DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 337

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

Overview of the Yamashita Park in Yokohama (Japan) with in the middle moored the former Trans-Pacific liner HIKAWA MARU - Photo : Piet Sinke (c) (see oldie from the shoebox)

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EVENTS, INCIDENTS & OPERATIONS

"**LOCH ROAG**", A Well stimulation vessel, built 2012, 4,071Grt, named after a Sea Loch on the west coast of Harris, outer Hebrides, Scotland. She is seen berthed in Leith on 22/11/13. **Photo : Iain Forsyth ©**

'Be wary of pirates in our waters'

Maritime authorities have issued warnings to commercial ships, especially oil and gas tankers plying the South China Sea and the Straits of Malacca, in view of hijackings in recent months.

Malaysian Maritime Enforcement Agency deputy director-general (operations) Vice-Admiral Datuk Ahmad Puzi Abdul Kahar said the agency had reason to believe that a syndicate was involved, based on the modus operandi of the pirates. The syndicate is believed to have taken almost half a day or more to siphon off oil and gas cargo, believed to be estimated at RM5 million, from two tankers recently.

The New Straits Times learnt that the two stricken tankers were the Thai-flagged 1,000-tonne **Danai 4**, operated by Thai International Tankers, and the Panama-flagged 1,5000-tonne **GPT 21**, operated by Global Unique Petroleum in Singapore.

Danai 4 was hijacked by pirates on a speedboat near Tanjung Penawar, Pulau Aur, off Mersing, at 5.30am on Oct 10. Nine pirates, wearing masks and armed with guns, boarded the tanker and held the crew hostage for two days.

Communication equipment were destroyed and the pirates stole the tanker's gas oil, crew's personal belongings and ship's properties. **GPT 21** was boarded by 10 pirates armed with guns and knives 7.3 nautical miles from Pulau Kukup, off Pontian, Johor at 3.30am on Nov 7. They forced the captain and boatswain to transfer the gas and oil to a waiting orange hull tanker.

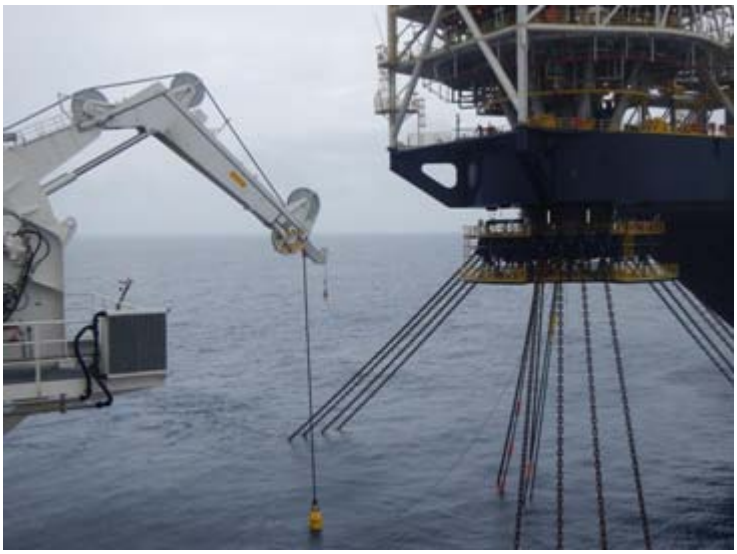
In a third incident at 9.15am on Sept 23, eight armed masked pirates in a high-speed craft robbed a supply ship 22 nautical miles off Pulau Tenggol off Terengganu and escaped three hours later. On reports that MMEA had failed to aid the ailing vessels, Puzi said the stricken crew did not alert the agency in time for action to be initiated. "It is inaccurate to state that we did not respond. We were not alerted by the ships' crew or any other party.

"By the time the incident was relayed to us, the culprits had scooted away to international waters." "We have repeatedly advised vessels plying our waters to alert us should they encounter acts of crime. The onus is on the ship's captain to take appropriate action to inform us." Meanwhile, International Maritime Bureau's Piracy Reporting Centre head Noel Choong said it had issued stern piracy warnings to vessels transiting the Straits of Malacca and Singapore, Malaysian waters in southern Johor, off Tioman Island, east coast of the peninsula and South China Sea.

"With the increase in piracy attacks, all vessels have been advised to have anti-piracy measures, be extra vigilant and report suspicious sightings and attacks. **Source: New Straits Times**

Brazil's OGX may sell Tubarao Martelo oil field to Petronas

The transfer of raisers layed by **AKER WAYFARER** on the seabed to the **FPSO OSX 3** at the **Tubaro Martelo Oil Field** in Brazil. **Photos : Sondre Butler Gangdal ©**



OGX Petróleo e Gás SA is considering offering to sell its Tubarão Martelo oil field to Malaysia's Petronas after it files for bankruptcy protection in coming weeks, Valor newspaper reported last September The company, controlled by Brazilian tycoon Eike Batista, could also raise money with bondholders, but that move is seen as less likely as most of OGX's bonds are held by speculative investors, Valor reported without saying how it obtained the information. OGX is expected to file for bankruptcy protection within a couple of weeks. Its shares sank to an all-time low on Friday as the company, unable to produce as much oil as initially forecast, rapidly burns cash. Petroliam Nasional Bhd, as Petronas is legally known, agreed in May to pay $850 million for a 40 percent stake in two blocks of OGX's Tubarão Martelo field. The field is about 95 km (59 miles) off the coast of Rio de Janeiro state. Its estimated 285 million barrels of recoverable oil and natural gas equivalent resources could supply all of Malaysia's oil needs for about 15 months.

The plunge in the share prices of Batista's companies has caused his fortune, once Brazil's largest, to shrink dramatically, limiting his ability to keep financing OGX, a startup with more investment expenses than revenue.
Source : Reuters

HEEREMA OPENT NIEUWE FABRICAGE FACILITEIT IN POLEN

Locatie speelt grote rol in fabricage van kleine staalconstructies en het waarborgen van gekwalificeerd personeel

Vandaag opent **Heerema Fabrication Group (HFG),** een toonaangevende engineering en fabricage contractor, de nieuwe fabricage faciliteit in het zuiden van Polen, Opole. The officiële opening van HFG Polska is verricht door de heer **Pieter Heerema.**

De toenemende vraag naar kwalitatief hoogwaardige prefabricage van kleine offshore staalconstructies en onderdelen voor HFG's fabricage werven en de behoefte aan betere voorzieningen in Polen hebben bijgedragen tot de beslissing voor het bouwen van een nieuwe faciliteit. Deze nieuwe werkplaats voldoet aan de hoge kwaliteits- en veiligheids-normen die gelden in de olie- en gasindustrie, alsmede de toewijding van **HFG** om producten van hoge kwaliteit te leveren in een ongeval vrije fabricage omgeving. De bouw van de nieuwe faciliteit is gestart in maart 2013.

HFG Polska, opgericht in 2008, is gevestigd in Opole, in het zuiden van Polen, aan de oevers van de rivier Odra. Het is gelegen op een industrieterrein naast een binnenhaven, met mogelijkheden van vervoer over de binnenwateren. De locatie is ook goed bereikbaar via de weg en het spoor.

HFG Polska is gespecialiseerd in de fabricage van complexe kleine staalconstructies, hoofdzakelijk voor gebruik in offshore productie platformen. Deze constructies betreffen o.a.: plaatliggers, geleiders, knooppunten, trappen, bordessen en andere meer complexe constructies. Alle werknemers bij **HFG Polska** zijn opgeleid volgens de hoogste veiligheids- en kwaliteitsnormen van de **Heerema Fabrication Group**. De lassers, fitters en overige staalarbeiders wisselen tussen werken op de Polen locatie en de drie grote HFG fabricage werven gelegen rond de Noordzee. Dit zorgt voor een stabiele sociale structuur voor onze mensen en vakbekwame en betrouwbare arbeidskrachten voor het bedrijf. De ultramoderne fabricage hal meet 120 meter in lengte, 32 meter in breedte en 16 meter in hoogte.

Koos-Jan van Brouwershaven, CEO van **Heerema Fabrication Group** zegt: " Vandaag open wij een ultramoderne fabricage werkplaats voor onze Poolse werknemers. Deze faciliteit is gebouwd in een indrukwekkende periode van 6 maanden. De 6 miljoen Euro kostende investering toont onze lange termijn betrokkenheid aan in de regio Opole, onze werknemers en hun gezinsleden." Hij continueert: "Deze nieuwe locatie fabriceert kleine staalconstructies die voornamelijk toegepast worden in onze projecten op de **Heerema Fabrication Group** werven. Daarnaast stelt het ons in staat onze Poolse werknemers te trainen en te ontwikkelen conform onze voortdurende belofte aan onze klanten om hoogwaardige kwaliteit producten te leveren tegen een concurrerende prijsstelling en het bieden van een ongeval vrije fabricage omgeving, ongeacht of men op de nieuwe locatie in Polen werkt of op een van onze werven gelegen rond de Noordzee."

New 3D Walkthrough Application for K-Sim Engine

Kongsberg Maritime has officially released an upgraded version of one of the engine room simulator models in the **K-Sim Engine (Neptune)**. The **M11 MAK –V (Container)** model can now be delivered with a full Walkthrough Virtual Engine Room application, which includes an interactive virtual animation of the entire engine room. Students can walk around in the engine room in a virtual world and operate the machinery systems locally. The system is ideal for engine room familiarisation and gives the user an understanding of the complexity of an engine room layout and the challenges of finding the correct equipment in a real engine room environment.

Engine room equipment like specific valves or pumps is often hard to find and time consuming to reach in real life, so focus on communication and case planning can be vital. The 3D walkthrough system is therefore an ideal tool for management and communication studies, since realistic time consumption is a mandatory requirement for local operation in this virtual engine room system.

The model can be delivered on a desktop and as a full mission simulator. The Virtual rendering platform used in the system is the same as that for all other **K-Sim Engine (Neptune)** 3D engine room applications, which is a huge benefit when it comes to future systems and new animations. The model is developed in cooperation with **Maritiem Instituut Willem Barentsz**, in The Netherlands, who have been a pioneer in creating virtual engine room systems for their K-Sim Engine. The released model is currently installed on the full mission simulator at **Vestfold University College** in Norway, where the system can also be used in combination with their touch screen based BigView.

Stats from the high seas: Stormy weather ahead

If you wonder about which way the economy is going, you may want to take a gander at a new barometer based on ocean shipping freight. It's a tad worrisome at this point.

"As freight goes so goes the economy," said Rosalyn Wilson, a senior business analyst with Delcan Corp. "It seems to be tripping up a little bit."

Indeed, this newly developed set of ocean freight data indicates exports are well below previous years. And imports, while starting the year fairly strong, are sputtering.

The stats are from INTTRA, an outfit that can best be described as an Orbitz or Expedia for businesses looking to move freight across oceans. Its booking services cover 49 shipping lines representing about 93 percent of the world's ocean-going container space. In conjunction with Cass Information Systems, a logistics number cruncher (among other things), INTTRA recently put four years of its booking data into index form, going back four years, and released it to the public.

"This gives us a global view of what's happening in the freight market," said Sandra Moran, vice president of product and industry marketing for INTTRA.

And what's happening?

Export-wise things are looking up. There was a 7.3 percent rise in container exports from the United States in October, following a 9.9 percent drop in September, according to the report.

But don't get too excited. Every month in 2013 posted lower export levels than 2012. For just the month of October, container exports were 9.2 percent below the same month in 2012, 19.2 below the 2011 level and 22.4 percent below 2010.

The tale is a little better for imports. With the economy coming back, container imports picked up 14.2 percent over the summer. But things slowed in September, posting a 4 percent drop, and October showed an 8 percent drop in traffic.

"I expect this decline to carry into the first quarter next year because inventories are high," said Wilson, who provides INTTRA with commentary on the indexes. "We're seeing interest rates begin to change ... a new Fed chair, ... the cost of holding inventory is going to get higher. They (businesses) aren't going to build them."

Another, longer-lived, shipping index seems to be hinting at the same thing.

Port throughput data for the U.S. East Coast and West Coast, compiled by Drewry Maritime Research in London, also show some recent weakness.

"It's only one month so it's difficult to call it just yet," Simon Heaney, consultant and research manager for containers for Drewry, said via email. "However, you will have seen that consumer confidence has dropped following the shutdown and fears of a repeat next year, so it's fair to say there are some difficult headwinds." It is important to note these indexes are dealing with containerized freight traffic as opposed to bulk cargo shipments, like coal and wheat. So

it may not be a complete picture of trade between the United States and the rest of the world. Nevertheless, it is estimated that over 90 percent of the world's nonbulk cargo travels by container.

INTTRA and Cass plan to release their index measure on a monthly basis. **Source: CNBC**

The **PAULA VINDO** enroute Amsterdam – **Photo : Erwin Willemse ©**

Kingsley Koo takes the helm at HKSOA

The **Hong Kong Shipowners Association (HKSOA)** completed another successful annual general meeting this week with a new chairman being elected for a two-year term.

Deputy chairman in the previous term, **Kingsley Koo** from **Valles Steamship** was elected chairman, taking over from Island Navigation's **Alan Tung,** who had been chairman since 2011.

The AGM also saw the rise of the new generation of Hong Kong shipowning families to prominence. Perhaps the best representation of this was in the election of Wah Kwong Shipping chairman Sabrina Chao as deputy chairman.

While references to the poor health of the markets could not be avoided in both the outgoing chairman's report and the incoming chairman's speech, the positive optimism of the association and the owners it represents remains. "Owners will need to deleverage, further tighten its belt, and practice greater investment discipline. There is no doubt that the industry will successfully adjust to new realities. It has done so time and again," concluded Tung in his chairman's report.

In the association's annual review managing director Arthur Bowring highlighted the way the association has been able to raise the profile of Hong Kong's shipping industry through its participation in international forums.

"The association is now well recognised in international forums to be willing to participate, willing to step up to the mark and willing to put forward technically competent and strong views that might initially be seen as controversial, but always remaining willing to listen to others and find compromise and consensus to suit all sectors of the industry," Bowring said. **Source: Seatrade Global**

Iran Shipping Lines to sue EU over re-imposed sanctions

Iran Shipping Lines (IRISL) will sue the European Union due to re-imposing the sanctions against the company, IRISL Managing Director Mohammad Hossein Dajmar said, Tasnim news portal reported.

Europe's court struck down EU sanctions against IRISL, he said, adding that unfortunately the European Union has reissued sanctions on the company.

Dajmar said that the company may fill a new complaint against the EU after consultations with its legal advisors.

On Nov. 29, Iranian deputy foreign minister and top nuclear negotiator Abbas Araqchi criticized EU for re-imposing sanctions against Iranian companies. However he underlined that implementation of earlier imposed sanctions is not against a new nuclear deal among Iran and the P5+1 countries. "But it is contrary to the spirit of cooperation and goodwill," he added, underlining that the new deal does not include softening of some main sanctions imposed on Iran previously.

Iran and six world powers reached a breakthrough deal early on Nov. 24 on Tehran's nuclear program. The two sides have signed a joint "plan of action". On Nov. 26, the EU re-imposed sanctions on a number of Iranian shipping companies including IRISL and one company involved in the development of nuclear reactors. The governments in Europe and the United States had targeted hundreds of Iranian companies such as IRISL, accusing them of aiding Tehran's nuclear program which they suspect has covert military aims and which they want to be curbed, Reuters reported. But Europe's second highest General Court has argued in some cases, including the one related to IRISL, that the EU failed to provide sufficient evidence linking the companies to Iran's nuclear work to justify sanctions and ordered to lift them. **Source: Trend**

The **HELEN MARY ROS785** arriving in IJmuiden – **Photo : Marcel Coster ©**

PIGEON RACES OFF TAIWAN

Taiwan pigeons union 2013 winter 2nd Qualification racing was held last week in total of 15006 pigeons loaded on board a vessel in Keelung, The vessel dept at Nov.27 morning, release location approx. N 26° 10', E122° 42' N-E of Keelung port, air distance approx 150KM, According to report only 13651 pigeon's safety returns to home. About 90.97%.

After qualification completed, the real game would start at Dec.4th, for five stage racing Distance start from 180KM – 210KM – 240KM – 270KM and final 300KM. believed the Total of Bet would be over NT$ 25,000,000.- (approx USD 860,000.-) **Photo's : Peter Lee - Hu Cherng Marine Engineering C., Ltd. – Keelung ©**

Mixed reactions to ballast water amendments

A proposed relaxation of the timescale for the entry into force of the International Maritime Organization's Ballast Water Management Convention 2004 should have been welcomed by the industry, but not all interested parties see it that way.

At the most recent meeting of the IMO's Marine Environment Protection Committee (MEPC65) held earlier this year, the committee approved a draft resolution on the application of regulation B-3 of the BWM Convention to ease and facilitate the smooth implementation of the Convention.

This resolution will now be submitted to the 28th session of the IMO Assembly (due to be held from 25 November to 4 December 2013). The draft resolution recommends that ships constructed before the entry into force of the Convention will not be required to comply with regulation D-2 until their first renewal survey following the date of entry into force of the Convention. According to IMO, the aim of the draft resolution is to clarify uncertainty in relation to the application of regulation B-3, through the application of a realistic timeline for enforcement of regulation D-1 (ballast water exchange standard) and regulation D-2 (ballast water performance standard), upon entry into force of the Convention.

In making this decision, MEPC considered reports from the 24th and 25th meetings of the Joint Group of Experts on the Scientific Aspects of Marine Environment Protection (GESAMP) Ballast Water Working Group (held during 2012-2013). It granted Basic Approval to three, and Final Approval to three more, BWM systems that make use of active substances. The MEPC also approved BWM-related guidance, including ballast water sampling and analysis for trial use and a BWM Circular on clarification of "major conversion" as defined in regulation A-1.5 of the BWM Convention. The MEPC also adopted a revised MEPC resolution regarding information reporting on type-approved ballast water management systems.

The effect of the decision is that IMO has effectively postponed the date from which shipowners must be able to prove that their vessels have a system in place for treating ballast water. Although shipowner sin general are happy with this, most equipment suppliers are less than impressed. Shipowner organisations feel that the change, which effectively means that compliance with the convention is postponed until after a ship's next drydocking after the convention enters into force, rather than ships having to comply after a fixed date, will relieve a potential log jam. Some, such as

the Danish Shipowners Association, believes that the transitional approach is correct. The DSA's Peter Olsen is reported as saying: "The risk of not establishing a transitional scheme was that the entire convention could fall apart." He believes there is an expectation that countries that cover the last 5% or so of the world's tonnage, which are still missing in order to achieve a final ratification of the proposal, will sign up (see panel).

Germanischer Lloyd held a meeting after MEPC to try to sum up the situation. "The delay in its adoption meant that the schedule for compliance on ballast water management (BWM) had to be adjusted," explained Ralf Plump, from GL's Department of Safety and Environmental Research. "It was agreed at MEPC 65 that the time line for compliance with the D2-Standard (ballast water treatment) of the BWC should be shifted so that all ships constructed before the entry into force date would have to comply with the D2-Standard at the first renewal survey of the International Oil Pollution Prevention certificate."

The insurer, the UK P&I Club, issued a comprehensive legal briefing document for its members, in which it said that: "There is strong support for the Ballast Water Management Convention, given the damage caused to the environment by invasive alien species, depletion of fish stocks and the high cost of controlling these effects. However, ballast water management systems must avoid harming ship, crew, environment and public health----and gain formal approval, in the UK from classification societies.

"The cost of compliance to shipowners will be very high. A ballast water treatment system can cost from half a million to four million dollars. There will be ancillary costs, including developing a ballast water management plan, dry docking and installation."

The Club pointed out that there are two standards of compliance. The ballast water exchange standard (BWE) does not require the ship to install a treatment system but will be phased out by 2019. The ballast water performance standard (BWP) does require such a system. Moreover, states can impose their own. more stringent, regulations. "BWM systems complying with the Convention standards may still fall foul of more stringent standards set in the USA and other countries. Shipowners who trade to these jurisdictions must, therefore, install systems that meet these more stringent standards," says the Club.

Ballast water management plans must be tailored to each ship, and all operations recorded in a Ballast Water Record Book. As well as establishing the plan and procedures, shipowners will have to budget for additional energy supplies to operate the system, staff training, and extra surveys. Jacqueline Tan, Senior Claims Executive at Thomas Miller, which manages the UK P&I Club, appreciates owners' concerns. "The high economic costs to ship owners, introduced by the Convention, coupled with a lack of confidence that the proposed equipment and procedures can effectively tackle the adverse effects, probably explains why the rush to ratify the Convention has slowed down. While MEPC 651 and the revised implementation schedule have given owners breathing space, it would still be prudent for them to get to grips with the Convention's requirements."

Testing and development of BWM systems is key to gaining shipowner confidence, particularly after some of the BWM systems which obtained early approvals have been withdrawn from the market, having failed to operate under 'real' conditions despite meeting the Type Approval specifications.

One of the pioneers in BWM system, Alfa Laval, is developing a new test and training centre in Aalborg, Denmark, which the company says will expand its marine testing capabilities, serve as a springboard for faster and more effective R&D, and help ship owners comply with environmental legislation, including the BWM convention. While the centre's official inauguration is not scheduled until January 2014, some full-scale prototype testing is already underway.

"For the first time, it will be possible to test equipment and applications on the scale of a seagoing vessel – but with the control and convenience that only exist on land," says Peter Leifland, President of Alfa Laval's Marine & Diesel Division. The new facility, being built on the site of the former Aalborg Shipyard, is centred around a 2MW marine diesel engine, and will be supplied with seawater from the Limfjord. The centre is intended to replicate, on land, a commercial vessel's machinery room.

As on an actual vessel, equipment types will be organised into major process lines, including the ballast line, which encompasses filters and an advanced oxidation technology reactor. The equipment is to be overseen by a unified control system, directed from a dedicated room at the facility, and with remote access to allow other Alfa Laval sites to observe testing at the centre. The company says that as laws and economic concerns increase the demand for energy efficiency and environmental protection, ship owners and ship operators require new and reliable solutions at a faster pace than ever before.

"Opening this centre shows Alfa Laval's commitment to innovation speed," says vice-president Lars Skytte Jørgensen. "By making it easier to test and verify new designs, it will help us to bring energy-efficient, environmentally conscious

and commercially viable systems to market more quickly. But it will also allow us to explore enhancements with existing equipment, so that changing needs can be met with what already exists on board."

"Testing at sea and against the unexpected will continue to be a part of Alfa Laval's product development," said Mr Jørgensen. "But the new centre will give us the best of both worlds. When the conditions are both real and controlled, we can be absolutely certain of what we measure and observe."

The less conservative and more environmentally conscious owners are not waiting for final ratification of the Convention. This seems particularly true in the offshore industry. GEA Mechanical Equipment UK has recently supplied a BallastMaster ultraV system to a jack-up vessel servicing off shore wind power installations. The company says that this is a clear sign that owners see the need for early compliance with IMO ballast water regulations.

The company adds that: "General cargo ships, off shore vessels service ships, passenger and cruise ships, Navy ships or specialist vessels such as jack-up barges, off shore oil platforms, survey and salvage vessels all fall within the scope of the IMO legislation due to become law in 2016 and all are suitable for BallastMaster ultraV retrofit or new build installation." GEA claims that its BallastMaster ultraV is easy to use, and with high performance rates and low maintenance costs its offers a future-proof investment and worry free solution.

The BallastMaster ultraV is a two-stage system that combines mechanical pre-filtration with subsequent disinfecting of the ballast water by UV-C radiation, without additional chemicals and no hazardous by-products. With a small footprint and simple installation it can be retrofitted in a range of vessel types, and is designed for low maintenance, minimum downtime and reduced through life cost.

Korean manufacturer Techcross says that the US Coast Guard has accepted 15 models of its ECS range of BWM systems as AMS (alternate management system) as from October 2013. It joins several other systems given AMS approval, which was devised by USCG to protect US waters before full USCG Type Approval comes in, a development that is happening independently from the IMO BWM Convention.

Techcross says that its AMS certification applies to all ECS models, including the explosion-proof version, making it one of only three explosion-proof systems possessing AMS, which the company says will be good news for tanker ship owners operating to and from US waters. Additionally, the Techcross ECS was recently granted the Korea Environmental Award, which it says is given to an individual or organisation which has shown a commitment to protecting the environment. Another BWM system success has been notched up by Greek company Erma First, whose BWTS was successful in the Applied Research and Innovation category of the 2013 Greece Innovates competition. The company says it won through in competition with over 240 other nominees.

"We are extremely pleased to see that the large investments in our research and development are paying off" said Erma First chief chemical and process engineer Konstantinos Stampedakis.

Norway's OceanSaver has recently announced that its Mark II ballast water treatment system has achieved USCG approval, while at the same time the company itself achieved ISO 9001:2008 certification from Lloyd's Register. These build on the system's existing IMO acceptance and DNV Type Approval, and go some way towards justifying the company's claims that it now offers "the ultimate in BWT compliance". OceanSaver systems are targeted at medium and large vessels, such as VLCCs, LNG carriers, tankers and bulk carriers.

CEO Houtan Houshangi says that the modular Mark II system, with its small footprint and easy to maintain nature, is attractive to both newbuild and retrofitting segments. Oceansaver says that it has been developing its systems since 2003, and up to now has signed contracts for 82 medium to large-sized vessel BWM systems.

Another Norwegian BMW company, Optimarin, was reported to have achieved a "breakthough framework agreement" which could result in it becoming the system of choice for over 700 ships in a major shipmanager's operated fleet, but confirmation of this was yet to be received as this issue went to press. US-based Hyde Marine, a subsidiary of Calgon Carbon Corporation, recently signed a partnership agreement with UK shiprepair yard Cammell Laird, for installation of the Hyde Guardian system. This follows Cammell Laird 's experience of installation of five systems on Royal Fleet Auxiliary ships, the latest of which was retrofit in June 2013 of a HG1000X onboard the RFA's Fast Fleet Tanker Wave Ruler at Cammell Laird's Birkenhead yard.

According to John Platz, president, Hyde Marine, the partnership agreement means that the Cammell Laird is ready to install Hyde Guardian systems on a variety of vessel types. "We are pleased to partner with Cammell Laird because of its commitment to innovation in the maritime industry, and because it is a cutting edge engineering specialty company, focused on meeting the needs of customers, such as the Royal Fleet Auxiliary," he said. "We are excited about the opportunity to work with Cammell Laird to continue the ongoing growth of the Hyde Guardian Ballast Water Treatment System across the United Kingdom."

The system is another which combines filtration and ultraviolet disinfection. The company says it was one of the first, in April 2013, to earn AMS approval from USCG. The Hyde Guardian was IMO type approved in 2009 and has type

approvals from several class societies. It was tested and validated at the Royal Netherlands Institute for Sea Research (NIOZ), said to be one of the world's most challenging ballast water test facilities, and became the first systemaccepted into the USCG shipboard technology evaluation program (STEP), which facilitates development of technologies for owners seeking alternatives to ballast water exchange.

"We are looking forward to continuing our partnership with Hyde Marine," said Rob McBurney, commercial director of Cammell Laird. "Hyde Marine's commitment to providing superior service and support will drive continued success for Cammell Laird clients as the industry works to comply with pending ballast water treatment requirements."

Danish company Daniamant, formerly known as Uni-Safe, recently released its latest salinometer products, one of which, the SL8040, is intended for use with BWM systems to monitor the salinity in ballast tanks. The company says it is fitted with a new five-wire auto-referenced electrode with built in temperature-compensation, and the unit is type approved by DNV. **Source: Motorship**

CASUALTY REPORTING

MADEIRA COLLIDED WITH UNKNOWN OBJECT

Hong Kong maritime officials reported a high-speed ferry ship allided with an "unidentified object," injuring 85 passengers, 6 of them seriously. The allision of the hight-speed ferry occurred at 17:20 UTC on Thursday, close to the

Hei Ling Chau island. The ship was en route from Hong Kong to Macau when the accident happened with 105 passengers and 10 crew members onboard.

A tow vessel was dispatched to tow the ferry to the nearest local terminal.

"There was suddenly a loud bang. The ferry was thrown upwards. Then many passengers were thrown out from their seats," one passenger was quoted as saying by Hong Kong's Apple Daily news website.

The Hong Kong maritime officials spokesperson announced an investigation is under way and no people were missing after the allision. The unidentified object that caused the accident couldn't be found by the dispatched on the scene fire officers, reported the local media sources.

"The object involved might have been broken into pieces and sunk or drifted away," one fire officer told journalists. The high-speed ferry **Madeira** was identified by her operator TurboJet.

"The vessel has been escorted back to Hong Kong Macau Ferry Terminal. Preliminary check revealed no significant damage on the vessel body," it said. "The company will co-operate closely with the authorities to investigate the cause of the incident," the statement added.

The spokesperson for the ferry operator company announced that most of the passengers onboard the allided ferry weren't wearing their seat belts at the time of the allision. Moreover, the vehicle wasn't speeding, and there is no obvious damage to the ferry. **Source : vesselfinder**

NAVY NEWS

Domestically overhauled warship rejoins Iran's naval fleet

A domestically overhauled warship, named the **Lavan,** and a domestically overhauled SH3D helicopter rejoined the Iranian Navy in a ceremony held on Saturday in the southern port city of Bandar Abbas.

The commander of the Iranian Navy, Rear Admiral Habibollah Sayyari, attended the ceremony which was held on the occasion of National Navy Day. A Navy official said during the ceremony that the project to overhaul the 3,000-ton **Lavan** warship, which is able to carry battle tanks and personnel carriers, had taken 254,000 man-hours in 33 months.

Rear Admiral Abbas Zamini said that in the process of overhauling the warship, 12,000 parts had been indigenized, 6,400 faulty parts had been replaced, 195 systems had been completely repaired, and 89 systems had been optimized.

On the SH3D helicopter, he said that in the process of overhauling the aircraft, its engines had been upgraded, its radio and weapons systems had been optimized, and its electronic systems had been indigenized. He also said that the anti-submarine helicopter was able to carry missiles and torpedoes. According to ISNA, the Iranian Navy also took delivery of a domestically manufactured hovercraft on the same day. **Source : Tehran Times**

US, Japan monitor Liaoning's course to South China Sea

China's aircraft carrier **Liaoning** sailed through the Taiwan Strait to enter the South China Sea on Nov. 28, escorted by two destroyers and two frigates. Although the fleet did not pass the waters close to the disputed Diaoyutai (Diaoyu or Senkaku) islands, its maiden journey to the South China Sea has put the United States and Japan on alert.

Sources close to the Chinese military told China's Global Times that the **Liaoning** kicked off its training mission as soon as it left the Taiwan Strait. "The training has become more like active combat since it was closely followed by American and Japanese scouting vessels and aircraft," a source said.

In Taiwan, Ministry of National Defense spokesman Luo Shou-he noted that the Liaoning and its escorts maintained a course on the western side of the center line of the Strait. A newspaper photo showed that all ships at the military base in Keelung, northern Taiwan, were on stand-by while the Chinese fleet made its way south.

Taiwan's United Daily News, a government-leaning daily, reported the ROC military were closely monitoring the fleet's movements and that it had deployed missiles as a precaution.

A source close to the Chinese military said a US Los Angeles-class submarine from Guam has also appeared in the East China Sea, where tensions have run high over the past week after Beijing announced a new air defense identification zone which covers the contested islands claimed by Japan, China and Taiwan. "It is believed to be tasked with collecting electronic signals from our ships," he remarked.

At present, a combat group led by the carrier **USS George Washington** is engaged in a joint marine exercise with Japan's Maritime Self-Defense Force off Okinawa, Global Times reported. **Source : Want China Times**

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SHIPYARD NEWS

Spain offers India advanced ship building technology

Spain is offering to build ships and submarines for the Indian Navy in India with transfer of technology.

Spanish Ambassador Gustavo de Aristegui told India Strategic (www.indiastrategic.in) here that Spain has had a long tradition of seafaring, leading the way for European countries to the Asia-Pacific and the Americas centuries ago, and that Spain could rightly claim excellence in naval shipbuilding even today.

Hosting a reception on board the visiting Spanish combat supply ship ESPS Cantabria at Goa's Mormugao Port, he pointed out that Spain's state-run Navantia had collaborated with the French DCNS to build six Scorpene submarines at Mumbai's Mazagon Dock Ltd. (MDL).

The Indian Navy, which is expanding with the acquisition of large ships like aircraft carriers, would need supply ships like the Cantabria, which is on a year-long voyage to display its technology and utility.

The double-hulled 19,500-ton Cantabria, designated a combat supply ship (CSC), is a well-designed and capable vessel with place for two large or three medium helicopters, 24x7 sensors and self-defence guns, 8,000 cubic meters of ship fuel, 2,000 cubic metres of jet fuel, 200 tons of fresh water and a range of 6,000 nautical miles (11,000 km). It can simultaneously refuel three ships.

Aristegui said that the Indian Navy was planning to build tankers to look after big ships like aircraft carriers and some LPDs (landing platform docks) like INS Jalashwa as also six more diesel-electric submarines with AIP (air independent propulsion).

The Spanish submarines, designated S-80, are using an innovative AIP system to charge fuel cells, similar to those in the US space shuttle programme.

Cantabria is a more than a tanker, a modern combat supply ship, and Navantia could cooperate in such vessels as well as the submarines and LPDs, the ambassador said.

Cantabria's commanding officer, Commander Jose Luis Nieto, pointed out that his ship had left La Grana naval port on January 3 for 11 months' deployment with the Royal Australian Navy (RAN) and will return home on December 21, spending 200 days of the period in the water. That itself demonstrates the capability of the ship.

The US Navy, which has the world's largest ships in its aircraft carriers, generally deploys vessels for about six months at a time, Nieto observed, pointing out that Cantabria could comfortably sustain a mission of about one year.

Cantabria is totally computerized, and the captain can manage all its operations with one laptop from anywhere on the vessel by hooking onto its two main computers on the bridge. Every single door or cranes can be operated in real time, Nieto said, while showing the equipment on board to India Strategic analysts.

In today's fast-paced operational scenario, a supply ship can be a much sophisticated combat support ship, and Spain would be happy to be involved from design to building stage, it was stated.

Senior officers of the Indian Navy and industry were invited to witness the technology aboard the Cantabria while the reception was attended by Flag Officer Commanding, Goa Area, Rear Admiral Balwinder S. Parhar, and other officers.

Navantia has a Memorandum of Understanding (MoU) with India's Larsen & Toubro (L&T), which is already working with the Indian Navy in heavy engineering and has built parts of the indigenous nuclear submarine INS Arihant and fast attack craft (FAC) built by the Goa Shipyard. Navantia and L&T are working jointly on building four LPDs like INS Jalashwa for amphibious military operations and disaster relief for the Indian Navy

L&T's vice President and head of ship building, Rear Admiral (retd) K.N. Vaidyanathan, and general manager K. Sivaguru Nathan held discussions with the Navantia team on working together as and when the Indian Government issued a request for proposals (RfPs) or tenders. A representative of Spanish electronic warfare systems company Indra also took part.

Indra already has joint ventures with Bharat Electronics Ltd. (BEL) for producing sophisticated telecommunications systems and radars for the Indian Navy. Navantia's commercial director for military ships Sofia Honrubia Checa flew in for a short visit to Goa to look at the possibilities in joint ship building. She expressed hope for joint hi-tech systems in the near future.

The company recently opened an office in New Delhi, where its representative Martinez Montes is working with the industry and the defence ministry to look at cooperative ventures. Many members of Cantabria's crew visited the festive beach town, enjoyed the pleasant weather, tasted Goan fish curry, and took home traditional Goan costumes

and Indian musical instruments like tabla (drums). They said they would be happy to be back as and when bilateral projects mature. **Source : newstrackIndia**

ROUTE, PORTS & SERVICES

01-12-2013 : The **GENCO PIONEER,** on the Fraser River, Vancouver, B.C. **Photo : Mike Zelt ©**

Indonesia to ban mineral ore exports

Indonesia plans to ban exports of raw minerals early next year and develop smelters of its own to increase the production of higher-value products from its minerals and metals industry.

But metal and mining companies have warned the government of potential losses if it bans mineral ore exports while the development of smelters at home is still ongoing. "In principle, it will be difficult to stop exporting minerals as of January 2014 as the smelters under construction will not be operational until next year," Executive Director of the Indonesian Mining Association (IMA) Syahrir Abubakar said at the 13th ASEAN Senior Official Meeting (ASSOM) in Bali on Tuesday.

He noted that the government should be cautious about issuing a ban on mineral ore exports next year because it could lose billions of US dollars in state revenues. The ban will severely affect several regions across the country, he added. According to IMA data, the government could lose nearly 45 percent of state revenues arising from taxes and royalties paid by two foreign mining companies, Freeport and Newmont.

Under Law No. 4 /2009 on Mineral and Coal Development, mining companies are required to process minerals in the country before exporting them. The law, which comes into effect next year, bans the export of raw minerals from January.

Producers, therefore, have to either build their own smelters or process the minerals at smelters owned by other companies. Mining companies noted that the government would suffer revenue losses if it banned mineral ore exports before the smelters are completely constructed. "The government will lose more than 45 percent, or US$3.2 billion, of the US$8.5 billion in taxes and royalties paid by Freeport and Newmont," Syahrir noted.

The West Sumbawa and Timika districts, which have, so far, relied on the two companies for nearly 92 percent of their revenues, will also be severely affected, he added. "The ban will result in several job losses as well," he pointed out. The government plans to ensure that 15 new smelters are operational by 2015. These smelters will process raw minerals. Deputy Minister of Energy and Mineral Resources Susilo Siswoutomo said the government plans to construct 28 smelters.

"At least 15 of the 28 projects are expected to be completed by 2015," Susilo noted after addressing an Indonesian Investment Summit recently. The projects are located mainly in Sulawesi, Kalimantan and Sumatra, he said.

"These smelters will process copper, nickel, bauxite and iron ore to produce higher-value products," he added.

In contrast to metal and mining companies, the Ministry of Industry is extremely supportive of the ban on mineral ore exports. "The Ministry of Industry is very supportive and wants to see the implementation of the ban as soon as possible," said Director General of the Ministry of Industry Manufacturing Base Industry Benny Wachjudi on the sidelines of the Indonesian Chambers National Leadership Meeting in south Sumatra earlier this month.

Benny noted that while the ban fell under the purview of the Ministry of Energy and Mineral Resources, the Ministry of Industry strongly supported the move.

According to regulations, mineral companies must carry out programs to create value-addition by introducing processing and purification systems. Benny said several proposals for mineral processing have already been submitted.

There are 28 proposals with the Ministry of Energy and Mineral Resources. More proposals are expected to be submitted. Proposals have also been submitted to the Investment Coordinating Board, which will decide if any proposal requires further coordination. Several observers are skeptical about the ban being implemented early next year since no smelter will be complete by then. That is why the government is drafting a regulation that will allow producers to export in limited quantities once the ban comes into effect in early 2014.

However, the permission to export will be dependent on a producers intention to build smelters, so the export licences will be valid only for a certain period or until their smelters are operational.

The draft regulation has yet to be discussed with the House of Representatives (DPR). Nevertheless, the DPR has indicated that it will not amend the regulation that requires the construction of smelters as required by Law No. 4 /2009 on the development of mineral and coal reserves. Legislator Dito Gainduto of the House Commission VII on energy and mineral resource affairs said the government must enforce regulations on the development of smelters as required by law.

"The government must be firm and not change its stance because of pressures or threats from businesses," Guinduto added. He said the government should be consistent in adhering to the Law on Mineral and Coal Development, which was drafted in coopertaion with the DPR. "The government should not seek excuses. If there is a company that does not abide by the law, the government should halt its exports," the legislator added.

He said that several countries had banned exports of raw minerals, forcing the development of smelters at home. "So, why cant we do the same thing?" he asked.

The head of the Geological Board at the Energy and Mineral Resources Ministry Sukyar held the view that the ban is fair and similar to policies enforced by several countries, including the Association of Southeast Asian Nations (ASEAN) member states. "Nearly 20 countries have revised their policies on exporting raw minerals. Even Laos and Myanmar have imposed bans," he noted. He added that the deposits of at least five mined resources need to be conserved for local demand -- nickel ore, copper, bauxite, gold and iron.

"Domestic demand for nickel ore currently stands at 10 million tons per year. But since production can increase to 60 million tons per year, 50 million tons can be exported," he said. If exports of nickel ore continued unabated, they will exhaust the national reserves quickly, he pointed out. The ban is, therefore, necessary to boost the national economy, he added. **Source: Antara News**

Swissco seals S$27.0 million worth of charter contracts

Swissco Holding s Limited , a leading marine service provider for the shipping and offshore Oil and Gas industries, is pleased to announce that it has secured charter contr acts worth an aggregate of S$ 27.0 million for its new vessels, the company said in its press release.

The two new 60 - meters anchor handling tug and supply ("AHTS") vessels will be deployed immediately after the Group takes delivery of them in December 2013 and January 2014. The first AHTS will be deployed for a minimum of 12 months in the Middle East with a sale and purchase option exercisable after the charter period. T he second vessel will be deployed for a total of 27 months in North East Australia. " The offshore oil and gas sector outlook remains healthy and continue to spur on demand for our offshore support vessels. **Source : PortNews**

Frontline to restructure after heavy losses

The global tanker market is still some time away from a full recovery and Frontline, the crude tanker arm of shipping tycoon John Fredriksen's business empire, is looking to restructure after heavy losses. Frontline, once the world's biggest independent tanker operator, expects some improvement in the fourth quarter thanks to improved market conditions, but balance in the market will not be restored until the scrapping of old vessels increases and global growth picks up, it said. "The board is of the opinion that it may take some time before a reasonable market balance is restored and sustained recovery of the tanker market occurs," it said.

"The board is actively ... looking for opportunities to restructure the balance sheet and improve the company's financial position." The comments came after Frontline said its third-quarter pretax loss narrowed to $37.1 million from a $39.6 million a year earlier, against expectations for a $40 million loss.

Its spot charter rates for its very large crude carriers rose to $16,100 a day in the quarter from $12,400 three months earlier, but it estimated the total cash cost breakeven rate for the remainder of 2013 at $22,400 for these vessels.

Tanker rates have been depressed this year, staying well below break-even levels for most of the year before a rally that started in September and took off in October. Rates for VLCCs exceeded $50,000 in November, primarily on seasonal demand and strong exports from the Middle East, and December bookings indicate rates can be sustained over the short term. **Source : Malaya / Reuters**

Rotterdam, Antwerp low sulfur bunker prices hit 2-month high on tight supply

Rotterdam and Antwerp 380 CST low sulfur delivered bunker fuel oil spot prices have hit a two-month high as suppliers continued to struggle with tightness for finished prompt LSFO, bunker traders said.

Spot offers for December delivery 380 CST LSFO at the two major European ports climbed to $635/mt Friday, traders said.

Platts assessed 380 CST LSFO at $626.50/mt on Thursday, the highest since September 13 when it was assessed at $632.50/mt. The 380 CST delivered LSFO barge market typically moves in close alignment with 1% sulfur Rotterdam barges, trading at around a $5-10/mt premium. In the last few days, the 1% sulfur physical Rotterdam barge market

has shifted to a deep backwardation over the front-month swaps market, showing a difference of $4.25/mt on November 28, Platts data shows. On Thursday, the 1% sulfur Rotterdam barges outright price was at $620.25/mt compared to $616/mt for front-month swaps, Platts data shows.

Typically 1% sulfur physical Rotterdam barges trade at a clear contango versus swaps, as the market is usually well supplied in Northwest Europe because of International Maritime Organization standards enforcing use of cleaner 1% LSFO in the Emissions Control Area zone, traders said.

Although the Rotterdam HSFO barge market has seen a build of HSFO stocks for December moving the market into contango on the forward curve, prompt availability of LSFO has remained extremely low, traders said.

"Now, we can see there is a little strength on the prompt side for LSFO barges supported by strictly fundamental changes derived from strong demand and shortage of fuel," a trader said.

"Refineries have recently returned from turnarounds, margins are still weak that results in low output of finished products," the source said. Most fuel oil suppliers in Northwest Europe have experienced tight availability of RMG grade in November due to a shortage of blending components.

"Suppliers are lacking blending components to blend LSFO grade. There are only a few blenders on the market and their tanks are not ready yet," the source said. Traders said that LSFO bunker fuel is improving slightly for December deliveries with market seeing better LSFO offers from the Rotterdam barge side. However, market sources have expressed doubts whether there will be much of an upturn in availability before the year-end. "I don't believe that refining is really coming back in December as people don't want to build up stocks. It will be coming back in January," a trader said. **Source: Platts**

TORM reaches an agreement in principle with Oaktree on sale of four MR product tankers

One of **TORM's** banks has exercised the specific option rights granted in connection with the Restructuring Agreement (cf. announcement no. 31 dated 2 October 2012). This entails a sales process for the four MR product tankers financed by this bank facility. The vessels are **TORM Alexandra** (2010), **TORM Agnete** (2010), **TORM Arawa** (2012) and **TORM Anabel** (2012).

Consequently, **TORM** has concluded an agreement in principle to sell the four MR product tankers to entities controlled by Oaktree Capital Management (Oaktree). The agreement is expected to be implemented in the near future, pending internal approval processes with the parties involved and other relevant parties. According to the agreement, Oaktree will place the four vessels plus two additional vessels under TORM's commercial management in a revenue sharing scheme and utilize TORM's integrated operating platform for technical management of the four vessels. **TORM** will retain an upside potential through a profit split mechanism if Oaktree generates a return above a

specified threshold. “With one bank having exercised its option rights regarding the four vessels, I am very pleased to have forged this close partnership with a strong strategic investor in the product tanker space.

Through our strong operational platform, we have succeeded in maintaining the four vessels associated with TORM. We have also secured that two additional vessels will join our revenue sharing scheme,” says CEO Jacob Meldgaard.

The four vessels will be delivered to Oaktree during the first half of 2014. The transaction is expected to lead to an impairment of USD 55m, which will be recognized in the financial statements in the fourth quarter of 2013, where the vessels will be treated as assets held for sale. Upon completion of the transaction, TORM’s liquidity position is expected to improve by USD 13m and the associated vessel financing will be fully repaid thereby reducing the Company’s debt by USD 107m.

Following the sale, TORM’s owned fleet will consist of 56 product tankers and two dry bulk vessels. For the full year 2013, TORM maintains the forecast of a positive EBITDA of USD 90-100m, but revises the forecast to a loss before tax of USD 165-175m. The forecasts are before any potential further vessel sales or impairment charges. TORM expects to remain in compliance with the financial covenants for 2013. In addition, TORM expects to be operational cash flow positive after all interest payments. **Source: TORM**

Floating junk a threat to ships in Hong Kong waters

Floating rubbish poses a hazard to ships in Hong Kong waters, with objects including double beds, refrigerators and gas cylinders being spotted, a veteran skipper and a fisherman said after a ferry crash last Thursday.

Captain Tony Yeung Pui-keung, the manager of the Maritime Services Training Institute, said it could be difficult for skippers to spot the floating objects at night, especially if they were dark-coloured. His comments were echoed by Keung Yiu-man, director general of the Hong Kong Fishermen Consortium.

"I have seen beds, refrigerators and the wreckage of a sunken boat floating in the sea," the retired fisherman said.

But the situation had improved in recent years. Yeung also recalled seeing such objects when sailing the Hong Kong-Macau route 10 years ago and he believed it was still the case nowadays.

He said one possible cause of the crash of a Macau-bound jetfoil - in which 87 people were injured when it hit an unidentified object - was debris being sucked into an engine. "The airborne jetfoil, which is two to three metres above sea level, would then fall and passengers would feel as though it was bouncing up and down," Yeung said.

Pui Chi-keung, of Hong Kong and Kowloon Motor Boats and Tug Boats Association, said the Marine Department co-ordinated regular refuse collections.

The Environmental Protection Department said 526 tonnes of rubbish had been collected from outlying island waters in the first half of last year, while the Marine Department said 10, 996 tonnes had been taken from the harbour in all of last year. The Marine Department, meanwhile, announced a revised code of practice for marine safety, introduced after the Lamma Ferry disaster. The code includes requiring all vessels carrying more than 100 passengers to have a crew member to act as a lookout in reduced visibility.

They also must have a muster list so that every member of the crew is aware of his duties in the event of emergency.

The department will also review the minimum safe number of crew for ferries and launches.

Meanwhile, Irene Cheng, whose son Thomas Koo Man-cheung, 24, died in the Lamma crash, said she was "disappointed" that police refused to confirm if they were investigating whether any Marine Department official should be held responsible."We are left in doubt about why they refuse to confirm it," said Cheng, who represents the families of the 39 passengers who died. **Source : South China Morning Post**

Combi Lift sends the world's oldest surviving clipper "City of Adelaide" on her final voyage

On Friday the 22nd of November **Combi Lift,** in close cooperation with Peters loaded the world's oldest surviving clipper "**City of Adelaide"**, on Combi Lift's CL in Rotterdam

The "**City of Adelaide"** was launched at the yard of William Pile Jr., Sunderland on the 7 clipper is one of the earliest composite vessels, of wood on iron frames, in the world. Firstly the vessel served as a passenger and general cargo vessel running between Great Britain and South Australia. In 1887 she was sold and re-rigged as a barque and From 1893 to 1922 the vessel served as an isolation hospital on the River Test. In 1923 it became a training ship for the Royal Navy Volunteer Reserve and Naval Drill Ship. In 1947 the "**City of Adelaide** "active" service and became meeting place/club house for the R.N.V.R. Club in Scotland. After having served the Admiralty for nearly 70 years the "**City of Adelaide**" was sold to a trust in 1990, but unfortunately the vessel sank 1991 at mooring by the **Scottish Maritime Museum,** refloated and moved to a slipway in Irvine, Scotland, for restoration.

In 1999, the owners of the slipway evicted the museum from the slipway. The "**City of Irvine** surviving several attempts of having her demolished. In August 2010 it was ultimately decided that the "City of Adelaide" would not be demolished but instead taken over by the Clipper Ship "**City of Adelaide**" Ltd. (CSCOAL) with the mission to return the vessel to Port Adelaide as a museum. The last voyage of the "**City of Adelaide**" on the back of Combi Lift's "**Palanpur**", has virtually become a tribute to its service in the North Atlantic Timber Trade and the South Australian Service Norfolk (USA) and the Cape of Good Hope, to Adelaide. The mv "**Palanpur**", along with the "**City of Adelaide**", is scheduled to arrive Adelaide in January 2014. Link to "City of Adelaide" website : http://cityofadelaide.org.au/

OLDIE – FROM THE SHOEBOX

Hikawa Maru in Yokohama

The **HIKAWA MARU** is a Japanese ocean liner that **Yokohama Dock Company** built for **Nippon Yūsen Kabushiki Kaisha ("NYK Line").** She was launched on 30 September 1929 and made her maiden voyage from Kobe to Seattle on 13 May 1930. She was one of three 163 mtr long **Hikawa Maru class** motor ships, all named after major Shinto shrines. The **Hikawa Shrine** is in Saitama in central Honshu. Her two sister ships, both lost in the Second World War, were **HEIAN MARU** and **HIE MARU.**

HIKAWA MARU and her sisters ran a regular liner route between Yokohama, Vancouver and Seattle. She had a reputation for service that combined splendid food and beautiful art deco interiors, and she was nicknamed "**The Queen of the Pacific**".Charlie Chaplin travelled on her for part of the round the World tour that he made in 1932. **Kanō Jigorō,** the founder of Judo and Japan's representative on the International Olympic Committee, travelled on her in 1938.

Left : an 1st class double cabin onboard

In 1940–41, before Japan's entry to the Second World War, hundreds of Jewish refugees from Nazi persecution fled to Canada and the USA via Japan, and many of them sailed on **HIKAWA MARU**. In August 1940 a party of 82 German and Lithuanian Jews who had travelled via the USSR and Vladivostok reached

Seattle on Hikawa Maru. Later, Rabbi Zerach Warhaftig and his family travelled east from Lithuania to Japan. They left Yokohama on **HIKAWA MARU** on 5 June 1941 and landed in Vancouver, Canada on 17 June. He described the trip as "a summer vacation and with the war seeming to be so far away" although, he said "I didn't have a peaceful mind because of the strong responsibility I had to help the Jewish refugees with the troubles they faced."

Right " 1st class dining room

In July 1941 the USA and other countries retaliated against Japan's invasion of French Indochina by ordering the seizure of Japanese assets. However, the USA gave assurances that the liners would not be seized so Heian Maru and **HIKAWA MARU** continued their regular service to US ports.In October 1941 **HIKAWA MARU** became the last NYK ship to visit a US port before the Second World War broke out. She brought US refugees to Seattle, and on her return voyage she repatriated 400 Japanese nationals.

Left : 3rd class 4 persons cabin

On 1 December 1941, a week before Japan's attack on Pearl Harbor, the **Mitsubishi Zosen dockyard** at Yokohama started to convert **HIKAWA MARU** into a hospital ship, completing work on her on 21 December.

She treated Japanese casualties from the US Task Force 8's attacks on Kwajalein and Wotje atolls in February 1942 and repatriated the seriously wounded to Yokosuka.On 15 June 1942 the Japanese cruiser Nagara brought about 500 Japanese wounded from the Battle of Midway to Hashirajima, where they were transferred to **HIKAWA MARU**

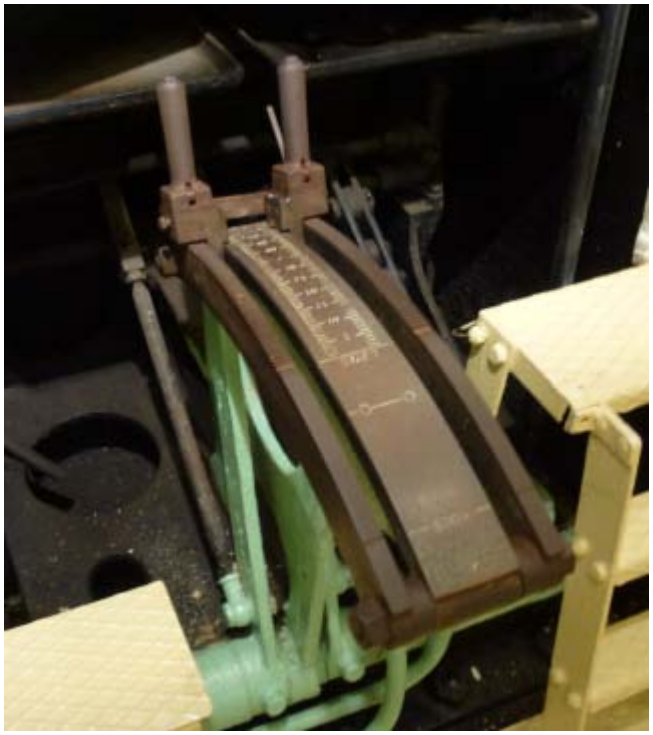
Three times **HIKAWA MARU** survived being damaged by mines. The first was on 3 October 1942 while entering port at Surabaya, Java. She was repaired in port and departed on 10 October.The second was on 15 July 1944 when a magnetic mine damaged her off the Caroline Islands. She stopped in Davao in the Philippines on 19–26 July where her damage was inspected and on 1 August she reached Yokosuka for repairs. The third was on 17 February 1945 when she was leaving the Port of Singapore.

Left : the wheelhouse with the large Sperry gyrocompass

Her stern struck a mine in the Singapore Strait but she returned to port and was repaired. In March and April the **Mitsubishi dockyard** at Yokohama made

further repairs on her, and from 21 June to 4 July she was drydocked at **Maizuru.** When Japan surrendered on 15 August **HIKAWA MARU** was one of only two Japanese large passenger ships to have survived the war. The other was another hospital ship, Osaka Shosen Kaisha's **Takasago Maru. HEIAN MARU** and **HIE MARU** had been converted into submarine depot ships and were attacked and sunk in 1943 and '44.

The **HIKAWA MARU** was powered by 2 double acting diesels built by B&W in Denmark, One each of the 8-cyllinder diesel engines is installed on Port and Starboard side for a service speed of 18.5 knots, These diesel engines were the latest of the kind when the ship was completed in 1930 and now constitute a valuable industrial legacy preserved as they were at the time of manufacture.



The USA occupied Japan and in September 1945 the **Shipping Control Authority for the Japanese Merchant Marine (SCAJAP)** requisitioned **HIKAWA MARU** as ship number H-022. She repatriated thousands of Japanese soldiers and civilians from the Pacific Islands, Korea, the Dutch East Indies and China until August 1946, when she docked in Yokohama for repairs.

In 1947 SCAJAP returned **HIKAWA MARU** to NYK, which despite her passenger accomodation ran her mostly as a cargo ship until 1953.Her work included general cargo between Japan and the East Coast of the United States, a liner service between Japan and Burma in 1949, and iron ore from Thailand. In the war **NYK** had lost **172 ships**

totalling 1.028 million gross tons, which may explain why the company used an ocean liner for any cargo.

In 1953 NYK had **HIKAWA MARU** refitted as an ocean liner with a capacity of 331 passengers: 75 first class, 70 tourist class, 186 third class and returned her to her pre-war Yokohama – Seattle route. She remained on the route until NYK decommissioned her on 21 December 1960. Her peacetime service on the route 1930–41 and 1953–60 totalled 238 voyages and **25,000 passengers**.

In 1961 **HIKAWA MARU**'sher lower accommodation was largely gutted and she was permanently berthed at Yamashita Park, Naka-ku, Yokohama as a floating museum, hotel and restaurant In 2005 her owners announced that they had made substantial financial losses and were seeking to sell **HIKAWA MARU** In December 2006 her museum was closed and doubts about her future were raised. However, **NYK Line** underwrote her restoration, which began in August 2007. She was renamed **NYK HIKAWA MARU** and was reopened to the public at Yamashita Park on 25 April 2008. **Source : Wikipedia, the free encyclopedia**

The **HIKAWA MARU** moored at the Yamashita Park in Yokohama as seen last Friday – **All photos : Piet Sinke ©**
Just **CLICK on the photos** above to view the **HIGH RES version** of the photo

…. PHOTO OF THE DAY …..

The **EASTERN BAY** arriving in Willemstad (Curacao) –
Photo : Kees Bustraan – http://community.webshots.com/user/cornelis224 (c)