judgement and directed the environment ministry to immediately take steps to ensure closure of ship-breaking yards that do not follow environmental norms, at least 60 yards were dismantling the great hulks, making the industry the second largest in the world. Thirty-six of them were operating without clearances, according to an affidavit submitted by the ministry in the court. The court lifted the ban two-and-a-half years ago. "Now there are nearly 150 yards. About 70 of them are operational," says Sahin.

Officials with the Department of Environment (DoE) say all operational ship-breaking yards have necessery permits but refuse to divulge the number of the total or operational yards in the country.

Activists refute the officials' claim. "The administration has legalised illegal ship-breaking yards by giving them permits. These yards fulfil only 10 per cent of the conditions outlined in the environmental clearances," Hasan alleges.

The court order had brought a temporary halt to illegal activities in ship-breaking yards, says Taslima Rahman of BELA. "But in March 2011 the court relaxed the order, which has allowed the industry to continue its business-as-usual practices," she alleges.

When the supreme court lifted the ban in March 2011, it asked the government to frame rules on ship-breaking and recyclining within two months. The government followed the order and drafted the Ship Breaking and Ship Recycling (SBSR) Rules by May that year. But the rules have not moved beyond the stage of drafting. When asked about the delay, Habibur Rahman, deputy secretary of the Ministry of Shipping, told Down To Earth that the SBSR rules "are undergoing a process of review by several departments".

**Industry lobby at work**

Activists allege that the ship-breaking industry is lobbying hard to delay implementation of the SBSR rules.

In fact, it is said that in 2011 the supreme court relaxed its closure order on erring ship-breaking yards under pressure from the industry.

The ban order had hit the flourishing industry hard. The Bangladesh Ship Breakers Association had contested the ban, saying it will have a knock-on effect on the economy. About 30,000 of the country's poorest are engaged in dismantling of ships at these yards. Another 400,000 indirectly depend on these yards, like truckers and scrap sellers, or work with allied industries such as rolling mills. Most of them have migrated to Sitakunda in search of work at ship-breaking or related units. The ship breakers association also argued that the ban would cause domestic steel prices to skyrocket because ship scraps meet more than 50 per cent of the country's steel requirement. More than 350 rolling mills use these scraps as raw materials, according to the Department of Naval Architecture and Marine Engineering of Bangladesh University of Engineering and Technology in Dhaka.

Since the supreme court lifted its closure order, ship breakers have been keeping ship-breaking activities behind closed doors. This Down To Earth correspondent tried to enter a ship-breaking yard to find out the working conditions, but was firmly denied. "The industry has become cautious now," says Mohammad Idris, who has been working at the yards since he was 10 and has had close encounters with death several times while dismantling ships.

**Hope in draft rules**

The draft rules outline environmental and occupational safety measures that should be undertaken by ship recyclers, and impose penalty on defaulters. In case of accidents, ship-recyclers must report in writing to the police as well as to the Ship Breaking and Ship Recycling Board (SBSRB) under the Ministry of Industries. In case of major accidents, the

yards can remain suspended for inspection for seven days. The rules also specify the responsibility of the authorities in issuing various permits required for ship-breaking.

Officials at DoE say at present ship-breaking industry is treated like any other industry and ship breakers have to apply for permits only from DoE and the Ministry of Shipping. "Under the draft rules, a ship-recycler will have to seek no-objection certificates from a host of authorities, including SBSRB, Customs Department and the Department of Explosives. Both DoE and SBSRB will be required to examine the ship for hazardous wastes," says Mohammad Shahjahan, director of DoE.

Sitakunda's long beaches and perfect slopes make ship beaching easy. This makes the coastal strip a perfect zone for setting up ship-breaking yards. "Rampant illegal activities in the yards are earning it a bad name," admits Zafar Alam, director of the Chittagong DoE. He hopes the rules will help make the industry hazard free and lucrative.

**Harbour of a hazardous industry**

Lax environmental and occupational health regulations make ship-breaking a lucrative business in Bangladesh. Cheap labour force, willing to work despite dangerous conditions, helps it flourish.

Accidents and deaths are common, says 42-year-old Mohammad Murad. He lost his leg while working in a ship-breaking yard in 2009. His employer Kabir Steel Yard gave him nothing to compensate for the loss, he says. Yet, Murad thinks he is more fortunate than many others. Most often, accidents and deaths go unreported. "Many a time, bodies of workers are simply dumped into the Bay of Bengal," says Taslima Rahman of non-profit Bangladesh Environment Lawyers Association (BELA).

A 2010 World Bank analysis states, 25 per cent of the accidents and deaths occur when heavy metal plates fall on workers from the upper decks of the ship. Fire explosion in oil tankers cause 50 per cent of the accidents and deaths. "Judicial mandates require a ship to be cleaned of dangerous chemicals before it is dismantled. But tests done to ensure this are merely obligatory," says Taslima Rahman of BELA.

Occupational safety is not the only concern for the workers and those living in the coastal area. A research by University of Chittagong in 2006 shows that polychlorinated biphenyls, or PCBs, asbestos, lead, chromium, mercury and oil are released when ships are dismantled, have polluted the water and soil of coastal Chittagong (see 'Toxic water'). Oil kills marine organisms, while chromium and lead in paint and batteries cause skin diseases, problems in the gastrointestinal tract, liver, and damage the brain and kidney. Mercury in lights, fire detectors and tank-level indicators can lead to mental retardation, disorder of the nervous system, and delayed neurological and physical development. However, there is little study to show the impact of pollution on the health of Sitakunda residents.

**Source: Counter Currents**



# OGN Group secures EnQuest producer FPSO contract

OGN Group, the North East-England offshore engineering, procurement and construction (EPC) specialist, has secured a multi-million pound contract with independent UK oil and gas development and production company EnQuest, which will lead to the creation of 600 new project jobs at its Tyneside facility.

OGN will provide its specialist fabrication services to undertake finishing and commissioning works on the EnQuest Producer, a 249m long Floating Production, Storage and Offloading (FPSO) vessel.

The **EnQuest Producer**, which was previously Bluewater's **Uisge Gorm** FPSO, recently arrived at OGN's Hadrian Yard, Wallsend. Ahead of its arrival, OGN completed dredging in the River Tyne at its quayside to accommodate the 53,176 gross tonne FPSO.

Upon completion of the works, the vessel will be deployed to the Alma/Galia field in the North Sea, which is a redevelopment of the UK's first producing field, Argyll.

In addition to creating new jobs at OGN, the project will provide considerable benefit for OGN's supply chain. Through engagement with new and existing suppliers, predominantly from North East England, it is expected the project will support, in the region of 250 supply chain jobs.

David Edwards, Chief Executive Officer at OGN Group, said: "The awarding of this contract is a major endorsement for the UK's oil and gas supply chain and, in particular, OGN Group's ability to deliver on a project of this scale.

"We are proud to welcome the EnQuest Producer to Tyneside. Utilising a specialist UK EPC contractor highlights that this country has the skills and capacity to support operators, such as EnQuest, in the development of prominent oil and gas projects."


Source: OGN Group

David added: "This project will have a significant impact on the North East economy, particularly in terms of creating employment and providing opportunities for the region's high quality supply chain.

**Photo : Kevin Blair ©**

"With Wallsend's proud shipbuilding history, it's quite moving to see a vessel of this size and scale docked at Hadrian Yard. It sends a clear signal that this region still has much to offer the global energy industry."

# WELL MAINTAINED CREW / PILOT TENDER FOR SALE

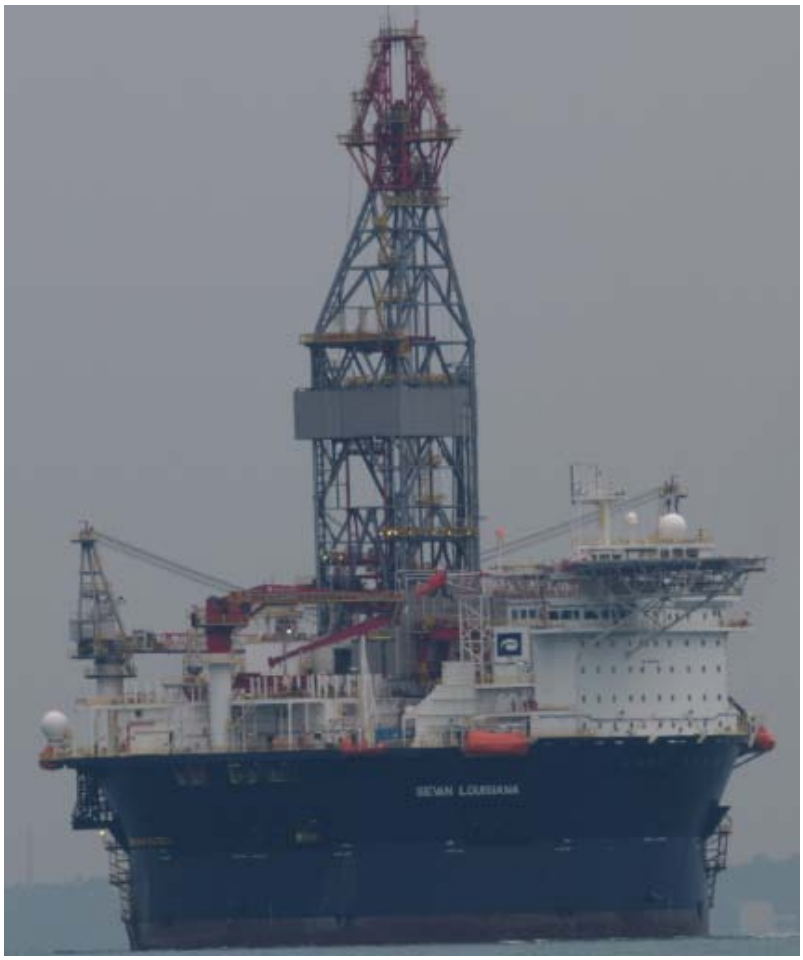

For Sale, a **HALMATIC NELSON** former pilot vessel, stationed at Harwich and the Scilly Isles. subsequently been employed by MTS (Marine Towing Service) Brixham / Falmouth. Now as tender crew working in the anchorage areas in Hoek van Holland.
Fully equipped with :

Radar: JRC marineradar: JMA-2343 4kW
Plotter: Raymarine 435
VHF: 1x Sailor RT 2047 and 1 x Icom ic- 411(DSC)
GPS: JRC NWZ 4570 (D)GPS display
AIS: AIS transponder (B)

Interrested, just click on the photo and see more photos of the tender in present status and other details.

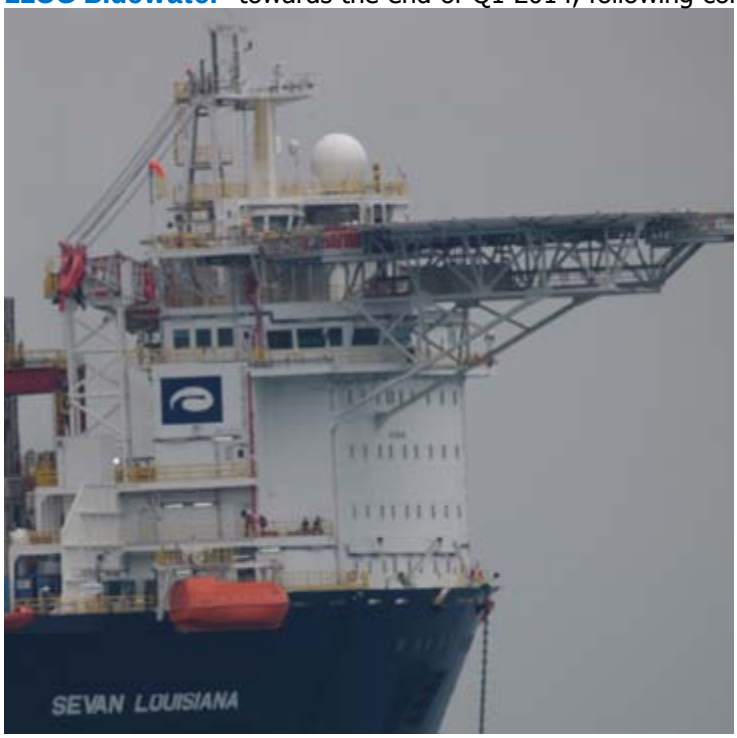
# SHIPS SPOTTING AT KUSU ISLAND

All ships spotters around the globe are having the same goal, to get some photos of a special ship, last Sunday **Jan Ove** and myself headed out at 9.00 am from the Marina South Pier in Singapore with the ferry boat to the offshore island Kusu, this Island is a very good location to take photos of ships passing the Singapore straits, and with a little luck in a few hours over 100 different ships are passing the straits so full batteries and enough memory cards and a lot of drinking water is necessary for the day , when we arrived at the Island we did see a drill tower above the horizon in the East, it appeared that it was moving towards us ☺ , in the meantime looking to the west noted on the horizon silhouette of a familiar vessel , one of the ex **Smit** deep sea tugs was approaching us, ☺ after discussing with Jan Ove which one it must be , looking at that the **SMIT LONDON** went for scrap, the ex **SMIT ROTTERDAM** was enroute with scrap vessel via Cape Good Hope to India, and the ex **SINGAPORE** was still in the US or South America it must be the **HUA AN** (ex Smit New York), so our day started good as the **HUA AN** was eastbound and slow steaming, she navigated on the extreme south side of the eastbound lane, so (to) far away for good photos, observing her she was steaming only on 1 engine, (SB side only) as seen on the famous TM-410's smoking on low refs. In the meantime looking to the east side via the 500 mm lens it appeared that a **SEVAN** unit was slowly approaching us, something you don't see everyday passing the straits, but looking better no masts of tugs were seen, when the 60.000 dwt **SEVAN LOUISIANA** came closer it appeared that she steamed on her own power ! no strings of tugs attached or escorting units were spotted, we were not able to check the speed as we were out of reach for the telephone signal to receive the AIS signals, but it was an impressive view to see this large unit passing us slowly on her own power with an



estimated speed of approx 3-4 knots. The drilling unit was delivered by **Cosco Quidong Shipyard** on October 23rd 2013 **Sevan Louisiana** is Sevan Drilling's third deep water drilling rig


and started the transit to the US Gulf of Mexico from China. It is expected that the rig will commence operation for **LLOG Bluewater** towards the end of Q1 2014, following completion of mobilization and certain additional equipment installations. In connection with the delivery of **Sevan Louisiana**, the company has also closed and drawn USD 1,400 million of its new USD 1,750 million bank facility as announced on 23 July 2013. These funds have been used to repay and settle the existing bank facilities related to **Sevan Driller** and **Sevan Brasil** and to settle the remaining installment and other payables to Cosco.



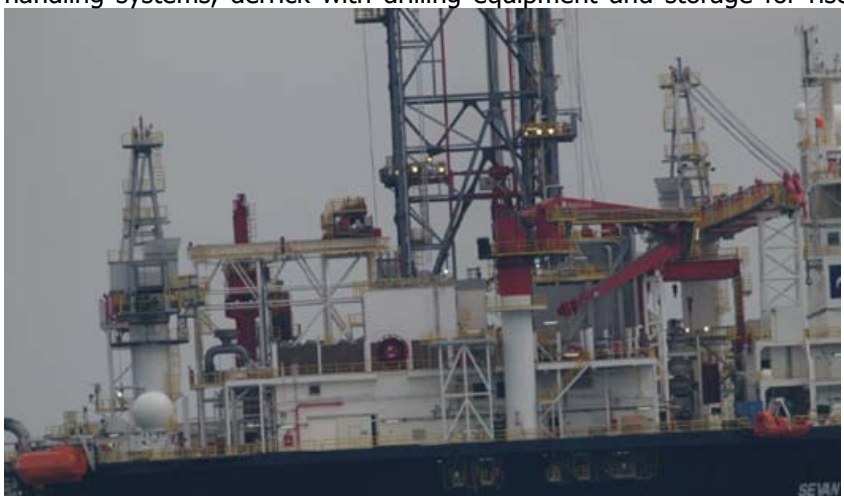

**Sevan Drilling's** UDWs are based on Sevan Marine's unique, proven and patented cylindrical hull design. **Sevan Drilling** has a non-exclusive perpetual right to use the Sevan design for drilling applications. The design provides for the following advantages compared to traditional drilling units:

Independence of environmental directionality

The cylindrical hull shape makes the vessels responses independent of wind, waves and current headings and optimum heading can be selected freely based on on-going operations. Conditions with wind driven waves and swell from different directions will not affect the operation due to the very low pitch and roll motions of the vessel. There is no need for compromising between motions and power consumption in case of bi-directional waves and current and minimum power consumption will be obtained regardless of environmental conditions.

With the large displacement and stability reserves of the cylindrical hull, the variable deck load capacity is above 15 000 tons. Paired with generous tank capacities this significantly reduces the need for resupply and thus also the logistic cost. The cylindrical hull may be built using traditional section building method based on prefabrication of large, pie-slice shaped modules. The lower hull may be assemlied on a slip way, in a dry dock or on a floating barge and with final completion quaside. The lower hull of the vessel is utilized for storage of consumable fluids as fuel oil, drilling

fluids, dry bulk materials, ballast water and utility systems. Storage of produced oil from extended well tests / early production may optionally be arranged . The upper section of the hull carries the main power generation plants, mud handling systems, derrick with drilling equipment and storage for risers, drill-string, casings, well testing equipment



and similar. The drilling operation is executed through the centre moon pool which provides for a protected environment for launch and recovery of the BOP and riser. The completely enclosed moon pool also protects the riser and allows the vessel to safely operate even in ice-infested areas.

The Sevan UDWs are equipped with a dynamic positioning system in accordance with class 3 requirements keeping position by controlling azimuth thrusters. For operation in shallow waters or in areas with ice, a conventional mooring system may be installed in combination with the DP system.

The 86 mtr long and 75 mtr width **SEVAN LOUISIANA** is a 6th generation semi -submersible rig of the **SEVAN 650 type,** and is sailing under the Singapore flag, installed are 8 diesel generators of 55.35 kW driving 8 trusters of 3800 kW which are giving the Unit a transit speed of **6 knots** onboard are living quarters for 150 persons


After the passage of this two "*specials*" we went back to the "*routine of the day*", just to take photos of standard Container ships, (LNG) tankers, and like the Car carrier **VICTORY LEADER**, from which type of vessels a lot are passing in the straits daily. Until the last ferry boat went back to the shore at 18:15 hrs from the island, a long day with as result **1550 photos** of 115 different ships made by only me + the photos **Jan Ove** made during the day with his equipment, to call it the the day, it was time for a cold beer for us, as we deserved it ☺ a well spend Sunday.

**All photo's : Piet Sinke ©– Click on the photo's** to view the high resolution version

The Chinese heavy load vessel **XIA ZHI YUAN 6** loaded off Haifa a jack-up rig assisted by AHTS **VOS APHRODITE** and **VOS ATHOS** – **Photo : Peter Szamosi ©**

# ISS celebrates successful cruise season and Dubai Tourism Award

**Inchcape Shipping Services,** the world's leading maritime services provider, is celebrating another successful cruise season in Dubai and winning a Tourism Award for its Cruise Agency in the UAE.

With the 2012-13 cruise season in Dubai busier than ever, the capital has become an international hub for cruise tourism with the forthcoming season set to break new records with seven maiden ship calls also scheduled as it becomes a leading cruise destination in the Middle East.

ISS was awarded a Dubai Cruise Tourism Trophy for its role as a Cruise Agent to promote cruise tourism in UAE by Helal Saeed Al Marri, Director General of Dubai's Department of Tourism and Commerce Marketing at a special ceremony, to thank partners and stakeholders, at Port Rashid.

The company provides ship agency to one of the three lines operating Gulf Cruise itineraries out of Dubai, with a total of 17 calls handled by ISS in the last season out of 63 home porting calls.

Said Sanjeev Sarin, General Manager - Marine Services, Dubai and Northern Emirates, ISS: "We were very happy to receive the award for our contribution as Cruise Agent over the past year and are looking forward to an even busier season as Dubai cruise tourism looks set to attract record numbers of tourists and port calls.

"2014 will also see the planned expansion of Dubai Cruise Terminal's facility spanning over 27,000 square metres for cruise lines and visitors become operational. This will enable the terminal to easily handle complete passenger turnaround of up to five cruise ships simultaneously."


The **ABIS DUISBURG** enroute Rotterdam – **Photo : Ria Maat ©**

# Strengthen security at Alang ship-breaking yard

Communication sets of vessels being scrapped at Asia's largest ship breaking yard at Alang in Gujarat need to be destroyed so as to prevent their misuse, an inter-ministerial panel has recommended. It has also said that the overall security at the yard, which produces 3.5 million tonne of re-rollable steel per year and employs around 50,000 people, be beefed up and the area should have more policemen.

"Keeping in view the number of ships arriving at the port for breaking and the size of the labour force/vendors, etc. visiting Alang ship breaking yard, it is necessary to strengthen the police station by posting additional policemen," the Inter-Ministerial Committee (IMC) on ship breaking has recommended.

Headed by Vinod Kumar Thakral - Additional Secretary and Financial Adviser, Ministry of Steel - the IMC has also recommended that "communication sets of the scrapped ships are required to be destroyed to ensure that these sets are not misused and actually destroyed/disposed of".

Besides, it said, the use of satellite phones (Thuraya and Iridum) on board ships bound to the port of Alang needs to be monitored closely.

The directions were issued amid concerns that the ship- breaking yard has only one police station headed by a PSI and has only 10-12 policemen. As per a recent Steel Ministry document, the IMC Chairman also "desired that Directorate of Naval intelligence may write a letter to Home Department of the State Government for strengthening the police station".

Alang is among the largest, well-established ship recycling yards in the world with 167 plots developed on 10 km long coast. It has breaking capacity of 4 million tonne per annum. The Gujarat Maritime Board regulates the ship breaking activities there.

As many as 1,514 ships were received for breaking up at the Alang yard between 2009-10 and 2012-13, compared to less than 200 ships at Mumbai and Kerala yards.

On the impact of hazardous material during ship breaking on workers, Steel Minister Beni Prasad Verma had said in Parliament in August that it is ensured that vessels being brought in are properly decontaminated. He said that in Alang ship breaking yard some waste material is incinerated, while other is landfilled. **Source: PTI**


**CHEMSTAR YASU** leaving the Ijmuiden locks bound for Las Palmas **– Photo : Simon Wolf ©**

# NATO Counter-Piracy Frigate Boards Pirate Skiff

Last Saturday, NATO's counter-piracy Operation OCEAN SHIELD warship **UPS HETMAN SAGAIDACHNY** of Ukraine boarded a skiff with seven suspected pirates aboard in the Internationally Recommended Transit Corridor (IRTC).

As the Ukrainian boarding team approached, the suspected pirates were observed throwing weapons overboard, including AK-47 assault rifles. The skiff had 16 barrels of fuel and multiple outboard engines characteristic of a pirate action group. The suspected pirates surrendered without resistance.

After **SAGAIDACHNY** confiscated their provisions, the suspected pirates were released, forcing them to return to shore unarmed and unsuccessful, no longer able to pose a threat to merchant shipping in the IRTC. Had the suspected pirates been connected with a particular attack, they might have faced prosecution under national authority. But in this instance, the Ukrainian frigate disrupted the suspected pirates before they could attack a merchant vessel.

Several attacks have been attempted in the past few weeks, but none have been successful. The presence of three counter-piracy task forces and several independent Naval vessels patrolling the Somali Basin and Gulf of Aden, as well as the use of armed security teams and adoption of other counter-piracy best practices by many merchant ships transiting the region, have kept the region free from a successful piracy attack for more than 18 months.

"We are very happy with the performance of Ukraine's frigate since she joined NATO's counter-piracy task force last month," said Commodore Henning Amundsen, Task Force 508 Commander. "This latest achievement highlights both the professionalism of Ukraine's Naval forces and the valuable contribution that they bring to NATO's counter-piracy operations." **Source : maritime-executive**

# HEEREMA INSTALLS THE JACK & ST MALO PLATFORM

As reported earlier this week Chevron's new **Jack & St. Malo platform** is now on her way from Kiewit, Ingleside Texas to the Gulf of Mexico Walker Ridge 718. The tow-out was performed by **Heerema** using the new **CROWLEY** Ocean Class tugs as pushtugs (**OCEAN WIND** and **OCEAN WAVE** BP147mT) and the local Signet harbortugs **WEATHTERLY** (sb stern), **MAGIC** (ps stern),**ENTERPRISE** (sb bow), **ENTREPID** (ps bow) and the **SIGNET RELIANCE** on inshore bowbridle.

This will be the 3rd deepwater platform Heerema is installing in the GoM this year.

After some work at the offshore holding area the tow spread is now on its way to her new home for the next 40 years.

# Maritime firms to struggle with credit squeeze

With fears of a recession rising, the maritime industry will find it increasingly difficult to obtain financing for expansion over the next year, with the exception of the offshore -energy sector, industry experts said. The economic gloom in

Europe and the United States has amplified the pain for shipping companies, already struggling with rock-bottom freight rates and a glut of new vessels that were ordered when times were good. The International Monetary Fund last week warned that the West could slip back into recession next year unless they quickly tackled economic problems that could infect the rest of the world.

"Given the underlying economics of oversupply and current day rates, the banks are far more cautious," said Gervais Green, head of Asia shipping with law firm Norton Rose. "If they are going to put money into a project, it is on very particular terms."

Executives from the world's top banks in shipping finance, including DnB NOR, HSH Nordbank and Deutsche Bank will gather with the maritime community in Singapore on September 27 and 28 to discuss survival, recovery and opportunities in this gloomy economic environment.

The depressed freight market has forced shipping companies to use more of their reserves to buy vessels and expand their operations as banks tighten their credit lines.

Before the economic downturn three years ago, ship owners typically needed to place a down payment of only around 20 percent of the value of a vessel, with banks providing the remainder of the funding. Today, some medium-sized firms must provide as much as 50 percent down payment to get a loan, leaving many unable to stay competitive against industry leaders such as A.P. Moller-Maersk and Mediterranean Shipping Company .

Bankrupt shippers Korea Line, The Containership Company, and Omega Navigation Enterprises are the most high-profile casualties so far this year. "Large projects with strong companies behind it will get financing," said Erik Borgen, Asia director for DnB NOR bank.

"The banks themselves are a bit too exposed today, so there are only a small amount of banks prepared to be involved in the ship-financing side."

Despite the difficult environment for most of the maritime sector, there are some businesses that remain attractive to banks. With oil prices expected to remain high, the offshore-energy sector is considered one of the rare bright spots in the shipping industry with banks fiercely competing to finance lucrative projects. "In the offshore sector, there are some very large deals still being done. We are working on several right now and there is appetite to do more," said Green of Norton Rose. **Source: Reuters**



# China pledges to continue engagement in combating Somalipiracy

China on Monday vowed to continue its active participationin the international cooperation in the fight against Somali piracy.

Liu Jieyi, the Chinese permanent representative to the United Nations, who is also therotating president of the Security Council for this month, made the remarks after a councilmeeting on Somalia piracy.

"China supports operations to fight piracy in this area," said Liu, who noted that to dateChina has dispatched 15 batches of 45 warships to engage in escort missions for 5,200vessels in Somali waters. "Certainly we'll continue to work with other members of theinternational community in this area." At the meeting held Monday, the 15-member

body unanimously adopted a resolution toextend for another year the mandate for states and regional organizations to fight Somalipirates, and stressed the need for a comprehensive approach by the internationalcommunity to tackle the root causes of the scourge. "The resolution sends out a very strong message of cooperation between the members ofthe international community in combating piracy and armed robbery of the coast ofSomalia," Liu said. "It also sets up a very important framework that will continue to enablemember states to cooperate on this issue." The Horn of African country has one of the most dangerous coastlines in the world due torampant piracy which threatens not only maritime workers but also the coastal economy. The Chinese envoy stated that past action by the Council has had very positive impacts onthis issue. "We see falling curve in the number of reported incidents of piracy and armed." "I hope the resolution adopted today could keep the good momentum in this area," headded. **Source : peopledaily**


The **PACIFIC RADIANCE** in Batam (Indonesia) - **Photo : Capt. Jelle de Vries ©**

# NAVY NEWS



# Royal Navy ship HMS Daring arrives in Philippines

A ROYAL Navy ship has arrived in the Philippines carrying two Hampshire men who will play a part in the relief effort.

**HMS Daring** reached the Asian country last Sunday to help survivors of Typhoon Haiyan which has claimed the lives of around 4,000 people so far and devastated communities in its path. On board are Southampton helicopter Lieutenant Hamish Walker and Swanwick sailor Chief Petty Officer Cy Curzon. On his first humanitarian mission pilot Lt Walker, 30, and his team will be providing life saving supplies by Lynx helicopter, which will carry loads and

transport people, equipment and supplies around. Chief Petty Officer Curzon, 36, will be managing an onshore operations room as well as allocating resources.

This will involve collecting information from people on the ground and plotting it on a board so commanders can decide where to

allocate manpower and equipment.

Up to 11 million people have been affected by the worst storm on record to hit the islands and aid agencies are still struggling to get help through to those in desperate need. The Disasters Emergency Committee said Sunday that its charity appeal had reached £35million as the public responded to the disaster. In addition the British Government has pledged £50million in aid. **Source : Southern Daily Echo**

# Drone hits Navy ship, sailors injured

An aerial target drone malfunctioned and struck the San Diego-based **USS Chancellorsville,** which damaged the ship and left two sailors with minor burns, Navy officials said. The incident occurred at about 1:25 p.m. Saturday as the crew of the guided missile cruiser was conducting a radar tracking exercise during routine training off the Southern California coast, according to U.S. Third Fleet Deputy Public Affairs Officer Lt. Lenaya Rotklein. The drone was being controlled remotely from Point Mugu at Naval Base Ventura County, according to Rotklein.

Two sailors were treated for minor burns, but no one was seriously injured, Rotklein said. According to Rotklein, the **USS Chancellorsville**, while it remained capable of operations, returned to its homeport in San Diego Sunday morning, a week earlier than scheduled, to have the damage assessed. The crew was in "import operations" status. Navy officials were looking into the cause of the drone malfunction, Rotklein said. **Source : fox5sandiego**

# USS Freedom (LCS 1) Gets Underway From Singapore For Final Time

**USS Freedom (LCS 1)** departed Singapore's Changi Naval Base, Nov. 16, for the final time as part of her maiden overseas deployment to Southeast Asia. **Freedom** has used Singapore as a logistics and maintenance hub since arriving there April 18. Though Freedom is departing Singapore, she is expected to remain in the region over the coming weeks before beginning the transit back across the Pacific Ocean to her homeport in San Diego.

"We greatly appreciate the hospitality and warm welcome Singapore extended to Freedom during this first rotational deployment, and especially the Republic of Singapore Navy's support when the ship was at Changi Naval Base," said Rear Adm. Cindy Thebaud, commander of the U.S. Navy's Logistics Group Western Pacific. Over the past several months, **Freedom** has worked with many regional navies that operate comparable-sized ships during a series of port visits, exercises, and exchanges. These engagements directly support the Asia-Pacific rebalance and further reinforced cooperation and interoperability among the Navy's partners and allies throughout Southeast Asia.

As many senior Navy officials noted recently, the maritime crossroads and vital waterways that connect Southeast Asia to the global economy are exactly where the Navy needs to be present, now and well into the future. Rotational deployments of littoral combat ships will help the Navy sustain presence, expand access to vital waterways and interact with littoral regions in unprecedented ways.

**USS Freedom's** first rotational deployment to Southeast Asia began March 1, when the ship departed San Diego and commenced a Pacific Ocean transit that included port visits in Hawaii, Guam and Manila. Since arriving in Singapore April 18, **Freedom** has participated in the International Maritime Defence Exhibition (IMDEX), two phases of the bilateral naval exercise CARAT with Malaysia and Singapore, and the multinational exercise Southeast Asia Cooperation and Training (SEACAT). During port visits, Freedom hosted thousands of dignitaries and visitors from throughout Southeast Asia. Prior to getting underway, Freedom accomplished repairs to the feedback cable in the port steerable waterjet which delayed her participation in exercise Cooperation Afloat Readiness and Training (CARAT) Brunei. All wajerjets are now functioning normally, and Freedom still expects to conduct a brief port visit in Brunei as part of the exercise.

"As we've said before, lead ships are difficult. One of the main reasons for this deployment was to push the ship and crews hard, and to identify areas that required improvement," said Thebaud. "We did just that, and as expected, had some challenges. That said, Freedom's crews rose to the challenges again and again, and I cannot say enough about their perseverance, dedication and skill both operating and sustaining the ship while rotationally deployed for the first time." Fast, agile and mission-focused, littoral combat ships are designed to operate in near-shore environments and employ modular mission packages that can be configured for surface warfare, mine countermeasures, or anti-submarine warfare. **Source : US Navy**

# Clock ticking on Canadian navy, coast guard fleets

An auditor general's report next week that the federal government's national shipbuilding strategy will cost billions more than budgeted to buy new navy and coast guard ships is likely to prompt calls to revisit or scrap the whole plan. What many may not realize, however, is the clock is already ticking on the country's naval and coast guard fleets —

with things about to get a whole lot worse before they get better. That means there's little room for second-guessing and further delays.

**Auxiliary Oiler Replenishment Vessels**

A fancy name for the Royal Canadian Navy's two 45-year-old resupply ships, **HMCS Protecteur** and **HMCS Preserver.** They are the navy's largest vessels and have been deployed on numerous missions, including the first Gulf War, East Timor, and in support of operations in Afghanistan after 9/11. They carry fuel, food, ammunition and spare parts to support missions at sea and on land. They also hold three helicopters and have advanced medical and dental facilities.

Many of the ships' systems are nearly obsolete, while repairs and maintenance costs are prohibitively expensive thanks in part to a shortage of spare parts. The vessels' design does not meet many international environmental standards, which means they are barred from entering ports in the United States and Europe.

They were supposed to have been replaced by new joint support ships in 2012, but budget problems and delays have pushed the timeline for delivery of the first joint support ship to 2019 at the earliest. As a result, the Protecteur and Preserver have had to remain in service even longer. They have undergone refits and extended-life maintenance. Even then, they will be retired in 2017, meaning Canada will be forced to rely on its allies for resupply capabilities for at least two years.

**Iroquois-class Destroyers**

Built in the early 1970s to protect against Soviet submarines, they underwent a major upgrade in the 1990s so they could provide anti-aircraft defence as well as command-and-control capabilities for Canadian and allied naval task forces. They have been deployed to the Persian Gulf in support of Operation Desert Storm, the Indian Ocean after 9/11, and to Haiti following the January 2010 earthquake. Four were originally built, but only three remain.

The Iroquois-class destroyers are scheduled for replacement in the mid-2020s, if all goes according to plan. However, officials have previously indicated that the 40-year-old ships will have reached the end of their expected lifespan in 2017, and that they will not be replaced before retirement. That decision could be reversed, but extended and costly maintenance will likely be required. The navy's 12 Halifax-class frigates can pick up some of the slack, but not having the destroyers will still limit the types of operations the navy can undertake.

**Halifax-class Frigates**

The Royal Canadian Navy's workhorse. Built in the early 1990s, they carry a helicopter as well as weaponry to engage targets in the air and on the surface. They have been deployed on countless missions, including in support of the Persian Gulf war, Afghanistan, drug interdiction operations in the Caribbean, and counter-terrorism patrols in the Mediterranean and Indian Ocean. There are 12 of them.

The frigates have recently been modernized with new weaponry, sensors and other equipment to keep them in service until 2030. They are due to be replaced at the same time as the Iroquois-class destroyers in the mid-2020s, if all goes according to plan. The project to replace them is the most expensive — and complex — part of the national shipbuilding plan.

**CCGS Louis S. St-Laurent**

The Canadian Coast Guard's largest icebreaker as well as its flagship. Launched in 1966, its main tasks are to escort vessels through the Arctic and support scientific research in Canada's Far North.

The St-Laurent was to have been retired in 2000, but financial concerns delayed construction of a replacement and instead it underwent a refit that extended its life to 2017. The Conservative government announced a plan in 2007 to build a new heavy icebreaker, the **CCGS John G. Diefenbaker**, by 2017. However, the Diefenbaker now won't be in the water until at least 2022. (Its budget was also recently increased from $720 million to $1.3 billion.) The St-Laurent is now expected to remain in operation until 2022, at which point it will be 56 years old. **Source : Canada.com / Postmedia**

# INS Sindhurakshak tragedy: Navy chief says it will take 2-3 months to bring up submarine wreckage

It is the Indian Navy's biggest peace time disaster till date. It is also the biggest mystery so far. What caused the disaster on board INS Sindhurakshak, navy's frontline Kilo class submarine that had just returned from a multi million dollar refit from Russia.

The navy is desperate to find out, also because 18 precious lives of sailors on board were lost. Last week technical bids were opened. "All the five companies that had participated in the bid met the technical requirements. Now the commercial bids are being processed to identify the lowest bidder," Admiral DK Joshi, chief of naval staff told Headlines Today in an exclusive interview.

In an unprecedented move to cut down months of 'negotiation time' and files moving up and down between naval headquarters and ministry of defence (MoD) and defence finance an empowered committee has been formed and stationed in Mumbai to identify the lowest bidder and cut down decision taking time. "The files move between several offices for requisite clearances. At times that takes months. We have sought and got government clearance to cut down that time and quickly settle for the lowest bidder with all parameters being met," he added.

The empowered committee is headed by the navy and has officers of both MoD and competent financial authority to clear paperwork for defence minister AK Antony's final approval. "For us this is important for two reasons. The navy wants to know what caused the loss of lives of 18 service personnel. While they have been declared as 'battle casualties' since the submarine was about to leave for a patrolling mission, the families are keen to know what caused the incident. The navy has a fair idea but once the submarine is salvaged, an effort will be made to find out which ordnance blew up and which is intact," sources said.

"While within five minutes of the incident (on August 13) submarines in the adjoining berths sailed out, we had a safety stand down immediately. We went through all our standard operating procedures and did a detailed internal audit. Once that was done the remaining submarines are doing their task," Admiral DK Joshi said. But was it, as many in the navy describe it as - 'a freak accident?' "We should be able to know once she is salvaged," he added. The navy is hopeful by early next year the operations to salvage **INS Sindhurakshak** will commence.

The salvage firms, include the one that was engaged in the operations to retrieve the ill fated Russian navy Oscar II class nuclear powered cruise missile submarine Kursk that sank in the Barents sea on August 12, 2000 killing all 118 sailors on board. "It appears that one of the torpedoes on board **Kursk** exploded leading to a chain reaction and a bigger disaster. Salvage operations are extremely dangerous and critical. Efforts are made to ensure existing ordnance on board do not go off with any sudden movement," sources said. Once the salvage operations start it is expected to take between two to three months to be completed, sources added. **Source : IndiaToday**

# SHIPYARD NEWS



# BMT Nigel Gee Soars Higher with Penguin

**BMT Nigel Gee (BMT),** a subsidiary of **BMT Group Ltd,** is pleased to announce its latest contract with Singapore-based **Penguin Shipyard International Pte Ltd**, for the design of three 38-metre monohull high-speed passenger ferries for the busy Singapore-Indonesia ferry route. The shipbuilding subsidiary of Singapore-listed crewboat specialist **Penguin International Limited** recently signed a contract with **Horizon Ferries Pte Ltd** to build the three 238-

passenger ferries, which will be deployed to run between Singapore and the Indonesian island of Batam. The first ferry is scheduled for delivery in the last quarter of 2014.

The collaborative approach leading up to the contract award is similar to that of an earlier project undertaken by **Penguin Shipyard** and **BMT** for a pair of 70-passenger, 30-knot Fast Crew Boats, which are scheduled for delivery later this year.


For the ferry project, **BMT** worked hand-in-hand with **Penguin** Shipyard's in-house design, project and commercial teams throughout the bidding process to optimise the design to meet the client's exacting requirements for the specific route and target cost. The result is a highly economical design that will enable the fleet of vessels to provide a swift, safe and frequent service on the Singapore-Batam route. The design features main deck seating for 208 passengers and their luggage, as well as an upper deck VIP saloon for 30 passengers. The design also incorporates a spacious wheelhouse that has excellent all-round visibility for maximum safety in the congested waters of the Singapore Straits.

The Horizon ferries will fully comply with the 2000 High Speed Craft Code, flagged in Singapore and classed with Bureau Veritas. Each vessel will be powered by a triple-engine configuration with three CAT C32's, each driving a fixed pitch propeller - providing maximum operational flexibility and the most economical capital and operational cost matrix for the Horizon fleet.


James Tham, Managing Director of **Penguin International Limited**, explains: "While Penguin is probably better known nowadays as a crewboat design and builder, we are equally interested and conversant in the construction of passenger ferries, especially for fellow Singaporean owners." "We recognise BMT's proven experience and expertise in passenger ferries, and we are happy to have them as our design partner for the Horizon ferry project," Tham added. Ed Dudson, Technical Director of BMT Nigel Gee, comments: "This is our second vessel design contract this year with Penguin Shipyard International and it builds on an already excellent partnership for new, fuel-efficient designs compliant with the latest regulations. Although BMT is well known for its high speed catamaran designs, this is a reminder that we also have a track record of designing high speed monohulls."

# After the shipbuilding boom: tough times for China's yards

Shipbuilding in China has become increasingly a struggle for survival. Shipowners around the world have been much less eager in the past few years to order new vessels, both in China and elsewhere, and consequently shipyards' orderbooks and production have shrunk. Excess shipbuilding capacity in Chinese yards has become a major problem. Although 2013 has seen a welcome improvement in the order inflow compared with last year's depressed volume,

there seems little chance of a return to the extraordinarily high levels recorded earlier. Even a moderately healthy volume is proving elusive.

The recent history of the Chinese shipbuilding industry has been a fascinating and impressive story. Nothing as spectacular in the country had happened since the fifteenth century building boom. At that time, the massive imperial fleet was being constructed for Admiral Zheng He and his treasure-ship expeditions to south east Asia, Hormuz, the Red Sea and East African coast.

Zheng He's merchant fleets, built for the seven voyages of up to two years in duration which occurred between 1405 and 1433, consisted of many ships, some of which were very large in comparison with other countries' vessels of that era. The huge scale of activity required vast shipbuilding capacity and timber supplies. The 1405 expedition was comprised of 62 large treasure ships, 190 smaller vessels, and transported 27,800 men. Other expeditions were of similar size. The biggest ships were much bigger than any produced elsewhere, in fact the largest wooden ships ever built, incorporating advanced designs and technology.

In the modern era, within a very short period since the early 2000s, a massive shipbuilding industry emerged from relatively small beginnings, pushing China quickly to top position globally. Ships are built for Chinese owners, but this industry is heavily focused on the international market. During the first three years of the new millennium, deliveries of all types of vessel from Chinese yards averaged 6% of the world total (based on deadweight tonnes), far below the principal competitors, South Korea and Japan. From this modest contribution China's global market share rose to a sizeable 23% in 2008 and then almost doubled to an astonishing 43% in 2012. Two years earlier, in 2010, China had overtaken South Korea to become the world's largest shipbuilding country, measured by deadweight tonnage. In that year and the next, Korea's output was still higher when measured by dollar value, because Korea produced a larger proportion of more sophisticated, and therefore more expensive, ships. Last year, China's production became the highest by value as well as deadweight tonnage.

Looking at actual shipbuilding volumes emphasises the dramatic expansion. China's yards delivered only 3-4 million deadweight tonnes of newbuilding vessels annually in the early 2000s. Growth was then very rapid. The annual total reached 21m dwt in 2008, and two years later the volume had tripled to 63m dwt. This highly impressive performance was achieved partly by expanding existing yards, but mostly by opening new 'greenfield' sites, with many new Chinese shipbuilders entering the market for the first time. Over the next two years, 2011 and 2012, output was sustained at slightly greater levels, 68m dwt and 66m dwt respectively.

The orderbook for new ships at Chinese shipbuilding yards reached a phenomenal 221m dwt peak at the end of 2008, according to data compiled by shipping information providers Clarksons. This volume comprised over one-third of the entire worldwide 619m dwt orderbook. In the next three years, as orders were delivered, the China orderbook held up remarkably well, supported by a resurgence of optimism among shipowners, many of whom returned to the newbuilding market to order additional ships. Subsequently, new ordering receded greatly and the Chinese shipyard orderbook was almost halved within two years, falling to 113m dwt at the end of 2012. Since then it has diminished further, although only slightly.

Following the 2008 global financial crisis and economic downturn, and the resulting chronic over-capacity in shipping markets, orders for new ships have been much harder to obtain, both for Chinese builders and their competitors. However, the vast orderbook for new ships already accumulated in China, and therefore huge backlog of work, ensured that output did not immediately plunge downwards after 2008. Over several years that backlog has been drastically reduced and now, newbuilding deliveries are falling sharply.

Shipbuilding output at Chinese yards was dominated by tankers and container ships for a number of years. Then from 2009 onwards a dramatic change in the production profile occurred. As a result of many orders placed by foreign and domestic shipowners during the freight market boom, and afterwards, bulk carriers were built in greatly increasing numbers, becoming by far the largest output category. In 2008 about 22% of China's newbuilding deliveries of all vessel types consisted of bulk carriers (measured by compensated gross tonnes or CGT, indicating the work content of ship construction). A few years later in 2011 and 2012, bulk carriers comprised well over 60% of vastly higher totals. Building other ship types was still an important activity, since actual production volumes were sizeable.

What factors were instrumental in enabling China's shipbuilders to achieve such a powerful performance? Low labour costs, and low land costs for many new production sites, buttressed by support from local and national governments, accompanied by abundant availability of finance, were reflected in competitive pricing. Improving management skills, assisting greater efficiency and productivity, also contributed while technological advances and enhanced product quality further boosted competitiveness. The extended period of extremely strong global demand for new ships between 2003 and 2008, followed by a brief resurgence in 2010 before a collapse ensued, provided a strong background for progress. This year, a contrasting downwards step change in the pace of Chinese shipbuilding activity

has been unfolding. Currently, the rapidly shrinking (although still large) orderbook is being reflected in noticeably diminishing output, indicating an annual 2013 newbuilding deliveries total possibly below 45m dwt. Many of China's shipyards are in an increasingly precarious position, despite an upturn during this year in the inflow of new orders for future delivery. In some cases production has completely ceased, following completion of all contracts, and yards have closed. Numerous other shipbuilders are likely to be facing the same problem sometime in the next twelve or eighteen months, when their work schedule is completed.

The recent ordering upturn has provided a partial respite. After taking only 21m dwt of contracts in 2012, less than one-third of the volume seen as recently as two years earlier, Chinese shipbuilders secured an estimated 37m dwt of new orders in the January to September 2013 period, according to Clarksons. That achievement reflected increased optimism among shipowners around the world about an approaching shipping market recovery, coupled with low and therefore attractively priced deals available from yards for new vessel construction. The improvement suggests that China's annual total for new orders received this year may be more than double last year's figure. But a massive surplus of shipbuilding capacity remains an existential problem urgently requiring a solution.

How can these difficulties be alleviated? Earlier this year consolidation of shipyards was being encouraged by the Chinese government, designed to enlarge individual shipbuilding business units as a means of improving efficiency and profitability. Then in early August the government stepped in with additional support. The State Council published a plan entitled 'Accelerating Structural Adjustment and Promoting Reform and Upgrading of the Shipbuilding Industry'. A radical restructuring is envisaged over the next three years, emphasising reduction of excessive production capacity, and promoting enhanced competitiveness in the world market, partly through more innovation. Specific proposals include reducing reliance on production of less sophisticated vessels (such as bulk carriers) and increasing output of high-tech ships (including gas carriers and container ships) and offshore units (service vessels and drilling rigs).

Clearly also a strong upturn in global demand for new ships would benefit Chinese shipbuilders. As mentioned, there have been signs this year that some owners are expecting a shipping market revival within the next two or three years and are moving to have new and more economical tonnage available at the outset. But, even if a market recovery does occur within that timescale (and many market players remain sceptical about both timing and magnitude), it seems unlikely that all existing Chinese shipyard capacity could be quickly redeployed profitably. So pressure seems set to continue for a major overhaul of the industry. **Source: Article by Richard Scott, GMI visiting lecturer and MD, Bulk Shipping Analysis**



# Damen sets the pace with Walk-to-Work vessel

**Damen Shipyards** has unveiled a completely new Wind Farm Service Vessel (WSV) to support and accommodate turbine maintenance crews at sea and allow them to 'Walk-to-Work'. After industry-wide consultation, the vessel has

been designed from first principles to provide on-site work facilities and accommodation for 45 maintenance personnel plus 15 crew for voyages of up to one month.

"There is a growing trend for wind turbines to be located further from shore," says Peter Robert, Damen Business Development Manager, Offshore Wind. "At distances greater than 30 nautical miles, maintenance crew transfer from shore within one day becomes both impractical and costly."

The dynamically positioned (DP2) WSV will include a telescopic, motion-compensated gangway. This will allow each three-man maintenance team to walk quickly and safely between vessel and turbine.

Damen has carved out a significant presence in the wind farm support vessel market, following the launch of its 26m length FCS 2610 Twin Axe, a high-speed maintenance support catamaran. Designed for the transfer of 12 service personnel, 21of these purpose-built craft have been delivered and four more have been sold, all in 25 months. Damen is building more for stock to shorten delivery times.

"When we sought market views on a larger support vessel, potential customers set us an 80% availability target for maintenance crew transfer in wave heights of up to 3m," says Mr Robert. "At the same time, the vessel needed exceptional levels of comfort because turbine engineers often have a land-based background and staff retention is an issue."

The result is a monohull vessel with bridge and accommodation located amidships. With a 90m length overall and a beam of 20m, the Damen WSV will feature 500m2 of deck space, a helideck and a motion and heave compensating crane. Its shallow 4.6m draft optimizes comfort, while also conferring significant power savings.

Designed to drop all seven maintenance crews within three hours, the vessel will remain within range to provide support and emergency assistance through the working day before pick up. With diesel electric main propulsion, Mr Robert says that the new Damen WSV will adhere to the company's 'E3' commitment to deliver vessels that are 'Environmentally-friendly, Efficient in operation and Economically viable'. "This vessel has been designed to meet our aims of serving the needs of the planet, the people working and living on it and those of the owner to make a healthy profit," he says.

Special attention has been paid to interiors and onboard service space lay-out. Public spaces have been mapped for efficient workflows and storage, while 60 single occupancy cabins, a fitness centre and internet/movie services will benefit life at sea.

"Judging by initial feedback, this vessel will make a significant impact on this specialized market," says Mr Robert. "In addition, it is also attracting interest from the oil and gas sector."

# South Korea Shipbuilding: Extreme drilling

South Korea's shipyards are having a busy time at the moment welding the behemoths of the shipping industry into shape. Clustered around Busan, the country's second city, the big three yards—Samsung Heavy Industries (SHI), Daewoo Shipbuilding and Marine Engineering and Hyundai Heavy Industries—are churning out Maersk's "Triple-E" class, which at 400 metres in length are the world's biggest container ships; an oil barge that at 460 metres long is just under half the height of England's tallest mountain, Scafell; and some of the largest-ever jack-up oil rigs. Equally impressive are the latest "ultra-deepwater" drill ships. These are being built at SHI, and were described to your correspondent on a visit to the yard as "giant Black&Deckers" by one engineer. The first of these, the Viking, was christened recently by Maersk, the ship's owner.

As inland and offshore wells nearer the coast run down after decades of exploitation, so Big Oil is being forced ever farther out to sea. The new type of drilling vessel is specifically designed to work in the very deepest of waters, mostly in the Gulf of Mexico or off the coast of west Africa. At 228 metres they are relatively short compared with the giant new container ships, but what they lack in length they make up for in technical wizardry. The Viking, which is going to be used by ExxonMobil, can operate in depths of more than 3,000 metres of water and then drill down through another 12,000 metres of earth.

The centrepiece of the vessel is the 66-metre high derrick. Overall the ship measures more than 100 metres from top to bottom. As Maersk points out the derrick alone is bigger than a Boeing 747-400 jet, which is a mere 56 metres in length with a wingspan of 60 metres. So far, so tall. But what really floats the boats of the engineers are the six thruster engines, three forward and three aft, that keep the ship in a fixed position, and thus able to continue drilling even in the most severe weather conditions. They claim that with this "advanced positioning control system" they can keep the drill ship steady against heavy winds in waves up to ten metres high (fortunately your correspondent wasn't

taken out to test this.) The drilling process is controlled by just two men sitting in front of computers on the work deck. All together 240 people work on the ship in 12-hour shifts (only 13 men sail on the biggest container ships).

The Viking cost Maersk more than $600m. The Samsung yard is also building three sister ships and the bill for all four is around $2.6 billion. No wonder the Koreans have energetically gone out to corner the market in these sorts of sophisticated vessels; customers spend much more on them than on even the biggest container ships, relatively simple bundles of steel that cost no more than $200m. Maersk, and others, hopes to make a profit out of the drill ships by leasing them to oil companies for $600,000 a day. A Maersk executive says that the offshore market is now worth $44 billion.

It is hard not to be impressed by the figures or the engineering. But there could be a hitch: hydraulic fracturing, better known as fracking. As one analyst reminds me, these very expensive ultra-deepwater ships were mostly designed before fracking took off in America a few years ago. Now energy companies hanker after "tight" oil and gas, rather than the deepwater stuff, as it is a much simpler process and less costly to extract. Gazing up at the Korean sky searching for the top of the Viking's derrick, it is not clear whether one is looking at a modern wonder or a dinosaur.

**Source: The Economist**

# Otto Marine clinches order for habour tug pair

Singapore-based **Otto Marine** has clinched two newbuilding contracts worth about $9m to build two 3,000 bhp habour tugs. The vessels are expected to be completed by the fourth quarter of 2014 at **Otto Marine's** subsidiary **PT Batamec** shipyard in Indonesia. Last week, Singapore-listed **Otto Marine** improved its third quarter net profit by 8.4% year-on-year to $4.11m as revenue rose. **Source : Seatrade Global**

# Havyard to construct icebreaker for Russia

EVP Sales Tor Leif Mongstad of Havyard Group has great expectations for the market of icebreaking offshore vessels in northern Russia.Havyard has agreed a contract with the Russian shipping company FEMCO about design and construction of a **Havyard 843 Ice,** an icebreaking offshore vessel, the Company said in a news release.

The vessel will be designed by **Havyard Design & Solutions** in Fosnavaag, Norway and is going to be constructed at Havyard Ship Technology`s shipyard in Leirvik in Sogn, Norway. The vessel will become newbuild no.122 and is due to be delivered in September 2015. The Russian shipping company has also secured an option for the construction of one further **Havyard 843 Ice.** Havyard has gained good experience in constructing icebreakers for Russian shipowners. In 2006, Havyard delivered two icebreaking offshore vessels for the Russian shipping company Sevmorneftegaz (currently Gazprom Neft Shelf).

5 vessels constructed by Havyard are currently sailing under a Russian flag, included 2 AHTSs of a Havyard 842 design and the ice breaker "**Vidar Viking**".

**Havyard 843 Ice** is a new design from the Herøy-based design company **Havyard Design & Solutions.** The vessel is going to have DnV ice class Icebreaker Ice 10 and Winterized Cold (-30 °C). Amongst other things, the vessel can break ice that`s more than 1 metre thick and has systems for avoiding icing of the vessel. The vessel is otherwise designed to carry out anchor handling, towing and standby operations for oil protection and rescue services.

FEMCO Group was established in 2004 and is the only privately-owned company in Russia that has specialized in operating anchor-handling vessels. The company operates a fleet of 12 offshore vessels and with this latest Havyard order; they now have presently 5 newbuild orders at various shipyards.

FEMCO has varied experience in the operations of vessels both in tropical and arctic waters, and are used to meeting challenges in tough weather conditions and doing advanced operations. By contracting an icebreaking offshore vessel with Havyard now, it is part of a long-term fleet renewal strategy in order to offer services for the offshore oil activities in arctic areas. In addition to their offshore fleet FEMCO also operates a fleet of dry-cargo vessels, some of these having ice class. With this one, Havyard Group has 8 newbuilds and a major conversion on order at the Leirvik shipyard in Sogn, Norway, with an order reserve in the business area of shipbuilding of just under NOK 3 billion. Like the other vessels being constructed at the shipyard, Havyard Design & Solutions deliver both design and detail

engineering for the production of the vessel. In addition, Havyard Power & Systems based in Aalesund, will deliver electro engineering, automation- and alarm systems and Havyard Concept Bridge. Norwegian Electric Systems, where Havyard owns 40 % of the shares, will deliver electrical motors, generators and switchboards. The contract will also lead to extended effects within the maritime cluster in Western Norway, in the shape of equipment deliveries and services to the shipyard during construction of the vessel.

Ship's specifications:
Length: 86 m
Breadth: 19.5 m
Depth: 7.75 m
Speed: 16 knots
Bollard pull: 185 tonnes
Accommodation: 34 persons
Havyard Group AS specializes in vessel designs, ship equipment and construction of advanced vessels for offshore oil production, fishing and fish farming for shipyards and shipowners worldwide. **Source : PortNews**

# ROUTE, PORTS & SERVICES




In the Wilton Harbour in Schiedam at the **Huisman** premises two Matador sheerlegs lifted the **HUISMAN** built J-Lay tower onboard the **SEVEN WAVES** – **Photo : Capt. Jan Plug – master Seven Waves ©**

# APM Terminals Rotterdam retrofits cranes

APM Terminals Rotterdam Maasvlakte I will enhance five of the terminal' s existing post - Panamax cranes to a 23 - container row reach to accommodate the latest generation of ultra - large container ships, the company said in its press release.

The retrofitting involves engineering and software adjustments expected to be completed in time for the arrival of the 18,000 TEU capacity **Marie Maersk** , the fourth Maersk Line EEE - Class vessel, currently the world's largest ships of any type, which is schedule d to arrive in Rotterdam on December 6 th as part of the weekly Asia/North Europe AE10 service . "We are continuously anticipating and adapting to our customers' needs to provide industry - leading efficiency and productivity" said APM Terminals European Portfolio Manager **Ben Vree.**

The world's first 18,000 TEU vessel, the Maersk Mc - Kinney Moller, paid its maiden call to APM Terminals Rotterdam on August 16th . The EEE class vessels, at 59 meters (194 feet) wide, are 9 meters (29.5 feet) wider than the 15,000 TEU Maersk E - Class vessels, which have a capacity of 15,500 TEUs . Triple E - class vessels have containers stacked 23 rows wide across the deck , while c urrent post - Panamax cranes were constructed with a 22 - container row wide reach.

APM Terminals Rotterdam set a new terminal productivity record on the Maersk Mc - Kinney Moller with berth productivity of 215 gross moves per hour and crane productivity of 37.1 gross moves per hour. The booms of five of the 13 STS cranes now in operation at APM Terminals Rotterdam Maasvlakte I are being extended for use on the 18,000+ TEU capacity vessels and will also use new operating procedures. Maersk Line has received the first four EEE - Class vessels out of a total of 20 scheduled for delivery over the next two years. The new generation of container vessels with a capacity of more than 18,000 TEU is setting a new st andard for the industry.

The adjacent facility, APM Terminals Rotterdam's Maasvlakte II site , being built on land reclaimed from the North Sea, opens November 2014 with an initial annual throughput capacity of 2.7 million TEUs . The terminal, which will be the most technologically advanced container facility in the world, will be equipped with eight remote - controlled super - Post Panamax cranes , each with a 25 - container wide reach. APM Terminals Rotterdam is currently one of the busiest container terminals in Europe, handling 2.5 million TEUs in 2012.

A recent productivity study released by the JOC Group named APM Terminals Rotterdam as the top terminal in Europe as measured by productivity in crane moves per hour (MPH), with 92 with a vessel alongside. In addition to ranking first in the JOC study's Europe/Middle East/African region, APM Terminals Rotterdam ranked 11th globally among terminals in overall productivity, and 5th globally when working vessels of 8,000 TEU capacity a nd above, with 112 MPH. **Source : PortNews**

# Gladstone Ports Corporation does not have plans to commence Channel Duplication dredging

**Gladstone Ports Corporation (GPC)** reassures the community that there have been no requests made to any government agencies for the placement of Channel Duplication dredge spoil in the Great Barrier Reef Marine Park or anywhere with in the Port Boundary, the company said in its press release. Duplication of the Gatcombe and Golding channels has been identified in GPC's 50 year strategic vision to facilitate potential future growth of the port. Whilst the Channel Duplication project has been identified in the Port's strategic vision, Chief Executive Officer , Craig Doyle said that there has been only minor initial work undertaken and there has been no requirement for any physical dredging to take place.

There has definitely not been an Environmental Impact Statement (EIS) submitted. "GPC does not have any current plans or needs to commence physical Channel Duplication dredging for the next few years at least , " Mr Doyle said. "Gladstone Harbour in its current configuration can handle the current port trade, plus the increase in trade from the LNG projects and WICET coming online. This equates to a capacity of around 140 million tonnes or more with current trade this year expect ed to be around 90 million tonnes. "The trigger for channel duplication dredging will be if port

trade expands past the current planned levels in the future." Mr Doyle said that some initial planning work has been undertaken as part of GPC's strategic planning process. "All that has occurred to date is some internal background planning work and preliminary enquiries with relevant agencies . " Any future dredging plans will involve full consultation and transparency with the relevant government bodies and the community. There is a requirement that at least 12 months of baseline monitoring take place prior to any EIS submission, and before that can occur the likely dredge material locations need to be clarified. "The community can be assured that no work will be undertaken without extensive consultation - we will communicate openly and honestly , " said Mr Doyle. In terms of dredge spoil, Mr Doyle said that GPC will definitely take on board the Federal Environment Minister's recommendations for dredge material placement not to be in the Marine Park, and that any options of where dredge spoil could be placed for future dredging projects will form part of the consultation process and work stream planning. " GPC has never placed any dredge material in the Marine Park and has no plans to do so in any future dredging projects , " Mr Doyle said.



# BORWIN BETA ARRIVED IN ROTTERDAM

The **BORWIN BETA** seen from the arriving giant bulker **BERGE STAHL**
**Photo :** Rotterdam pilot **Hans Hoffmann ©**

Last Monday the self elevating transformer platform **BORWIN BETA** arrived between the breakwaters of Hoek van Holland bound for the **Keppel Verolme** yard in Rotterdam Botlek. The Platform was under tow of the **KOTUG** tugs, **RT Magic, RT Spirit, SD Seal** and **RT Adriaan Photo left : Jan Oosterboer ©**

**Photo top : Hans van Overbeek ©**

Left the sisters **RT SPIRIT** and **RT MAGIC** in action towing the **BORWIN BETA** towards Rotterdam-Botlek with the Ecotug **RT ADRIAAN** and the **SD SEAL** assisting as steering tugs **Photo : Kees Torn ©**

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# …. PHOTO OF THE DAY …..

The **TERASEA EAGLE** testing her Fi-Fi equipment in Tokyo Bay – **Photo : POSH Terasea (c)**
**CLICK on the photo to see the High resolution version**