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**The COSTA ATLANTICA navigating the Yangtze River by night –
Photo : Capt.Bert Boutsma – Master Donaugracht ©**

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The **MAERSK SAIGON** enroute Antwerp – Photo : Henk de Winde ©

LR and Nantong COSCO KHI to develop LNG fuelled MPV

28,000 deadweight multi-purpose vessel (MPV)* will be designed to meet current and future environmental and efficiency targets

Nantong COSCO KHI Ship Engineering Co., Ltd. (NACKS) and **Lloyd's Register China** have agreed to the joint development of an LNG-fuelled 28,000 deadweight (dwt) type motor general cargo ship design, built to Lloyd's Register's requirements, that will meet current and future environmental targets. This 'new' ship design project will incorporate new propulsion systems (dual/triple-fuelled) and will meet new operational requirements. This design will be an evolution of NACKS' most current 28K MPV design.

Lloyd's Register will be applying its risk methodology for novel technology processes, which provides a proven pathway through the complexity of the technical risk assessment. The goal is for LR to issue an approval in principle (AIP) for the new design including approval of the LNG as fuel systems. In a ceremony held at NACKS' offices, Nikolas Skaribas, LR's Greater China Marine Operations Manager, signed the JIP (Joint Industry Project) agreement on behalf of LR with NACKS President, Mr Han Chengmin.

Luis Benito, LR's Head of Global Marine Marketing, commented: "This project is the latest example of our efforts to work with key partners to develop safe, LNG fuelled deep sea ships. Assessing and addressing risk is where we really add value as we transfer five decades of leadership in LNG carrier classification into supporting the exciting opportunities offered by gas for mainstream shipping."

Mr. Nishiyama, Vice President of NACKS said: "We are focused on the development of green ship technologies, especially using LNG as fuel for merchant vessels. Co-operation with classification pioneers, LR, and sub-vendors, knowledge, experience and research resource can be definitely shared in order to keep pace with leading expertise in this segment, and this will be beneficial for both parties involved to find practical, feasible technology solutions fit for customers' expectations in the future."

Last year LR issued details of the 'Clean Sky' LNG fuelled bulk carrier design following the completion of a joint project with COSCO Shipyard Group and Greek ship operator, Golden Union.

Lloyd's Register is the classification market leader in LNG carrier classification. This expertise is being shared with the all looking to use gas as a marine fuel and Lloyd's Register is involved in LNG as fuel projects world-wide. Recent significant news includes the completion of an LNG bunkering study for the Maritime and Port Authority of Singapore, which provides a clear road map for Singapore to go from concept to reality in establishing an LNG bunkering hub.

Our most recent Gas Technology Report, released last week, looks at the exciting world of LNG as a marine fuel – www.lr.org/gas.



Dockwise **BLUE MARLIN** departing from Algeciras as seen from the **Oleg Strashnov** with the Rock of Gibraltar in the background – Photo : M.Telman Oleg Strashnov ©

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Lax & Co welcomes Supreme Court victory over Sovcomflot

MIKE Lax, senior partner of London shipping law firm **Lax & Co LLP**, has welcomed the decision of the English Supreme Court to refuse Russian state-owned shipping monolith Sovcomflot permission to appeal in the Fiona Trust case, thus bringing to an end litigation which has been rumbling on for eight years.

The dispute involved allegations by Sovcomflot of bribery, fraud and corruption by a number of its former employees and associates. The trial of the claims involved over one hundred transactions, and raised allegations of political persecution in Russia, illegal evidence-gathering, witness coercion and fabrication of evidence.

The judgment follows rulings against Sovcomflot by both the Commercial Court and the Court of Appeal. The Supreme Court has now refused Sovcomflot's application for permission to appeal those decisions because there was no arguable point of law of general public importance which ought to be considered by the Supreme Court.

Throughout the protracted litigation, involving some \$850m in claims, the defence of all those individuals against whom claims had been made was co-ordinated and directed by Lax & Co LLP, and specifically by Mike Lax and his fellow partner Robert Pollock-Hill, expertly assisted by Steven Berry QC, Nathan Pillow and David Davies of Essex Court Chambers.

Mike Lax says, "We are extremely pleased to have resolved the long-standing issues in this complex case in favour of the defendants we represent. The decision of the Supreme Court serves the interests of justice and recognises the need for certainty in commercial disputes. The conduct of the case also illustrates the fact that, in terms of size, financial clout and legal representation, David can still beat Goliath, even today." **Lax & Co LLP** provides legal advice on all aspects of shipping and international trade, including contract of carriage disputes, ship sale and purchase issues and complex high value litigation. It works with shipowners, charterers, operators, P&I clubs, shipyards, banks and commodity traders, and regularly acts in conjunction with lawyers in other jurisdictions. www.laxlaw.co.uk

Celebrations across the Kingdom



All the participating units during the preparations in the port of Scheveningen as seen by the *ass. Harbour master* ☺ from his personal control tower - **Photo : Capt. Kees Pronk** ☺



The **Kingdom of the Netherlands** is 200 years old. Celebrations marking the bicentenary will be held from 2013 to 2015. This is a great opportunity to take stock of our shared past, present and future.

From November 2013 to September 2015 the National Committee for the Bicentenary of the Kingdom will be arranging events and festivities that involve as many people and organisations as possible. The celebrations marking the bicentenary are for everyone, both in the European and Caribbean parts of the Kingdom. We will be focusing on the transatlantic ties that bind us, and on what has been achieved, at times by trial and error, over the past two centuries. Celebrating together means showing respect for our different backgrounds and the diversity that makes our Kingdom so vibrant.



Photo : Fred Boogert ☺

The foundation for the democratic legal order as we know it today was laid in 1813, and it evolved slowly but surely from there. In 1848 freedom of assembly and association and the freedom of education were added to the fundamental rights enshrined in the Dutch Constitution, and freedom of the press was expanded. However, slavery was not abolished in the Antilles and Suriname until 1863. Since 1815 the Kingdom has become much smaller. Belgium, Luxembourg, Indonesia, Suriname and New Guinea have gone their own way. For a long time, three

countries remained: the Netherlands, the Netherlands Antilles and Aruba. Since the constitutional changes of 2010, there are now four countries in the Kingdom (the Netherlands, Curaçao, Aruba and St Maarten) and three special municipalities of the Netherlands (Bonaire, St Eustatius and Saba).

Several other events will also be commemorated in the Caribbean part of the Kingdom in the period 2013-2015, such as the abolition of slavery 150 years ago (1863), the 75th anniversary of the first parliament of the Netherlands Antilles on Curaçao (1938) and the 60th anniversary of the Charter for the Kingdom of the Netherlands (1954). The theme running through all these historical events is the development of the democratic legal order.



Photo : Michael Taal ©

Last Saturday (30 November 2013) the celebrations were Kicked -off in Scheveningen and The Hague On this day

precisely 200 years ago **Willem Frederik**, Prince of Orange-Nassau, (later **King Willem I**) landed at Scheveningen beach after sailing from England, where his father – **Prince William V, Prince of Orange-Nassau** – had fled to in 1795 to escape the French.

Photo : Jeroen van der Meyde

Now, 200 years later, a re-enactment of that historic landing was broadcasted live on television. The bicentenary

celebrations was officially launched at the Ridderzaal in The Hague in the afternoon. The programme included the presentation of a commemorative book and the premier performance of a piece of music specially composed for the occasion. In the evening, there was a party at the Circustheater, with performances by artists from all over the Kingdom and the Koninkrijksconcert (Kingdom Concert). The Kingdom's five democratic achievements were creatively incorporated into the programme.





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Diver shocked to find survivor in sunken tug boat after three days on ocean floor



So, a work boat capsizes and sinks, and you're a trained diver who's hired to go down for the grim task of recovering the bodies. You have to hunt your way through the chilled blackness of the inundated craft for whatever is left of the fallen crew.

You're alone, tethered only to a diving bell by an umbilical cord pumping life into this otherwise inhospitable world. You turn a corner, shift your eyes and the light of your headlamp illuminates a floating hand. You take hold of it, assuming you've recovered your first body. But the hand grabs back. That's exactly what happened to diver **Nico Van Heerden** while performing a recovery operation of the tug vessel **JASCON 4** on May 20. The boat had sunk off the coast of Nigeria three days prior.

This video is **14 minutes** long, but it's worth every second.:

<http://www.youtube.com/watch?v=20v61nt7xdY#t=3>

Source : Nola.com

Chinese demand driving tanker markets forward

Oil demand from Asia and especially China has intensified over the past couple of months and especially during the end of October, providing solid ground for gains across most of the large crude oil tanker Eastbound routes. As such, the Far East oil demand has provided the foundation for a strong boost in freight rates for several routes, like the TCE for MEG/Japan, which almost doubled at the start of November, reaching levels of \$42,000/day.

Similarly, the WAF/F.East route gained by around 40% in just one day, touching the very lucrative level of USD 98,939/day. "It's no wonder that we had media frenzy on the matter, with all of them quick to call on this accelerated demand as the corner stone of a full on recovery of the market", said Mr. George Lazaridis, Research Analyst of shipbroker Intermodal. According to Lazaridis, "for one, the new found hope on Chinese demand might end up being very short-lived, as we already have many noting that although imports are on the rise internal demand seems to have dropped compared to a year earlier. This means that most of the current imports have been potential for the purpose of re-stocking. This point may be even taken further as some propose possible build-up of commercial inventories ahead of the commissioning of some of the most recent refinery units. This may well be more cause for worries than you would think, as the most recent imports are for the use for China's expansionary petroleum exports plan which once put into play may well cause crude oil shipments to drop to other refinery destinations some of which may lay further away from China and as such bring about a drop in overall market tonne-mile demand", Lazaridis noted.

He added that "the second and most important point is that, even in the case that this new crude oil import growth is based on expectations of high per capita consumption increase of China itself, the potential gain is still capped as the requirements to supply crude from the MEG is minimal as it lies fairly close in nautical mile terms. Demand for crude sourced from WAF could provide a higher market upswing potential, although with the level of tonnage oversupply left after the wake of lacking demand from the Western economies, might require significantly more STEMS per calendar month in order to keep the current active fleet fully busy."

The good news is that that may well be what is on the horizon for the tanker industry. Lazaridis stated that "Chinese oil consumption is set prime for a major increase over the next couple of years. With the average income still rising fast and more people moving to major cities, transportation has become a key ingredient to keeping its growing megalopolises interconnected and economically thriving. These massive populations take a whole lot of oil to move around and as their disposable income rises, so does their fuel consumption. We have seen Chinese oil imports more

than double over the past decade and this rate is ever more likely to continue over the upcoming years and possibly at an even faster pace. One only needs to look at what happened in the development process of other Far Eastern economies in the past and you can pretty much be certain that oil will be what fuels the next step in China's economic development. Let's hope it's enough to slowly bring a balance in the tanker industry and cover much of this excess tonnage supply that has amassed the past couple of years. Way may be far from seeing lucrative rates of return on investments, however it seems that way may well find ourselves out of the "muck" we have seen over the past 24 months or so", he said.

He concluded his analysis by mentioning that "the VL's were the first to show the major gains from the seasonal spike in demand, with interest from the Far East clearing much of the excess tonnage and leaving prime conditions for even a profitable spike in freight rates. Despite similar not having spilled over completely to the Suez and Afras there have been notable gains there too and with the new wave of fresh inquiries rapidly pouring in, November could end up being the "hottest" month yet. Suez and Afras also showed a bit of difficulty in the first weeks of the month especially in the Black Sea/Med region, although this seems to have reversed fairly quickly and earnings seem to have now returned back to normal. In the products tanker sector things took a turn for the worst, as the decrease in enquiries left a number of the major routes with considerably increased position lists, while many owners look to reposition their vessels elsewhere and at a considerable discount in an effort to reach better returns". **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



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The "MSC ASTRID" arriving into Timaru with the pilot launch "OHOU" in the foreground **Photo : Tom Johnston ©**

Cyprus re-elected to the IMO Board

Cyprus secured its re-election to the Board of the International Maritime Organisation (IMO) in the voting that took place during the 28th Assembly of the Organisation in its headquarters in London.

The Cypriot candidacy was among the 24 for one of the 20 board seats reserved for the IMO's member countries classified in Category C. According to the result, Cyprus got 132 votes out of a possible 157 and ranked fourth.

The country's presence in the IMO Board is considered to be of particular significance, as it provides Cyprus with the opportunity to be part of the decision making process on issues affecting world shipping. It also enhances the country's international prestige as a leading global shipping power. Cyprus was first elected to the IMO Board, in Category C, in 1987. Since then it has been elected without exception by every IMO Assembly, which is held every two years.

Owing to the successful work by Cyprus within the Board and the rest of the Organisation's instruments, as well as due to the efforts during the Assembly, Cyprus manages to get elected among the top four countries and its candidacy has been supported by an average of more than 82% of the rest of the member countries. **Source: Famagusta Gazette**



Heerema's **HERMOD** anchored in the Gulf of Mexico – **Photo : Jeroen Dijksman – AHTS UNION PRINCESS ©**



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Alleged Somali pirates taken to Seychelles for trial

Nine alleged Somali pirates arrested by the Danish navy in early November have been transferred to the Seychelles for trial, police in the archipelago nation said Sunday. The Seychelles national police force said authorities in the Indian Ocean country had agreed to accept the transfer of the nine suspected pirates after they were captured on the high seas by the Danish navy, which was taking part in the European Union's Atalanta anti-piracy operations.

The suspected pirates were arrested after attacking a Danish ship, the Torm Kansas, on Nov 9, the police statement said. "**M/V Torm Kansas** retaliated, managed to repel their attacks and solicited back-up from their base to arrest the attackers," it said. Investigations indicate the same group also attacked the Hong Kong-flagged **Zhongji No1** on Nov 6 but were fought off by armed security officers on board, it added. The suspects, aged between 14 and 35, were handed over to Seychelles authorities on Saturday, it said. International fleets patrolling the Gulf of Aden and Indian

Ocean have greatly curtailed Somali piracy in recent years. Moves by shipping companies to use armed guards aboard their vessels has also curbed the once-rampant problem.

In January 2011, pirates were holding 736 hostages and more than 32 merchant ships. Today they are not holding any large boats, though they still have dozens of hostages from countries including China, India, Iran, Thailand and Yemen. The Seychelles, a 115-island archipelago, agreed in 2010 to accept suspected pirates arrested on the high seas and put them on trial. **Source : AFP - thesundaily**



The tug **ANDRE B** with the Sarens barge **LOUIS** arriving in Terneuzen enroute Gent

Photo : Richard Wisse – www.richard-photography.nl (c)

Pirates Wielding Grenades Spur Japan to Ease Samurai-Era Gun Ban

By : Kiyotaka Matsuda & Chris Cooper

Pirates wielding rocket-propelled grenades and AK-47s have prompted Japan to ease a samurai-era ban on civilians carrying guns, allowing guards on locally registered oil tankers to be armed for the first time.

Shipping companies will be able to place security personnel with guns on the tankers when sailing through specified areas of the Indian Ocean and in and around the Gulf of Aden, where pirates have collected hundreds of millions of dollars by hijacking ships. The change in the law, which became effective Nov. 30 and only applies to oil vessels, marks the first time Japan has authorized civilians to carry automatic weapons.

The change will allow an extra level of safety for the tankers, which are already protected by Japanese escort ships and patrol aircraft on routes to the Middle East. Kawasaki Kisen Kaisha Ltd., Japan's third-largest shipping line, aims to put armed guards provided by a U.K. company on locally registered tankers as early as this month, said Osamu Tanetani, a manager at the Tokyo-based company's marine safety team.

"Japan has finally caught up with the international norm," said Seiji Morimoto, a researcher at the Japan Maritime Center, which advocated early adoption of the system. "Combining the efforts of naval operations with private security guards is the most effective way to deter piracy."

Civilians in Japan have been barred from carrying guns, except for hunting weapons, under laws dating back to 1588, said Isami Takeda, professor of international relations in the Faculty of Foreign Studies at Dokkyo University in Soka, Japan.

Japanese tankers registered overseas were already able to carry armed guards. Kawasaki Kisen, based in Tokyo, uses armed security personnel from a British company on its overseas-registered ships. The nation's shipping lines have 16 locally registered oil tankers, according to The Japanese Shipowners' Association.

Piracy has resurfaced as a menace disrupting international shipping and hurting regional economies, especially in and around the Gulf of Aden, between Somalia and Yemen. Groups using rocket-propelled grenades, AK-47s and tracking devices collected about \$400 million from 179 ships hijacked from April 2005 to December 2012, according to a joint report by the World Bank, Interpol and the United Nations' crime unit. China, India and Japan agreed to step up coordination and cooperation on naval escorts, taking turns to arrange a quarterly schedule, Xinhua News Agency reported February 2012.

Nippon Yusen K.K. (9101), Japan's largest shipping line, is considering putting armed guards on locally registered ships, said Koichi Akamine, a senior managing corporate officer at the Tokyo-based company. Mitsui O.S.K. Lines Ltd. (9104), the world's largest merchant ship operator, is preparing to place armed security teams on Japan-registered

tankers early next year, said Akimitsu Ashida, chairman of the Tokyo-based company. Armed security personnel will have to disembark before entering Japan's ports. Source : bloomberg



02-12-2013 : The bulker **STAR MANX** inbound in Vancouver harbour Photo : Robert Etchell ©

TASNEEF-RINA class first vessel

Emirates classification society TASNEEF has classed its first commercial vessel. The 96,214 dwt oil tanker **ENERGENA** is jointly-classed with Italian classification society RINA. Yesterday His Highness Sheikh Majid Bin Mohammed Bin Rashid Al Maktoum, Chairman of Dubai Culture and Arts Authority, attended a ceremony to mark the flag raising and the granting of classification by TASNEEF-RINA.

The vessel is owned by Dubai-based Energena Shipping and managed by Gulf Stolt Ship Management JLT, (GSSM). Built by Samsung in Korea the vessel is currently completing its class surveys carried out by two teams of surveyors deployed by the two classification societies.

Andrea di Bella, Area Manager Middle East, RINA Group, says, "This is a special occasion for TANSEEF and RINA with the classification of the first vessel in dual class. We are achieving a high level of confidence for the co-operation between the two class societies in the demanding classification market of the Gulf region. This is the first achievement of many to come building on the partnership between TASNEEF and RINA launched at the beginning of the year. We expect this to be the first step on a long and successful path together."

Mr Rashed Alhebsi, CEO of TASNEEF, says, "TASNEEF welcomes Energena as its first commercial oil tanker of this size in our registry. We are happy to celebrate this event with our partners. We committed to our clients to deliver the highest quality standards, building a long relationship to serve our clients in the region. Today we are happy to see the outcome of the choice we made to work together with our strategic partner IACS-member RINA, and we will continue this co-operation further to penetrate the region's market which show potential opportunities with new exploration and projects in the oil and gas sector."

Mr Rashid Al Ghurair, CEO Energena Shipping JLT, says, "Energena Shipping, an Emirati organization, is proud to operate under the umbrella of TASNEEF-RINA class. The TASNEEF-RINA class joint venture is a great initiative by the UAE government to support the shipping industry in this region and we are excited that our ship is the first vessel under this class. We thank all for the support presented to us."

TASNEEF, a new classification society for the United Arab Emirates, was established in Abu Dhabi at the beginning of 2013. Working in partnership with RINA, the goal is to develop TASNEEF as an international classification society capable of meeting the technical and classification needs of the region's maritime industry, the UAE flag and international commercial shipping.

Gulf Stolt Ship Management JLT (GSSM) - Dubai, accredited for ISO 9001:2008 & ISO 14001:2004, reputed for cost-effective, qualitative and transparent performance of technical and operations of VLCCs, IMO II Chemical Carriers, large PROBOs, ARAMAX and Crew Boats, has been engaged by ENERGENA SHIPPING JLT - Dubai, to fully manage their vessel **M/T ENERGENA**. GSSM, established in 2009, is a joint-venture between Gulf Navigation Group (UAE) and Stolt-Nielsen (Norway). It has a proven record for its professional dedication to high standards in management of

ships. Mr Aniello Esposito, President of GSSM, attributes their consistent success to the spirit of the GSSM Team which is fully dedicated 24/7.

With a history dating back to 1861, RINA Group is a global provider of classification, certification, testing, inspection and training services to assist clients in a wide range of business sectors such as Marine, Energy, Transport & Infrastructures, Business Assurance, Environment and Innovation. RINA S.p.A. is the Group's holding company which provides to the operating companies of the Group staff services such as administration and finance, HR, system management and communication, The main activities within the RINA Group are delivered by independent operating companies, having their own governance and organization aimed at complying with the requirements and standards applicable to each service. www.rina.org



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Boskalis and Van Oord to reinforce northern stretch of Dutch coastline



The Boskalis TSHD **WILLEM VAN ORANJE**- Photo : Jan Simons ©

The Hollands Noorderkwartier Regional Water Board and the Department of Public Works and Water Management is to award a Van Oord - Boskalis joint venture a contract to reinforce and maintain the Hondsbossche and Pettemer Sea Defence from Petten to Camperduin, the northern stretch of the Dutch coastline. The contract with a value of approximately Euros 140 million comprises the construction and maintenance of the new sandy coastline for 20 years. The project is part of the second national High Water Protection Programme. The contract will be signed on 11 December 2013.

The project will commence early in 2014 and will encompass sand replenishment for the construction of a beach and dunes. The new coastal area offers room for nature and recreation. After completing the project on 31 December

2015, the Van Oord - Boskalis joint venture will be responsible for maintaining the coastline for another 20 years. The replenishment activities will be carried out with four trailing suction hopper dredgers depositing 40 million cubic meters of sand sourced from sea. [Source : Dredging news Online](#)

Tug Spills Oil in Brownsville Ship Channel

The U.S. Coast Guard is overseeing the cleanup of 500 gallons of diesel Monday, that spilled from a tugboat in the Brownsville Ship Channel near the turning basin.

At approximately 3 a.m. Sunday morning, the Coast Guard received a report that an unknown amount of petroleum product had leaked near the turning basin. A Coast Guard pollution investigator determined that the tug **VICKIE GATES** had spilled an estimated 500 gallons of Red-Dye Diesel while conducting an internal transfer. The Coast Guard responded to assist with containing the pollution. **VICKIE GATES** has accepted responsibility for the spill and has contracted an oil spill response team to clean up the diesel. Texas General Land Office and the Coast Guard have personnel on scene. Sector Corpus Christi deployed pollution investigators and monitored clean-up efforts by air using an MH-65 Dolphin helicopter and HU-25 Falcon jet.

"The Coast Guard is on scene providing oversight of the cleanup to ensure we mitigate any harm to the environment," said Lt. Patrick Marshall, a Coast Guard incident management division chief. "The fast response of the Coast Guard and the contracted oil spill response team will minimize impact on commerce and vessels transiting the channel."

At this time there are no waterway closures as a result of this incident. Mariners in the area should monitor VHF marine channel 16 for updates. Mariners should use caution and transit the area slowly for their safety and the safety of the clean up crews. [Source : BY MAREX](#)

Stanford Marine Fleet Gains 75m Diesel Electric PSV



Stanford Marine, a regional offshore marine business, announced from its Dubai headquarters the delivery of the latest addition to its fleet. The **STANFORD HAWK**, a 75m diesel electric platform supply vessel (PSV) is one of two sister vessels being built at the Fujian Mawei shipyard in Fuzhou, China. The **Hawk** and her sister due for delivery by end of the second

quarter 2014, the **Stanford Eagle**, are modern closed bow designed PSV's with DP2 and FiFi1 notation. The vessels have excellent storage capacities for fluid and products below deck and a usable deck area of 700m², with spacious accommodation for a maximum of 52 persons onboard.

Stanford Marine's General Manager, **Darren Reeves**, stated, " This represents the 12th vessel we have taken delivery of from Mawei shipyard and is indicative of the high standards of quality we have come to expect. The Hawk is a very exciting design capable of working effectively in the Middle East or as part of more remote, deep water charters in East and West Africa, or even further afield. The **Hawk** is currently under consideration for several opportunities regionally and globally and I am confident that wherever she ends up, she will perform to the highest levels." This latest new delivery and further deliveries of newbuild vessels in the pipeline enable **Stanford Marine** to maintain a young and versatile fleet mix which allows **Stanford** to service clients in shallow as well as deep water basins in current and new territories. The rejuvenation and expansion in Stanford's fleet is an ongoing process in

keeping with the increased demand the company continues to experience, and facilitates the consolidation of the company as one of the leading players in the industry. Source : [MarineLink](http://MarineLink.com) / stanfordmarinegroup.com

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UK 359 AGROUND AT SCHIERMONIKOOG



the Dutch fishing vessel **UK 359** ran aground at the beach of Schiermonikoog after encountering an engine failure, in the background is seen the buoy tender **Waddenzee**.

Photo : Arjen Perdok ©

NAVY NEWS

U.S. sends new submarine-hunting jets to Japan amid East Asia tension

The U.S. Navy's first two advanced P-8A Poseidon patrol aircraft have arrived in Japan, U.S. military officials said on Monday, helping to upgrade America's ability to hunt submarines and other vessels in seas close to China as tension in the region mounts.

The initial deployment - another four of the aircraft are due to arrive in the coming days - was planned before China last month established an air defense identification zone covering islands controlled by Japan and claimed by Beijing.

The Pentagon says it is routinely flying operations in the region, including in China's newly declared air defense zone, without informing Beijing ahead of time. One U.S. defense official, speaking on condition of anonymity, told Reuters these routine operations include surveillance flights. The deployment of the P-8As came before U.S. Vice President Joe

Biden left for Asia this week, where he is seeking to strike a balance between calming military tensions with China and supporting Japan as it wrangles with Beijing over the islands.



The **P-8As**, built by Boeing Co based on its 737 passenger plane, were built to replace the aging propeller-powered Lockheed Martin P-3 Orion patrol aircraft, which

have been in service for 50 years. Equipped with the latest radar equipment and armed with torpedoes and anti-ship missiles, the P-8A is able to fly further and stay out on a mission longer than the P-3.

"The P-8A is the most advanced long-range anti-submarine and anti-surface warfare aircraft in the world," the Pentagon said. Lieutenant Colonel Jeffrey Pool, a Pentagon spokesman, said the first two P-8As arrived in Japan on Sunday. The other four were expected to arrive there later this week, a Navy spokeswoman said.

One U.S. official, speaking on condition of anonymity, acknowledged the deployment came at a moment of region tensions. The official said the timing was a coincidence, but one that would bolster the U.S. military's efforts to monitor the maritime environment in the region.

That includes the area around the disputed islands, known to the Japanese as the Senkakus and to the Chinese as the Daioyu, the official said.

Washington takes no position on the sovereignty of the islands. However, it recognizes Tokyo's administrative control and says the U.S.-Japan security pact applies to them, a stance that could drag the United States into a military conflict it would prefer to avoid. **Source : Reuters**

S. Korea to OK plan to build three more Aegis destroyers




South Korea will finalize a plan later this month calling for the building of three more Aegis destroyers that can better cope with threats from North Korea and other regional security developments, a military source said Sunday.

The insider, who wished to remain anonymous, said the plan is expected to be finalized at a meeting of the Joint Chiefs of Staff on Dec. 22. The meeting will be chaired by Joint Chiefs of Staff Chairman Choi Yun-hee.

South Korea already has three Aegis ships belonging to its **King Sejong the Great class**, which are 165 meters long from stem to stern, and have a full war load displacement of over 9,000 tons.

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Sevmash delivers ocean-going mega-yacht to customer



Sevmash OJSC (Severodvinsk) has delivered the ocean-going mega-yacht to the customer, the shipyard announced. According to the statement, the delivery certificate was signed by Valery Borodin, head of marine engineering manufacture, and customer representative Valery Tsyplukhin. The yacht has set off for Italy where its interior decoration will be performed. The vessel was launched in September'13 and then

successfully underwent testing.

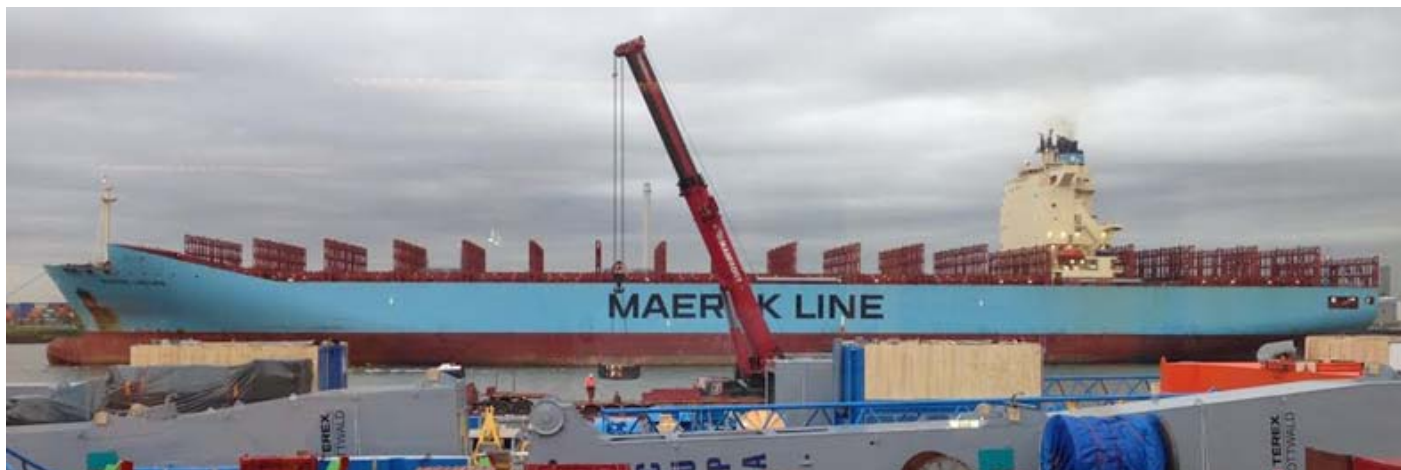
Shipyard Pella (Leningrad region) launches yet another tugboat of project 16609

The regular tugboat of project 16609 building No 625 of the Acceptance Program of 2014 has been launched at Shipyard Pella (Leningrad region), the company says. In 2014, the tugboat will be delivered to the port Pertopavlovsk – Kamchatskiy and put into operation within Pacific Fleet of RF.

The tugboat is intended for towing and berthing operations in harbor and coastal areas which comply with R2 navigation area (not more than 100 miles from place of shelter), performing of escort operations at the speed of 10 knots, refloating of ships and vessels, fire fighting operations at floating and shore objects, oil and petroleum content products, cargo transportation, ice breaking and rescue and special purpose operations as well.

The vessel's technical parameters: Length max – 28.5 m, width max – 9.5 m, draught – 4.3 m, speed – ab. 12 knots, class notation - KM Arc4 R2 Aut1 FF3 WS Tug by Russian Maritime Register of Shipping.

Leningrad Shipyard Pella was founded in 1950 and privatized in 1992. The holding incorporates a head company and a number of subsidiaries. The shipyard specializes in construction of tug boats for Russian customers. **Source :PortNews**



The **MAERSK LIROUEN** passing the **Mammoet** premises in Schiedam enroute **Damen Shiprepair**
Photo : Bjorn Bouwens ©

PhillyDeals: At site of shipyard, a disassembly industry grows

At what used to be the Philadelphia Naval Shipyard, dozens of workers are taking apart some of the same ships that thousands once built there.

The Navy is paying \$8.5 million to Philadelphia Ship Repair L.L.C. to pull out the marine jet engines, propellers and shafts, power transmissions, sonar systems, and compressors from five 1970s-era guided-missile frigates.



The Navy is salvaging those systems so they can be used in surviving frigates - some in U.S. service, some in the navies of Australia, Bahrain, Egypt, Pakistan, Poland, Spain, and Turkey. "In these tough budget times, to see the Navy investing in a project is a good thing," says Ashley Auteri Ferguson, the Villanova University-trained engineer who sends old propeller shafts to Erie Forge & Steel Inc. in Erie and to other private plants in Norfolk, Va., and other cities so they can be recycled back to sea.

Time was, the Navy might have just scrapped them and ordered more. But this program is designed to appeal to budget-cutters: "This has the potential to save \$100 million" in parts-replacement costs, said engineer E. Alan Karpovitch, who heads the Navy's propulsion-

management program.

Karpovitch cheerfully calls Ferguson the "grim reaper" of Philadelphia's fleet of mothballed ships, visible to travelers on Interstate 95 where it passes above the yard and its five old dry docks.

The Navy and its business dealings are sometimes a very small world: Philadelphia Ship Repair is part of a Boston company owned by J.F. Lehman & Co., which is headed by Reagan-era Navy Secretary John F. Lehman, a St. Joseph's University and University of Pennsylvania grad who turned industrial investor and military contractor after ending his government service in 1988. An earlier job of dismantling Philadelphia-based cruisers - bigger ships - was managed by the local Rhoads Industries Inc., Karpovitch said. All Star Metals of Brownsville, Texas, agreed this year to scrap the aircraft carrier Forrestal, also stored in Philadelphia, where it underwent its last big overhaul before the nearly 200-year-old yard shut down in 1991.

Philadelphia remains a storage point for inactive Navy ships in part because it's one of the few big U.S. ocean ports on fresh river water, not corrosive salt water. The base surrounding the old yard is still the working home for 1,600 Navy

engineers and technicians, the Navy's ship propeller shop, and other surviving installations among the yard's rows of specialized metal and systems shops. Barracks have since been shut and converted, or, more often, leveled to make room for gleaming new office buildings, and, maybe soon, apartments.

Karpovitch says Philadelphia Ship Repair will keep 30 to 50 workers busy for the next year salvaging what is usable from the frigates.

The five old dry docks, where ships were built and floated at the heart of the former yard, have varied uses. Docks Four and Five are still used in shipbuilding by state-subsidized Aker Philadelphia Shipyard, which depends on new orders for crafts to haul loads on government-protected intra-U.S. shipping routes. Dock One is used by the neighboring Urban Outfitters headquarters. Lehman has endorsed suggestions that the U.S.S. Olympia, the Spanish-American War flagship now rusting at Penn's Landing, could be left there as a permanent attraction. Dock Two is used by Rhoades. Dock Three is used by Philadelphia Ship Repair. As ships are completely salvaged for parts, they will likely follow the [Forrestal](#) into the scrap yards, the planned obsolescence that awaits a dominating Navy whose vessels are seldom lost at sea. Source : [philly.com](#)



The transportbarge [CC ATLANTIQUE](#) at the slip in Hardinxveld (The Netherlands) – Photo : [Arie Boer](#) ©

Damen to deliver 80 m Ice Class ferry for Fogo and Change Islands, Canada

The Newfoundland and Labrador Provincial Government has awarded [Damen Shipyards Group](#) an order for a state-of-the-art, 80 m Ice Class ferry, which will operate on the Fogo Island-Change Islands service. Scheduled for delivery in September 2015, the 14-knot ro-ro ferry will be able to carry up to 200 passengers and 60 vehicles.

The investment in the new ferry is part of the Government's vessel renewal program. She will replace the aging [MV Captain Earl Winsor](#).

On making the announcement, the Honourable Nick McGrath, Minister of Transportation and Works commented: "Our investment will provide for a new ferry service for Fogo Island and Change Islands, ensuring a prosperous and bright future for local communities and delivering long-term prosperity to the region."



Fifteen proposals were received in response to the Government's request for proposals for the construction of new ferry vessels. Government representatives visited [Damen](#) headquarters and its shipyards, as well as some ferries previously built by Damen for the Texel-Den Helder service in the Netherlands.

Following the extensive evaluation process, [Damen](#) received the highest overall score of all the proposals as it 'will provide the best value to the province and a high quality vessel that will be delivered on time and on

budget'. Jan van Hogerwou, Manager North America, **Damen Shipyards Group**, said: "Damen is proud to have been selected to partner with the Government of Newfoundland and Labrador to build the new ferry.

"Damen is not new to the East Coast of Canada. We have licensed our **Spa 4207 patrol boat** design to Irving Shipyards for the local construction of the Mid Shore Patrol Program of the Canadian Coast Guard and we recently delivered two high-end pontoons to a Canadian operator for deployment at a large offshore project in Newfoundland and Labrador.

"However, this will be the first ferry project on the East Coast of Canada and that really excites us. The 80 m ferry was designed by a Canadian engineering firm and the Damen Shipyards Group looks forward to further enhancing the working relationship with this company to ensure that this new vessel meets all possible requirements, not only for the Government of Newfoundland and



Labrador but also for the passengers she will transport in the next few decades." Together with the Newfoundland and Labrador Provincial Government, Damen is also exploring more opportunities about how it can be more closely involved in the local community and further development of the shipbuilding industry in the region. A short video is available at youtube.com:

<http://www.thetelegram.com/News/Local/2013-11-13/article-3479289/Province-offers-ferry-vision/1>

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The new PSV **EDDA FERD** entering Aberdeen harbour last Sunday

Photo : Tony Moore - Marine Services Supervisor ©

APM Terminals wins Asia “Port Operator” Award

APM Terminals has been named the winner of the **2013 Lloyd’s List Asia Awards** annual “Port Operator” Award in recognition of maintaining “the highest standards of operational efficiency and customer service throughout the year” among port and terminal operators in the Far East, the company said in its press release.

Excluding operations in the Indian Subcontinent (which was not part of the award’s scope) APM Terminals’ current Asian presence includes interests in 10 terminal facilities in China, two in Japan, two in Thailand, one in Vietnam, one in the Russian Pacific port of Vostochny , and the Port of Tanjung Pelepas, in Malaysia. “We are very gratified to receive this very prestigious award in recognition of the achievements and commitment to excellence demonstrated by our global team, and our partners across Asia” stated APM Terminals Asia Pacific Region al Head , Henrik Lundgaard Pedersen.

The award was collected by Rizwan Soomar , APM Terminals Chief Commercial Officer for the APAC region, who attended the awards presentation ceremony at the Raffles City Convention Center in Singapore. APM Terminals’ 17 Far East Asian facilities handled a combined 10.7 million TEUs in 2012, (weighted by equity share), representing 30% of the company’s total annual container volume, and approximately 3% of the total Far East Asian container market. APM Terminals also maintains regional sales and business development offices in Shanghai, Hong Kong and Singapore.

In addition to the existing operating facilities, APM Terminals has signed an agreement with the Ningbo Port Group to jointly invest in and operate three new berths comprising 1km of quay in Ningbo’s Meishan Container Terminal, with a 33% ownership share. This new facility at mainland China’s 3 rd - largest container port is scheduled to be operational by the end of 2014 with an annual container throughput capacity of 2.8 million TEUs. An expansion at the Qingdao New Qianwan Terminal in Qingdao , China’s 5 th - busiest container port is also underway . At the P ort of Tanjung Pelepas (PTP), in Malaysia, in which APM Terminals holds a 30% share , an ex pansion program and crane upgrade will increase capacity by 24% to 10.5 million TEUs . The new facilities are expected to be operational next year and will be able to accommodate 18,000 TEU capacity vessels. PTP handled 7.7 million TEUS in 2012 and is the 3 rd - largest container port in Southeast Asia. APM Terminals’ industry - leading safety performance and Safety Culture have been successfully implemented across the company’s Asian operations, with the overall terminal Lost - Time Injury Frequency rate decreasi ng to 2.15 per million man - hours worked in 2012 from 3.59 in 2011.

During this period productivity measured in crane lifts per hour increas ed by 8% , while CO 2 emissions per TEU declin ed by 4% . Last month , APM Terminals was also named “**International Terminal Operator of the Year**” for 2013 at the annual Containerisation International Awards in London. **Source : PortNews**



mv "GERHEIN G." seen moored at the [Haeger & Schmidt](#) terminal in Duisburg last Thursday.

Photo : Willem Ooms - IB-OOMS ©

STX Finland turns to Pronomar for drying systems for OPV NB385



It's always a pleasure when another exciting project comes along, this time from [STX Finland Oy](#) for the installation of our efficient [Pronomar - Top Trock drying systems](#) on board an offshore patrol vessel, [NB385](#).

In total a multipurpose drying system, made from solid seawater resistant steel, for ten immersion suits and 40 pairs of boots/shoes and gloves will be installed to take care of the proper maintenance and drying of the expensive work wear.



Drying from the inside is done efficiently on rounded off, form-fitting hangers thus preventing any possible damage to the garments with the help of



a powerful warm-air blower blowing a lot of warm air directly into the clothes, boots and gloves. Proper drying increases the outfits' lifespan and also helps to improve the well-being and motivation of the crew as you are less likely to get sick if you can always work in properly dry clothes. The dryers run automatically, controlled by timers, which the crew can enjoy their deserved free time after a hard day's work. [PRONOMAR](#) enjoyed working with [STX Finland](#) and would be happy to also **work with you !**
www.pronomar.com

Three new Siwertell loaders to provide high capacity grain loading at the major Ukrainian port of Illichevsk

Cargotec has secured order to deliver three stationary **Siwertell SBL 1600 loaders** for installation at a grain terminal in the Ukrainian port of Illichevsk. The belt-type loaders, which are designed to handle vessels of up to 100,000 dwt, each have a grain loading capacity of 2,000t/h. It will be possible to use two loaders simultaneously to provide efficient, environmentally friendly grain loading services, the company said in its press release.

Ola Jeppsson, Siwertell Sales Manager at Cargotec, says this is an important breakthrough into the Ukrainian grain market for Cargotec. "The Black Sea region in general and Ukraine in particular is a hub for grain export and it has many new bulk export facilities at the planning stage. The Illichevsk terminal is the first grain terminal in the region using Siwertell equipment. This order will improve our chances of winning further contracts."

Illichevsk Grain Port chose the Siwertell system because it represents an excellent technical solution at a reasonable price. "The system will be designed to minimise dust and eliminate spillages," notes Mr Jeppsson.

The new loaders will be delivered in pre-assembled sections suitable for shipping. Delivery is scheduled for the end of 2014. The final mechanical construction work, electrical installation, testing and commissioning will be carried out on site under the supervision of Siwertell engineers. - Cargotec offers a wide range of Siwertell grain handling products; loaders, unloaders and bulk terminal solutions. All of these are tailor-made to address customers' particular needs and all offer exemplary levels of efficiency and safety with minimal environmental impact **Source : PortNews**



The **ABIS CADIZ** outbound from Amsterdam enroute Glasgow – **Photo : Simon Wolf ©**

Iran's oil industry seeking foreign investment

An Iranian deputy minister of petroleum has said that administration of Hassan Rouhani welcomes Japanese and European firms' investment in Iran's oil industry. Speaking to Yomiuri Shimbun, Ali Majedi said that the administration of Iranian President Hassan Rouhani plans to expand involvement by Japanese and European firms in the country's oil and natural gas development projects.

To encourage their entry, Iran will make a sweeping review of its contractual procedures and consider increasing the share of profits that go to foreign investors, said Ali Majedi, an Iranian deputy oil minister for international affairs and trade. The move is set to mark a turning point for Iran's global trade policy amid rising expectations for the relaxation of economic sanctions now that the country has reached a first-phase agreement with the United States and other countries on its nuclear development, observers said.

According to the deputy oil minister and other Iranian government officials, Rouhani directed the Ministry of Petroleum after taking office in August to establish a committee for revision of crude oil contracts consisting of officials from the ministry, the National Iranian Oil Company and external organizations.

"The current system is fraught with problems," the deputy oil minister said. "Changes are necessary to make contracts more attractive to foreign capital. " He said he has already contacted more than 10 major oil companies in the United States and Europe, plus one Japanese firm. Under the current standards, the term of contract is set at three to five years and the Iranian government takes most of the profits. A plan that would extend the contract term to about 10 years and significantly increase the profit share of participating foreign companies is under study. In connection with

projects to develop new oil and natural gas fields in southern Iran and the Caspian Sea, which are thought to have massive reserves of fossil fuel, the country is studying a contract system that would allow for a greater share of profits. Majedi encouraged the participation of Japanese firms, saying, "Japan's reputation and experience will go far in Iran." He also raised the issue of renewed involvement in the Azadegan oil field project, from which Japan withdrew in 2010. Japan imported about 11 million kiloliters of crude oil from Iran last year, down sharply from about 28.77 million kiloliters in 2008, due to economic sanctions.

Source: Pars Oil & Gas Company



The 1924 built Paddle Steamer **MEDWAY QUEEN** undergoing restoration at Gillingham Pier, Medway. Known as the "**Herione of Dunkirk**" during **Operation Dynamo** in 1940. Funded by the **National Lottery** her hull was recently rebuilt at **Abels Shipyard** at Bristol. Another 5 years work and funding needed before completion. **Photo : Ted Ingham ©**

Li Shaode resigns from CSCL



The board of directors of **China Shipping Container Lines** announced that **Li Shaode** has tendered his resignation as the executive director of the company and the chairman of the board. **Xu Lirong** has also resigned as



executive director of the company and the vice chairman of the board. **Zhang Guofa**, an executive director of the company, has been appointed as the new chairman of the company. **Top right :** China Shipping Lines **XIN QING DAO** outbound in the River Yarra Port of Melbourne last week **Photo : Bill Barber ©** Source : Sinoshipnews



The **PHOENIX J** enroute Rotterdam – **Photo : Hans van Overbeek ©**

BW Offshore announces contract extension for Abo

BW Offshore has signed an extension contract for **FPSO Abo** with **Nigerian Agip Exploration Ltd**, a subsidiary of ENI S.p.A., of six months until the end of Q2 2014. The extension has been agreed to secure operational continuity while joint work to detail longer term programs for investment and production is completed **Source: BW Offshore**

Canada plans to build LNG terminals for Asian exports

British Columbia is finalizing tax rules for companies seeking to export Canadian natural gas to Asia. But energy experts question how many of the dozen export terminals planned for the Pacific coast will actually get built.

Other countries, including the United States, are ahead of Canada in the race to export liquefied natural gas a fuel that fetches far more in energy hungry Asia than in North America. The province says it is days from presenting details on the taxes to industry, with a final deal expected by year-end. It is looking at a tax on income, not a levy on export volumes, and says British Columbia will remain competitive.

With strict timelines on how quickly authorities must move ahead on permits for terminals, and support from aboriginal groups, the tax plan should put LNG exports on a faster track than the stuttering bids to export crude oil from the province. But the danger is that the market gets saturated before much of the development occurs, given that terminals are under construction in Australia, the United States and elsewhere. "There's a huge amount of uncertainty about where all this is headed," said Rodney Northey, a partner at Gowlings law firm in Toronto with more than 20 years experience in resource and infrastructure regulation. "I think even the proponents would concede there are far more projects out there than can feasibly feed the market."

Canada is the world's No.3 producer of natural gas, all of which currently stays in North America. Regulators have okayed export licenses for three LNG projects, and are reviewing six more. No final investment decisions have been made, despite hundreds of millions of dollars in development costs.

The United States has approved five export licenses since May and has more than 20 in the queue.

Most analysts say less than five terminals will ultimately be built in Canada, with issues such as competition, high capital costs in the remote north and a shortage of skilled labor as potential barriers to development. It is even possible that none go ahead at all. Energy companies from Asia and North America are waiting for decisions on permits and sales contracts, along with details on the export tax, to finalize investment, although the tax is not seen as a deal-breaker.

Rich Coleman, British Columbia's Minister of Natural Gas Development, gave no clues on the likely tax rate, but insisted that, even with existing production royalties and taxes, the rate would be globally competitive. **Source : Malaya Business Insight**

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OLDIE – FROM THE SHOEBOX



The 8289 gross ton Donaldson cargo ship **CORTONA** was built at Hawthorn, Leslie & Co. Ltd. in 1947. Donaldson vessels were rare callers at the Cape, but **CORTONA** lifted a cargo of fruit destined for Europe in May 1962. **Photo: Robert Pabst ©**

.... PHOTO OF THE DAY



03-12-2013 : The **MSC CURITIBA** IMO 9141297, 1997/53645gt Ex **Pugwash Senator** till 2007, **CSAV Appennini** till Nov 2012, **Pugwash** till Apr 2013, in to Melbourne off Portsea
Photo : Andrew Mackinnon – www.aquamanships.com ©