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**The 256 ton BP GO PHOENIX anchored off Singapore – Photo : Piet Sinke ©**

Please **CLICK on the photo** to view the **High-Res version**

See article below about this **VS 491 CD AHTS type of vessels**

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore  
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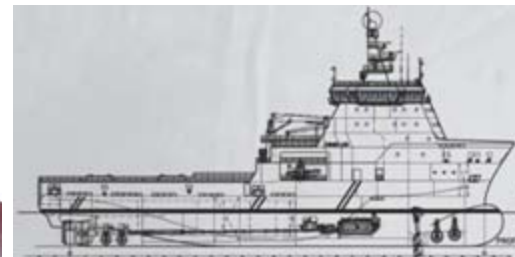
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## EVENTS, INCIDENTS & OPERATIONS

A banner for 'Offshore Weather Forecasts & Climatology' by Meteogroup Offshore. The background is a blue sky with white clouds and a faint image of an offshore oil rig. The text is in yellow and white. The Meteogroup Offshore logo is in the top right corner. The banner lists services: WEATHER FORECASTS • ROUTING • METOCEAN REPORTS • 24/7 CONSULTANCY • NOWCASTING PRO. At the bottom, it provides contact information: www.meteogrouppoffshore.com • info@meteogrouppoffshore.com • Netherlands office: +31 317 399 800 • Singapore office: +65 9233 6155 • Aberdeen office: +44 1224 900 284.

## GO PEGASUS THE NEXT GENERATION ANCHOR HANDLING TUG



At present at the [BATAMEC shipyard](#) at Batam (Indonesia) yard number 7049, the 7534 GRT [GO PEGASUS](#) is nearly getting completed, so time to have a look onboard this enormous vessel which is built to the [VS 491 CD AHTS](#) design,



The vessel is the third unit out of a series of 4, the first 2 delivered by [BATAMEC](#) were the [DEEP SEA 1](#) and the [GO PHOENIX](#) the 91.0 mtr long vessels are powered by by 2 MAK 16 Cy. 10,877 hp main engines, which guarantee for a high bollard pull of **257 ton** for the [GO PEGASUS](#) during the latest bollard pull tests conducted.





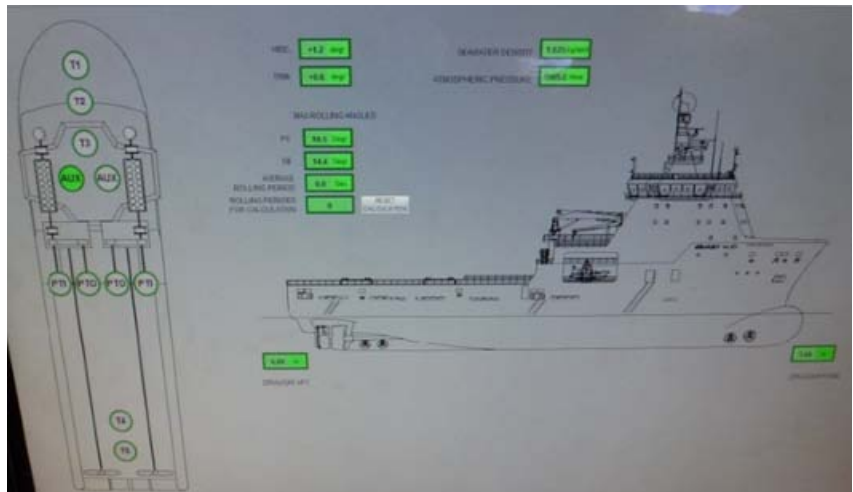
Left and below seen one of the 2 enormous MAK 16 Cy. 10,877 hp main engines



The **GO PEGASUS** is even as her sisters fitted out by **EMC marine Control**.



**EMC marine control** is a Dutch company which has continuous projects on Batam island, Indonesia since 1997. The



company is a system integrator and supplier of equipment packages. They have successfully delivered their scope on 14 of the larger offshore vessels on various shipyards on Batam. Vessel types are heavy lift, DSV, ROV, PSV and hybrid AHTS vessels

The scope for **EMC** is supplying the vessels equipment from diesel generator sets, thruster motors, , propulsion drives, switchboards, power



distribution, desks, navigation, communication, lighting, entertainment, fire fighting, vessel automation, DP2 and DP3 systems and the engineering for the system integration.

On Batam they have a small but specialized team to supervise the construction, commission the installations and obtain all approvals on sea trials from class and FMEA. Working closely with



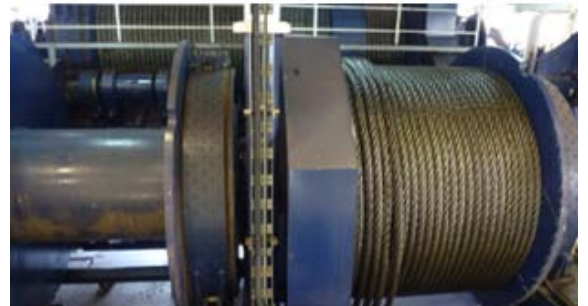
the clients they are an extension of the shipyards project team supplying experience and know how, as seen at the above drawing the vessel is equipped with 3 bow ( 2 x 880 kW + 1 x 880 kW Azimuth truster) and 2



Stern thrusters of 800 kW each, to supply the required power to the vessel 2 x 4500 kW

shaft generators and 2 x 1800 kW generators

Another enormous item onboard is the [HATLAPA](#) towing and anchorhandling winches onboard as well the storage reels



installed, both towing drums can accommodate 1500 mtr wire of 90 mm diameter and the [anchorhandling drum](#) is

able to hold 1800 mtr 90 mm wire, this in view of deep water anchor works. The winches are having a pull of 500 ton and stall / break capacity of 600 ton. The winch speed is 17.5 mtr at 500 ton pull





Furthermore 4 enormous chain lockers are installed, equipped with an inter-changeable electric driven [wild cat](#) to feed the chain into the portable wildcat can be shifted by the crane on top of the dedicated chain locker.



The spacious wheelhouse is well equipped. with above left seen the forward maneuvering consol and on the right top seen the back of the wheelhouse with the winch control panel

The DP 2 [GO PEGASUS](#) is having the notification of :  
1A1 ICE-C Tug Supply Vessel Fire Fighter II SF  
COMF-V(3) E0 DYNPOS-AUTR NAUT-OSV(A)  
CLEAN DESIGN DK(+) HL(2.8) BIS TMON

And having an accommodation for 60 persons onboard.

All photo's [Piet Sinke](#) ©: Please **CLICK on the photos** above to view the High Res version

<http://www.emcmarinecontrol.com/>

See this **very interesting** 15 minutes movie made during the yard trials and the bollard pull tests of the vessel during which a free running speed of 19 knots

was achieved whilst using all the power installed **25.200 HP** (Boost mode)

**<http://www.youtube.com/watch?v=Tw5eWzPj77Y>**



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## Svitzer wants to start operations at Bremerhaven port



Photo : Xander van Holk ©

Denmark-based towing vessel operator [Svitzer](#) intends to start operations at German port of Bremerhaven, Radio Bremen reported on its website [Source : Seenews](#)

## Trial delayed in Ala suit over 2009 piracy case

An Alabama judge delayed the trial set for Monday in a lawsuit crew members filed against two shipping companies after pirates seized a U.S. cargo ship off the coast of Somalia in 2009, an attack portrayed in the recent movie "Captain Phillips."

Mobile County Circuit Judge Michael A. Youngpeter postponed the case because attorneys for crew members of the Maersk Alabama are entering mediation talks this month with lawyers for the shipping companies, a court official said. The move means the lawsuit could end without a full-blown presentation before jurors if mediation succeeds, but a trial also remains possible next summer, said an aide to the judge.

Crew members are suing [Maersk Line Ltd.](#) and the Mobile-based [Waterman Steamship Corp.](#) over the attack that was dramatized in the recent Hollywood drama starring Tom Hanks. The five-day standoff ended when Navy SEALs shot and killed three of the pirates who were holding [Capt. Richard Phillips](#) in a lifeboat. [Source : seattlepi](#)

## BUMI ARMADA SECURES 10-YEAR CONTRACTS TO SUPPLY THREE ICE-CLASS VESSELS TO LUKOIL

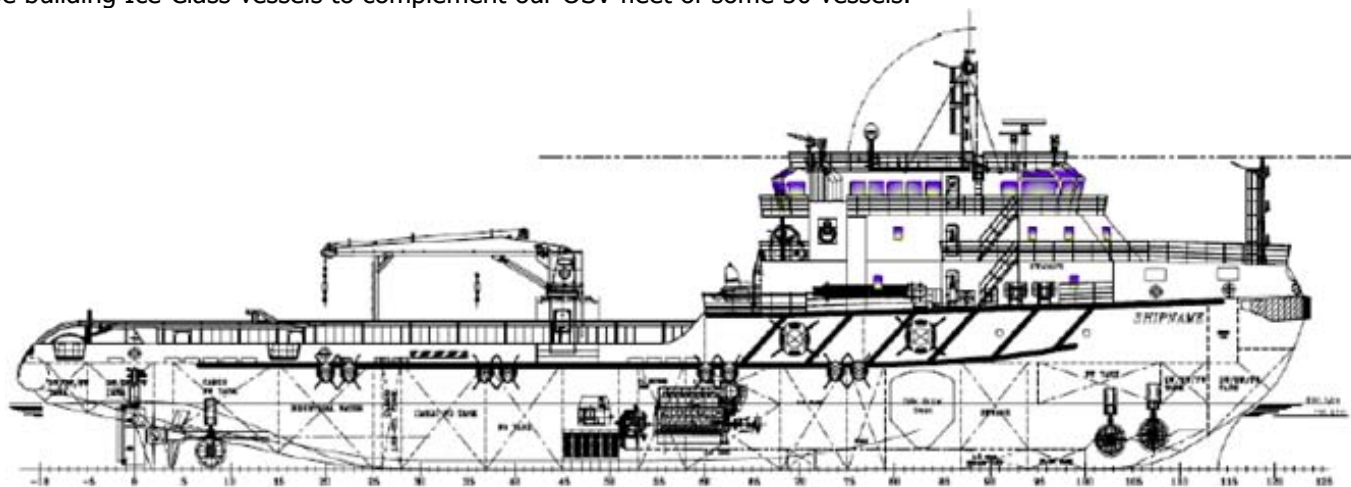


BUMIARMADA

Malaysia-based international offshore oilfield services provider, [Bumi Armada Berhad](#) announced that [LUKOIL-Nizhnevolzhskneft Limited Liability Company](#) (OOO "LUKOIL-Nizhnevolzhskneft") has awarded the company



contracts to provide three Ice-Class vessels to service offshore platforms in the Filanovsky field, in the Caspian Sea, Russia. Each of the Ice-Class contracts is for a period of 10 years, with the possibility of further extensions of up to another 20 years. The Ice-Class contracts have an estimated aggregate contract value of USD262 million (RM844 million) for the fixed 10 years of charter with extension of up to 20 years at an estimated aggregate value of USD483 million (RM1.56 billion) if the extension options are fully exercised. An interim contract of approximately USD18 million (RM59 million) was also signed for the provision of two support vessels and one rescue vessel to be delivered in November 2014 for deployment pending delivery of the purpose built Ice-Class vessels. Commenting on the contracts, Executive Director/Chief Executive Officer, **Mr Hassan Basma** said, "These contracts further reinforce the consolidation of our business in the Caspian region and strengthens our market position. This is the first time we will be building Ice-Class vessels to complement our OSV fleet of some 50 vessels."



The three vessels comprising two new built Ice-Class support vessels and a new built Ice-Class multipurpose duty-rescue vessel will commence work in November 2015 to provide all year round services such as delivery of cargo and personnel, salvage, search and rescue functions, fire-fighting operations, towing and tanker mooring operations. The two 5,280 brake horsepower (bhp) support vessels will be 80 metres (m) in length, 16.5 m wide with a draft of 3.8 m, Diesel Direct Drive, Ice-Class, Volga Don Canal compliant, FiFi1 and with DP2 capability. They will each be able to accommodate 24 persons on board. The multipurpose duty-rescue vessel will have about 6,000 bhp, 80 m in length, 16.5 m wide with a draft of 4.2 m, Diesel Direct Drive, Ice-Class, Volga Don Canal compliant, FiFi1, and DP2 capability. This vessel will also have oil spill collection and storage facility, cabins for 24 persons along with temporary accommodation for 125 rescued persons.



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## Five(5) pigeons vessel berthed at Keelung same day !



**2013 Taiwan pigeons winter races** ( 5 stages ) , 1st stage air distance 180KM racing, the races covers north & middle of Taiwan area, not including south & east of Taiwan, the vessels departed from Keelung Tuesday 03-12 at 20:00 PM heading for the release location offshore where the pigeons were released yesterday Dec.4th. the 5 vessels loaded totally **196.000** (approx.) pigeons for this racing bet, as **Peter** tried to find about the bet amount for this 1st stage, nobody wanted to tell him the amount.



Photos showing from left : **MV Jiann Long – MV Da Perong – MV Ho Shun** and **MV Da Shyang Maru & MV Hsin Hwa No.8**. Photo's : **Peter Lee - Hu Cherng Marine Engineering C., Ltd. – Keelung ©**

## Dutch authorities to bail out Arctic Sunrise



The Dutch Foreign Ministry on Friday said it has finalized a bank guarantee of €3.6 million in compliance with a binding ruling by the International Tribunal for the Law of the Sea (ITLOS) ordering Russia to release the **Greenpeace** ship **Arctic Sunrise** and the so-called Arctic 30.

"The Netherlands has now fulfilled its part of the Tribunal's binding order and Russia is obligated to also comply by releasing the ship and the Arctic 30, as the Tribunal so ordered. The Tribunal has ordered both Russia and the Netherlands to report back on progress with their compliance by December 2. We at Greenpeace assume the Russian Federation will comply with the order", Jasper Teulings, general counsel at **Greenpeace International** said in a press release.



**Greenpeace International** said it will cover the costs associated with the issuing of the bank guarantee and will make sure that Dutch taxpayers are not affected by the Tribunal's order. Australian activist Colin Russell was released from detention on bail on Thursday last week, as the last of the 28 activists and two journalists. The activists have been released on bail of 2 million rubles (\$61,500) per person after about two months in pretrial detention in Murmansk and St. Petersburg, following a massive international campaign in their support. They are not allowed to leave Russia before the trial. All members of the international crew face up to seven years in prison for their part in a September protest by **Greenpeace** activists in which they attempted to scale Gazprom's "**Prirazlomnaya**" oil platform in the Pechora Sea. Source : **BarentsObserver**



"**ARKLOW BRIDGE**" approaching the Garvel Bend Greenock outbound from Glasgow with a cargo of scrap metal for Pasajes, Spain Photo : **Iain Forsyth** ©

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## Vroon signs with ABN Amro and CEXIM in Beijing



**Vroon** has secured financing with **ABN Amro** and the **Export-Import Bank of China (CEXIM)** for some of its vessels under construction in China. The Dutch group currently has 22 OSVs being built in China, including emergency response and rescue vessels, platform supply vessels and subsea support vessels, with delivery dates between 2013 and 2016. A letter of intention was signed during a recent trade dinner in Beijing attended by Chinese and Dutch officials, including the Dutch prime minister **Mark Rutte**. In the past decade over 50 vessels have been built in

China for [Vroon](#), and the Dutch owner currently has a total of over 30 vessels on order across its maritime interests. Source : [Seatrade Global](#)

## Raymond Riemen Havenman van het Jaar 2013



De [Stichting Havenman/vrouw van het Jaar in Rotterdam](#) heeft CEO [Raymond Riemen](#) van de [Broekman Group](#) in Rotterdam unaniem gekozen tot [Havenman van het Jaar 2013](#). Het is de tweede keer dat een topman van deze onderneming de onderscheiding wordt toegekend. [Wim Pesselse](#), een van de voorgangers van [Riemen](#), werd [Havenman van het Jaar 1995](#).

[Raymond Riemen](#) is verkozen tot [Havenman van het Jaar 2013](#), omdat hij volgens bestuur en leden van de [Stichting Havenman/vrouw van het Jaar](#) een ondernemer is met visie, die zijn bedrijf in het voorbije jaar wederom strategisch heeft verbreed, daarmee toekomstgericht inspeland op internationale veranderingen in de markt.

[Raymond Riemen](#) is de 33e havenondernemer op rij die de sinds 1981 bestaande onderscheiding, destijds ingesteld door de voormalige Rotterdamse havenpersclub Kyoto, krijgt uitgereikt. Hij wordt de opvolger van [Ard-Jan Kooren](#), de nog fungerende [Havenman van het Jaar 2012](#).

De onderscheiding zal de heer Riemen, geheel naar traditie, worden uitgereikt op de tweede maandagavond van het nieuwe jaar, 13 januari 2014, tijdens een feestelijke bijeenkomst aan boord van de Smaragd 2. Op die avond zal voorzitter Theo Jongedijk van de Stichting Havenman/vrouw van het Jaar bij de uitreiking van penning en oorkonde uitgebreid ingaan op de overwegingen om Raymond Riemen te benoemen tot Havenman van het Jaar 2013.

De [Stichting Havenman/vrouw van het Jaar](#) bestaat uit een bestuur van vier voormalige leden van Havenpersclub Kyoto, onafhankelijke journalisten, de drie laatst gekozen Havenmannen, het laatst gekozen Jong Haventalent en drie sponsors van de [Stichting Havenman/vrouw van het Jaar](#). [www.havenman.nl](http://www.havenman.nl)



The [LEXA MAERSK](#) departing Port Chalmers bound for Tanjung Pelepas. – Photo : [Ross Walker](#) ©

## France to allow armed guards on ships to ward off pirates: PM

France will authorise the deployment of armed guards on ships as part of anti-piracy measures, a move long sought by shipping companies, Prime Minister Jean-Marc Ayrault said in an interview published Tuesday. "We will allow the use of private teams who can complement missions being accomplished by the national navy," Mr Ayrault told the *Marin Ouest-France* magazine. "Shipping companies have strongly urged this and we have heard them." International fleets patrolling the Gulf of Aden and Indian Ocean have greatly curtailed Somali piracy in recent years. Moves by some shipping companies to use armed guards aboard their vessels has also curbed the once-rampant problem. Source : [straitstimes](#)





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The **GERALDINE MANX** , inbound passing the Spijkenisse bridge at the Oude Maas  
Photo : Lia Mets ©

## CASUALTY REPORTING

### Yet another fire on board a DFDS ship

quite concerning the amount of fires they have had recently.

Broke out early Wednesday morning fire on board the DFDS ro / ro ferry **CORONA SEAWAYS** sailing between Copenhagen , Fredericia and Klaipeda. The crew was initially able to extinguish the fire that had occurred in a trailer , but then the fire flared up again .

According to Sveriges Radio was the 187 -meter DFDS freight ferry towed to the port of Helsingborg where emergency personnel were waiting to get on board to help extinguish the fire. "Right now it burns and there is a lot of smoke , but we have no clear perception size of the fire ," says Lars Anders Berg , duty fire chief in Räddningstjänsten Scania Nordväst to the Swedish news agency TT.

According to the fire chief is expected to extinguish the fire to last all morning, and he will not yet rule out that the fire could spread further .

There are supposedly dangerous goods on board the ship , which DFDS has chartered , but not on the deck where the fire occurred. The 19 crew members and 10 passengers who were on board the ferry , according to DFDS information are all safe and sound. Source : [Maritimedenmark](#) / Ferries of Northern Europe

## NAVY NEWS

# U.S. Ship Readied for Possible Syrian Chemical Arms Destruction



The U.S. government has begun outfitting a ship in its reserve ready force with equipment to enable it to destroy some of Syria's chemical weapons at sea in the event Washington is asked to assist in the effort, a defense official said on Sunday. The Maritime Administration vessel **MV Cape Ray** is being equipped with the newly developed Field Deployable Hydrolysis System, which was designed by the Defense Department to neutralize components used in chemical weapons, a defense official said on condition of anonymity. The Organization for the Prohibition of Chemical Weapons, which supervising the disposal of Syria's chemical arms, said last week the United States had offered to destroy some of the components on a

U.S. ship and was looking for a Mediterranean port where the work could be carried out.

## Marinekalender Verleden en Heden 2014 is verschenen

De Marinekalender Verleden en Heden 2014 is verschenen bij Artisan Publishing.



De inmiddels zevende editie van deze populaire kalender kijkt in de kalender terug op het jaar 2013 waarin werd herdacht dat de Nederlandse zeemacht 525 jaar bestaat. Daarom onder andere beelden uit de lange marine-historie waarin schepen van de marine op alle wereldzeeën voeren en nog varen, maar waarin op het land het Korps Mariniers, onderdeel van de Koninklijke Marine actief was en is.

Veel is er veranderd en dat brengt de kalender op de twaalf maandbladen in beeld.

De kalender, samengesteld door **Harry Faber** en **Ad de Kruijf**, is te bestellen bij **Artisan Publishing** via e-mail: [info@artisan-publishing.nl](mailto:info@artisan-publishing.nl) of [artisan@ziggo.nl](mailto:artisan@ziggo.nl) of per post: Pierre Monteuxstraat 17, 7558 ED Hengelo of telefonisch: 074 2775362. ISBN 978-90-820600-1-0.

De kalender kost 12,50 + 2,50 verzendkosten. Bestellingen worden toegezonden met factuur.



## Navy sub commander (and his wife) sent on £4,000 luxury cruise... so he could find his sea legs

A Royal Navy submarine commander was sent on a two-week luxury cruise of the Mediterranean with his wife in order to adjust to life above the waves – even though he is going to a desk job. Admiralty bosses authorised the cruise as part of an official 'Surface Ship Familiarisation' mission for Commander Paul Dunn, 43, who has transferred to a role monitoring merchant ships after spending several years on nuclear submarines. While aboard Saga's Quest for Adventure, Commander Dunn toured the ship and spoke with its crew, according to the cruise ship's captain.

Commander Paul Dunn, who is paid between £70,000 and £78,000 a year, was in charge of a nuclear submarine but recently transferred to a desk job monitoring merchant ships. Commander Paul Dunn, who is paid between £70,000 and £78,000 a year, was in charge of a nuclear submarine but recently transferred to a desk job monitoring merchant ships.

The cruise – worth about £4,000 for two people – departed from Malta and stopped off in Tunisia, Sicily, Italy, Majorca and Monte Carlo before ending up in Barcelona, Spain. Designed for holidaymakers over 50, passengers on the cruise enjoyed fine dining, cocktail parties and a host of facilities including a spa while cruising between ports. Entertainments while the officer and his wife Kathryn, 41, were aboard included a magic show and a ballet performance. Last night, Shadow Defence Minister Kevan Jones said the move demonstrated contempt for the 5,000 sailors who have been removed from service in the past three years because of defence cuts.

He said: 'Why are Royal Navy top brass living in luxury when sailors are picking up their P45s in time for Christmas?'

Details of Commander Dunn's cruise, from October 24 to November 8 this year, emerged after the Ministry of Defence answered a Freedom of Information request, referring to his voyage as a 'Surface Ship Familiarisation' mission.

The trip was sanctioned under the Merchant Navy Liaison Voyage Scheme, designed to foster relations between the Navy and commercial vessels. In the past 12 months, 53 Royal Navy and Royal Marines officers have taken advantage of the scheme.

Commander Dunn was the commanding officer of HMS Vigilant, a Vanguard-class submarine that is part of Britain's Trident nuclear deterrent. He was awarded an OBE in 2009.

Dunn went on the cruise on Saga's [Quest For Adventure](#) along with his wife. The trip would have cost £4,000 for two civilians. Dunn went on the cruise on Saga's [Quest For Adventure](#) along with his wife. The trip would have cost £4,000 for two civilians.

The cruise appears to have been authorised between his posting at the Maritime Warfare Centre at [HMS Collingwood](#), in Hampshire, and a new job at the UK Maritime Trade Operations office in Dubai – from where Royal Navy officers monitor the passage of merchant ships through the Arabian Sea to counter the threat posed by pirates.

Although it is also registered by the Merchant Navy, the [Quest for Adventure](#) is a tourist ship.

On Friday, the MoD said that Commander Dunn was on duty during the cruise, but last night they said he undertook the voyage during his annual leave. David Warden-Owen, the captain of the Quest for Adventure, since renamed the Saga Pearl II, said Commander Dunn had worn his Navy uniform on the voyage and had commented on the differences between life beneath and above the waves. Captain Warden-Owen, 68, said: 'He commented on how ships and submarines operate at a different medium and height. 'He talked to the crew and toured the engine room to get a better understanding of the limitations and exposure of a ship. He spent two weeks with us.'

Dunn is a former commander of HMS Vigilant (pictured) and was awarded an OBE for his service in 2009. Saga spokesman Paul Green said the company had met the costs of the cruise as part of the deal with the Navy.

'The Royal Navy officers who travel with us from time to time are shadowing and observing our crews. This is a job of work, so we pay the cost. We paid for Commander Dunn and his wife but we do not pay his wages.' Commander Dunn is paid between £70,000 and £78,000 a year. The MoD insisted that the trip did not involve additional costs to the taxpayer. The MoD also stressed that he paid for his and his wife's flights to Malta to meet the ship and their return journeys to UK. But last night veterans criticised the scheme as a 'jolly'. Secretary of the Plymouth branch of the Royal Naval Association, Arthur Gutteridge, said: 'When I served in the 1960s, we sailed on our own ships. I don't think there was ever time for those sort of jollies. 'I would defend senior officers, though. Perhaps they deserve a period of relaxation.' Last night, a MoD spokeswoman said: 'The aim of the Merchant Navy Liaison Voyage Scheme is to foster good relations between the Navy and Merchant Navy, providing officers with experience of Merchant Navy operations and encouraging Merchant Navy liaison in Defence matters.' [Source : dailymail.co.uk](#)



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## New German Navy Frigate Delayed

The German Navy will receive the first of four new ships ordered from **ThyssenKrupp** later than expected, the defense ministry and the company said on Monday, confirming a newspaper report. Daily newspaper Kieler Nachrichten had reported that the first of the Class 125 frigates costing US\$885 million each would be delivered in 2017 rather than in 2016 as previously planned.



It cited unspecified sources as saying a flame-retardant coating had peeled off the ship's hull, requiring some segments that had already been welded to be re-opened and causing additional costs of up to 100 million euros (\$1 = 0.7345 euros). The paper said the German military wanted the shipyards - ThyssenKrupp's Blohm + Voss and its partner Luerssen Werft - to shoulder the additional costs. A defense ministry spokesman confirmed there had been a delay, but did not provide further details.

ThyssenKrupp said a new schedule for delivery had been agreed with the navy, but also did not provide details. "The problems that occurred in the application of parts of the

internal coating have largely been resolved," it said in a statement. The 150-meter Class 125 frigate is designed to be able to remain in a crisis region for up to two years without base or dockyard maintenance, compared with nine months for previous models. It also requires a smaller crew. **Source : Reuters / MAREX**

## Indian Navy concerned over Bangladesh's decision to buy two submarines from China

There are also indications that Chinese submarines have been sneaking into Indian territorial waters in the Bay of Bengal undetected.



India is concerned with Bangladesh's decision to order two submarines from China. There are also indications that Chinese submarines have been sneaking into Indian territorial waters in the Bay of Bengal undetected. These developments have led to the Eastern Naval Command seeking more presence in the Bay of Bengal region.

"Why would Bangladesh need submarines? This decision by the government there and the ongoing strife in the country is a matter of concern for us. We also suspect that Chinese submarines are sneaking into Indian territorial waters in the Bay of Bengal region, though none has been detected as yet. This is reason enough for greater naval presence in the region. At the moment, India isn't really prepared for any conflict in the Bay of Bengal region near West Bengal due to the lack of adequate infrastructure," a senior Navy officer said.

Several measures have been proposed by the Navy in Bengal to improve the situation. While acquisition of land at Sagar Island for a missile battery is in its final stage, the ministry of defence has decided to bear part of the cost for setting up of the deep-draughted port there. This will allow naval ships to dock there and pick up supplies for patrolling the Bay of Bengal. The Navy is also going ahead with its plans for setting up an unmanned aerial vehicle (UAV) base at the Behala airfield.

"The Sagar port is of great strategic importance. As per the RITES report, there is a funding gap of nearly Rs 3,500 crore. There will be the need to base land-to-ship and surface-to-air missiles at Sagar. Apart from this, there will be need for a communications centre and radar station. During a conflict situation, an examination anchorage will be required to inspect vessels in the vicinity. This has to be within missile range. There will also be the need for storage space for rations and ammunition for ships. The infrastructure will be in place soon. Gradually, we plan to bring in moving missile coastal batteries (missiles mounted on trucks). If required, new missiles will be acquired. The MoD is ready to pump in funds for the port in Sagar as this will be crucial in the scheme of things. The Kolkata Port Trust has asked RITES to prepare a fresh financial report based on our offer," said Commodore Ravi Ahluwalia, naval officer in charge, West Bengal. The Navy doesn't believe that the floating border outposts maintained by the Border Security Force (BSF) in the Sundarbans aren't adequate to prevent any sea-bound threat to the country. The NOIC believes that anti-national elements will target that area once security is tightened along the porous land orders. The UAVs will be crucial to check this. "We are still working on land acquisition at the Behala airfield for the UAV base. We only require between 15-18 acres there for the base. The UAVs would take off from there and then their control would be handed over to a base in Sagar. The land that has been offered to us isn't quite satisfactory as there are some encroachments and the boundary isn't clearly demarcated," Commodore Ahluwalia said. **Source : IndiaTimes**

## Sunken World War II Japanese aircraft carrier-sub found off Hawaii

During the Second World War, the Japanese submarine class **I-400** was in a league of its own. The submarine measured 400 feet, nearly twice the length of standard German U-boats of the time. Also, it could serve as an underwater aircraft carrier, carrying up to three folding-wing M6A1 Seiran bombers. There were only five of these submarines made, and this recent one was found off the coast of Hawaii, sunk by the United States back in the day lest it was discovered by the then-Soviet Union. "At the time this thing was sunk, it and its sister ship were the most advanced submarines in the world," said James P. Delgado, director of the National Oceanic and Atmospheric Administration's maritime heritage program and one of two marine archaeologists aboard the **Pisces V** when it came upon the I-400 wreck, 2,300 feet down. According to Terry Kerby, the longtime operations director and chief submarine pilot



for the Hawaii Undersea Research Laboratory, or HURL, this find was "the real prize" – because it was the first submarine for the class, and the historical value. The submarine's mission was to attack and close down the Panama Canal, so as to stop the flow of reinforcements coming from the Atlantic to the Pacific Ocean during the latter part of WWII.

See also : <http://www.youtube.com/watch?v=wmjmPHNYXO8>

The five I-400 submarines were captured by the U.S. Navy, among the last remnants of the Imperial Japanese fleet, and were taken back to Pearl Harbor for inspection. But under the treaty that ended the war in the Pacific, any military technology acquired from Japan was to be made available to other Allied powers, including the Soviet Union. United

States-Soviet relations were already tense at that point and a decision was made to scuttle the vessels off the coast of Oahu rather than offer the Soviet Union access to such advanced technology. "More time could have been spent documenting them, but there was a Cold War beginning," Dr. Delgado said. "It was important to get those subs on the bottom and keep them out of the hands of the Soviets." Source : Japan daily Press

## SHIPYARD NEWS



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## ThyssenKrupp wins submarine order from Singapore

Germany's **ThyssenKrupp** said on Monday it had won an order from Singapore for two customised **Type 218SG** submarines to be built at its Marine Systems unit in the northern German city of Kiel. An industry source said the contract was likely to be worth more than **1 billion euros (\$1.36 billion)**.

**ThyssenKrupp** said Singapore Technologies Electronics, a unit of defence conglomerate **Singapore Technologies Engineering Ltd**, would co-develop the submarines' tailor-made combat system with **Atlas Elektronik GmbH**, a joint venture of **ThyssenKrupp** and **European aerospace group EADS**.

**ThyssenKrupp's Marine Systems** business makes non-nuclear submarines and high-end naval vessels. The company said in its annual financial report published last week that it saw a number of promising naval shipbuilding projects around the world, particularly in the Asia-Pacific region.

Earlier on Monday, the company confirmed a report that delivery of the first of four new ships ordered by the German Navy would be delayed due to problems with a flame-retardant coating. (\$1 = 0.7345 euros) Source : Reuters

## Shell floats hull for world's largest floating facility

The 488-metre-long hull of Shell's **Prelude** floating liquefied natural gas (FLNG) facility has been floated out of the dry dock at the **Samsung Heavy Industries (SHI)** yard in Geoje, South Korea, where the facility is currently under construction. Once complete, **Prelude FLNG** will be the largest floating facility ever built. It will unlock new energy resources offshore and produce approximately 3.6 million tonnes of liquefied natural gas (LNG) per annum to meet growing demand, the company said in its press release.

"Making FLNG a reality is no simple feat," said Matthias Bichsel, Shell Projects & Technology Director. "A project of this complexity – both in size and ingenuity – harnesses the best of engineering, design, manufacturing and supply chain expertise from around the world. Getting to this stage of construction, given that we only cut the first steel a year ago, is down to the expert team we have ensuring that the project's critical dimensions of safety, quality, cost and schedule are delivered."

FLNG will allow Shell to produce natural gas at sea, turn it into liquefied natural gas and then transfer it directly to the ships that will transport it to customers. It will enable the development of gas resources ranging from clusters of smaller more remote fields to potentially larger fields via multiple facilities where, for a range of reasons, an onshore



development is not viable. This can mean faster, cheaper, more flexible development and deployment strategies for resources that were previously uneconomic, or constrained by technical or other risks.

Prelude FLNG is the first deployment of Shell's FLNG technology and will operate in a remote basin around 475 kilometres north-east of Broome, Western Australia for around 25 years. The facility will remain onsite during all weather events, having been designed to withstand a category 5 cyclone.

Shell is the operator of [Prelude FLNG](#) in joint venture with INPEX (17.5%), KOGAS (10%) and OPIC (5%), working with long-term strategic partners Technip and Samsung Heavy Industries (the Technip Samsung Consortium).

## 360ft Blackford Dolphin oil rig arrives in Belfast from Brazil to be refurbished at Harland & Wolff

Not even Belfast's tallest building is too big to fit beneath the colossal Samson and Goliath cranes – but the 360ft [Blackford Dolphin](#) oil rig is.



The giant offshore drilling platform has made its way from Brazil to Northern Ireland for maintenance, before being redeployed to the North Sea. One of the biggest oil rigs ever to be refurbished at the [Harland & Wolff shipyard](#) was towed at a snail's pace across the Atlantic to Belfast, taking more than three months to get here.

The shipyard's landmark yellow gantry cranes, Samson and Goliath, have had to be moved along their tracks to the city end of the building dock for the 60-day duration of the refurbishment contract.

Around 1.2m tonnes of water had to be removed from what is still the longest dock in the world to accommodate the rig, which has a rated water depth of 7,000ft and a

drilling depth of 30,000 ft. Some 600 skilled tradesmen, including welders, electricians, painters and engineers have been recruited to work on the project, with around a third of the temporary workers sourced from Northern Ireland.

Once the work is complete, the rig will begin its next drilling contract in the North Sea. Aberdeen-based [Dolphin Drilling Ltd](#) awarded the contract – worth tens of millions of pounds – to Harland & Wolff for the dry-docking of the mammoth Blackford rig earlier this year. David McVeigh, head of sales and marketing at [Harland & Wolff](#), said the contract could lead to more lucrative new work in 2014. **Source : Belfast – Telegraph**

## Dalian Shipbuilding, GE connect for high-tech LNG shipping

[GE Marine](#) announced on Tuesday that it will develop a design for a gas-turbine-powered carrier for liquefied natural gas in cooperation with China's Dalian Shipbuilding Industry Co and Lloyd's Register, a British maritime risk-management concern.

The new LNG carrier, with a capacity of 170,000 cubic meters, will provide low life-cycle cost, high environmental performance and flexible design, said Brien Bolsinger, vice-president of marine operations for GE Marine. "By employing GE gas turbines, this LNG carrier design will address increasingly stringent worldwide environmental

regulations," he said. Design will commence after the shipyard receives orders, Bolsinger said. Yu Fengping, president of DSIC, the largest shipbuilding company in the country, said China requires more LNG carriers over the next 10 years to meet its growing energy needs. "The shipyard is committed to developing the next generation of LNG carriers using new technology," Yu said. Bolsinger said GE's hookup with Chinese shipyards will help upgrade that industry and increase its market share. China had \$48 billion worth of orders for container ships and other vessels in 2010, accounting for 38 per cent of the global market. But LNG orders, amounting to \$25 billion were just 15 percent of the world's total, Bolsinger said. With a market share improvement of only 1 percent in the high-value, high-tech sector encompassing offshore and LNG carriers, China would add \$40 billion of accumulated revenue growth through 2020, said Mark Hutchinson, president and CEO of GE China. If the industry could achieve a 5 percent market share improvement in the sector, it would add \$200 billion through 2020, he said. "As a partner of choice in China, our technology and innovation aligns with the industry shift to high-value vessels that operate efficiently, reduce emissions and meet critical environmental regulations," Hutchinson said. **Source : ChinaDaily**

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The **POLARCUS NADIA** and **SANCO SPIRIT** moored in Cape Town - **Photo : Aad Noorland ©**



## Euroseas Ltd. Signs Contract for the Construction of Two Fuel Efficient Ultramax Drybulk Carriers

**Euroseas Ltd.**, an owner and operator of drybulk carriers and container vessels and provider of seaborne transportation for dry bulk and containerized cargoes, announced that it has signed a contract for the construction of two Ultramax fuel efficient drybulk carriers. The vessels will have a carrying capacity of 63,500 dwt each and will be built at Yangzhou Dayang Shipbuilding Co., Ltd., member of Sinopacific Shipbuilding Group. Delivery of the vessels is scheduled during the fourth quarter of 2015 and the first quarter of 2016, respectively. The aggregate purchase price of the two newbuilding vessels is approximately \$56 million.

Aristides Pittas, Chairman and CEO of Euroseas commented: "The signing of a contract to build two Ultramax drybulk vessels, marks the beginning of a new era for Euroseas. This deal underlines our continued commitment to the drybulk sector and our strategy of conservative growth and renewal of our fleet. We believe that investing in young assets when prices are low is a sound proposition as one is to gain not only from the trading of the ships, but also from possible asset appreciation. Both vessels are of eco-design and we expect them to have an additional competitive advantage in the marketplace. This contract heralds the further growth of our company alongside with the gradual recovery of the markets that we expect." [www.euroseas.gr](http://www.euroseas.gr)

## Port of Antwerp invites expressions of interest for new opportunities in the Deurganck dock

Shipping company MSC, the second-largest in the world, aims to further expand its activities in Antwerp. MSC has officially asked Antwerp Port Authority to be able to do this in the Deurganck dock. The Port of Antwerp will organise an invitation for expressions of interest, Port of Antwerp said in its press release.

The Swiss shipping company MSC, the second-largest in the world, aims to further expand its activities in Antwerp. MSC has officially asked Antwerp Port Authority to be able to do this in the Deurganck dock. At the moment MSC, the port of Antwerp's largest container customer, already operates in the Delwaide dock where last year it handled a freight volume of around 4.6 million TEU. The Port Authority will therefore organise an invitation for expressions of interest, in an open and transparent way, in order to determine whether in addition to MSC there are other significant market opportunities of a similar nature. The Board of Directors gave the go-ahead this evening for such an invitation to be launched.

The port of Antwerp has managed to win market share in the fully containerised sector ever since the 1990s, and in doing so has developed into one of the leading European ports for the main world players. This was underscored once more in mid-October when the P3 alliance announced that it wished to opt clearly for the port of Antwerp as a European platform. P3 is an operational alliance of the three large shipping companies Maersk, MSC and CMA CGM. The intention is for it to be up and running by the second quarter of 2014, assuming approval is obtained from the competition authorities.

The choice of Antwerp as a European platform affords an opportunity for the port to further consolidate its position in the European container landscape. Antwerp's sea access, its freight handling productivity, its inland location and its cargo-generating power are significant advantages which together ensure that a maximum amount of trade flows through Antwerp.

If the port of Antwerp is to offer an adequate response to these world players in the European competitive battle, it must also offer a future scenario with opportunities for further growth.

MSC for its part has developed its European hub in the Delwaide dock, but this location on the right bank of the Scheldt does not have any more room for growth. The Swiss company has therefore officially notified the Port Authority that it wishes to expand elsewhere in the port of Antwerp to accommodate its further growth in the Benelux region, the most important container region in Europe. This is a powerful signal by a major world player, along with CMA CGM and Maersk, that it specifically wishes to consolidate in the port of Antwerp.

### Deurganck dock

Instead of the Delwaide dock MSC has opted for the Deurganck dock, where it aims to have the MSC and P3 freight handled in the existing PSA terminal, with a request to be allowed to expand the capacity. This has been prompted not only by the lack of capacity on the right bank but also by the fact that the company will start using ships of 16,000 and 18,000 TEU in the near future, and handling behind the Berendrecht lock is no longer compatible. Furthermore it is important to be able to concentrate the trade in a single terminal.

For the port of Antwerp this development in the fully containerised and deepsea containerised trade represents an exceptional opportunity, for various reasons. It will of course be necessary to examine how this can be best accommodated, but an opportunity that opens up dynamic new prospects for the Deurganck dock must be examined in the light of the practical benefit for the port as a whole.

Thus, before any possible reservation of space in the Deurganck dock, the Port Authority will organise an open, transparent invitation for expressions of interest from the market. Terminal operators will be approached for this on a wide scale. By inviting expressions of interest it will be possible to determine whether there are any other equally practical and important proposals on the market in the short term that might be incompatible with facilitating MSC and P3 trade in the Deurganck dock, or that might be made impossible by it. Based on the results of the invitation, further discussions will be held with the stakeholders, according to the opportunities for accommodation. The Port Authority will also examine the possibilities that might arise for using the Delwaide dock in future if MSC does indeed move, subject to a formal invitation for expressions of interest at a later time. *Source : PortNews*

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## Combi Lift to transport 13.70 km subsea cables for Westermost Rough Offshore Wind Farm project.



**Combi Lift** **DEFINES HEAVY LIFT**

**Combi Lift** has successfully secured a contract to transport 1400mt subsea cable, for the **Westermost Rough Offshore Wind Farm project**, from Donghae to Rotterdam.

The **Westermost Rough Offshore Wind Farm project** is situated approximately 4.5 NM off the East Coast of the United Kingdom, just north of the River Humber. The project will comprise of 35 turbines with each 6MW capacity and is estimated to provide power for up to 200,000 homes. The 13.70 km long cable will be spooled from the clients facility in Donghae via a "gooseneck" tower on to a carousel in the hold of mv "**EIT Palmina**" and transported to Rotterdam where it will be discharged directly to the wind farm project's cable installation vessel.



The completion of the cable transport (est. end January 2014) will at the same time mark the vessel's commitment to the offshore wind farm industry. Since January 2013 the mv "EIT Palmina" has completed 22 voyages from Aalborg to Belfast supplying transition pieces and monopiles for the West of Duddon Sands Wind Farm project, so except for the voyage from Europe to the Far East the vessel has been employed with transports related to the offshore wind energy sector, for approximately 10 out of 12 months.

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## Diana Shipping Inc. Announces Delivery of the Capesize Dry Bulk Carrier m/v P. S. Palios

**Diana Shipping Inc.**, a global shipping company specializing in the ownership of dry bulk vessels, announced that, through a separate wholly-owned subsidiary, it took delivery of the m/v "P. S. Palios" (formerly "JK Pioneer"), a 2013 built Capesize dry bulk vessel of 179,134 dwt that the Company entered into an agreement to purchase in October 2013.

As previously announced, the m/v "P. S. Palios" is time chartered to **RWE Supply & Trading GmbH**, Essen, Germany, at a gross charter rate of US\$18,350 per day, minus a 5% commission paid to third parties, for a period of about twenty-two (22) months to maximum December 31, 2015. The charter is expected to commence tomorrow.

This employment is anticipated to generate approximately US\$11.8 million of gross revenue for the minimum scheduled period of the charter. Including the newly delivered "P. S. Palios", Diana Shipping Inc.'s fleet currently consists of 36 dry bulk vessels (2 Newcastlemax, 10 Capesize, 3 Post-Panamax, 3 Kamsarmax and 18 Panamax). The Company also expects to take delivery of 2 new-building Ice Class Panamax dry bulk vessels during the first quarter of 2014, and 2 new-building Newcastlemax dry bulk vessels during the second quarter of 2016. As of today, the combined carrying capacity of our fleet, excluding the four vessels not yet delivered, is approximately 4.1 million dwt with a weighted average age of 6.51 years. A table describing the current Diana Shipping Inc. fleet can be found on the Company's website, [www.dianashippinginc.com](http://www.dianashippinginc.com). Information contained on the Company's website does not constitute a part of this press release.

## Castrol Cyltech CL 100 offers Advanced Corrosion Control answer

**Castrol Marine** announced it will launch **Castrol Cyltech CL 100 ACC** in May 2014. The Next Generation cylinder oil represents Castrol's considered technical response to the corrosion issues that can arise in modern two stroke marine engines, especially when ships are slow steaming.

**Castrol Cyltech CL 100 ACC (Advanced Corrosion Control)** is a newly formulated 100BN lubricant developed for the latest generation of engines. Its introduction to the portfolio follows rigorous testing and trials of new ACC technology that drew on Castrol's early identification of corrosion in the latest engine types when running on higher sulphur content fuels at part load. Castrol's confidence that **Cyltech 100 ACC** is the right oil for the right job is based

on significant wear reductions seen with this new technology compared to its previous generation lubricants. Cyltech CL 100 ACC will be made available to customers in major ports from May 2014.

“**Castrol Cyltech CL 100 ACC** is not simply an existing oil that has been up-treated to give a higher BN,” says Jonathan Hutchinson, Castrol Marine Marketing Director. “It is based on a new chemistry that we have been developing over the past two to three years to reflect technical challenges set by modern super long stroke engines. These operate at higher pressures causing higher dew points and increased sulphuric acid formation, which in turn can result in severe corrosive wear, particularly where higher sulphur fuels are used and the engine is operated at lower loads. Acid neutralization has proved critical in part load conditions when using high sulphur fuels. **Cyltech CL 100 ACC** includes a pioneering technology formulated to deliver advanced corrosion control. This ACC technology contains innovative surface acting agents, protecting cylinder liner surfaces more effectively and longer than our previous generation cylinder lubricants.”

For several years, Castrol has been gathering evidence of cold corrosion where mid-range BN cylinder oils have been selected for slow steaming as a single solution for HFO across a full range of sulphur content and has been a lone voice in advocating the use of higher BN. Progressively restrictive ‘no objection’ circulars from MAN Diesel & Turbo and Wärtsilä on mid-range oils have validated Castrol’s position.

High profile owners have reported cold corrosion in operational large bore engines after adopting mid-range cylinder oils, which was only rectified following replacement by Castrol Cyltech 80 AW, Castrol’s current higher BN lubricant.

“Revised OEM customer guidance and customer experiences have moved the new engine market decisively in favour of higher BN cylinder oils which Castrol had been promoting for the past two years,” says Jonathan Hutchinson. “Our ACC technology represents a further commitment by us to help ensure safe, fuel efficient engine operation in the slow steaming era, using products that are proven to help reduce maintenance costs and lengthen equipment life.”



The **GOLDEN PRINCESS** moored in in Ensenada, Mexico on December 2, 2013.

Photo : Ronald de Bloeme ©

## **DNV GL and SDARI introduce new Green Dolphin bulk carrier concept**

**DNV GL** and **Shanghai Merchant Ship Design & Research Institute (SDARI)** have introduced the **Green Dolphin 575** concept design for a handymax bulk carrier. This second design builds on the success of the handysize Green Dolphin 38 for which around 80 orders have been placed with the major share to DNV GL class. Green Dolphin 575 aims to be fuel and energy efficient, robust and reliable, operationally flexible and able to meet current and future environmental regulations. It uses technologies that are already available for commercial use, so it can meet ship owners’ current needs in tight market conditions, the company said in its press release.



The **Green Dolphin 575** is a 190m long Common Structural Rules (CSR) compliant handymax bulk carrier with five cargo holds. It is available in single hull standard or double-hull (open hatch) configurations.

Similar to the **Green Dolphin 38**, the hull is designed to achieve optimal fuel efficiency without compromising on strength and operational flexibility. New for this project is that the hull's performance in waves has also been addressed through model testing and calculations of the added resistance on a given trade route. An operating profile consisting of full load and ballast conditions at service and slow-steaming speeds was evaluated.

"These design imperatives were chosen based on an extensive market analysis together with input from many ship owners and ship operators," says Michael Aasland, Segment Director Bulk carriers, DNV GL. "We have achieved a design that has an EEDI rating 20 per cent below the IMO reference line for bulk carriers, and in keeping with IMO imperatives, the vessel is prepared for shaft torque and fuel consumption monitoring systems that support SEEMP and EEOI requirements."

Engine configuration and emission-reduction technologies have been carefully evaluated, says Mr Aasland. The **Green Dolphin 575** is designed to comply with current and future expected local and global emission regulations through several different alternatives: a switch to low-sulphur fuels, the installation of exhaust-gas cleaning systems or dual-fuel operation with LNG. The core design has an efficient Tier II long-stroke, low-speed main engine and a large-diameter slow-rotating propeller. As a result, main engine fuel consumption is about 22.8 t/day at CSR condition with a 15 per cent sea margin. The vessel is prepared for cold ironing, and cargo handling operations are performed by four energy efficient electric deck cranes with variable frequency drives that reduce energy consumption, are non-polluting and maintenance-friendly. Other features include a citadel for crew protection and compliance with the revised code on noise levels on board ships. **SDARI** and **DNV GL** have used their combined and complementary expertise to deliver the **Green Dolphin 575** concept design. Next, **SDARI** will carry out basic and detailed design to move the concept towards production. DNV GL will carry out approval in principle. **Source : PortNews**

## Seadrill Limited sells the semi-submersible rigs West Leo and West Sirius to Seadrill Partners LLC

**Seadrill Limited** announced that it has entered into an agreement with Seadrill Partners pursuant to which the Company will sell to (i) **Seadrill Operating LP**, the Company's 70% owned subsidiary, all of the ownership interests in the entities that own and operate the semi-submersible drilling rig, the **West Leo**, and **Seadrill Capricorn Holdings LLC**, the Company's 49% owned subsidiary, all of the ownership interests in the entities that own and operate the semi-submersible drilling rig, the **West Sirius**. The Leo Acquisition and the Sirius Acquisition (collectively, the "Dropdowns") will be accomplished through a series of purchases, contributions and assumptions of debt. The Dropdowns are subject to the satisfaction of certain closing conditions, the company said in its press release. **Source : PortNews**

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## CORRECTION

In **newsclippings 335** of last Sunday a photo could be found of the **LADY NONA** loading 4 elec- locomotives, an error was made about the loading location, the elocs were loaded at the **SUPERMARITIME TERMINAL** at the Scaldiaharbour in **Vlissingen**, but using the **Verbrugge** cranes – *sorry for the confusion ! ☺*

## Inchcape Shipping Services celebrates 300+ office milestone

**Inchcape Shipping Services (ISS)**, the world's leading maritime services provider, is celebrating the further expansion of its global footprint, following the opening of a new office in Map Ta Phut, Thailand.

This new opening takes the ISS worldwide network to over 300 offices, a significant achievement in the company's 160 year history. It follows other recent openings on the Adriatic and the West Coast of Africa, and demonstrates ISS' commitment and alignment to its customers, by strategically expanding where and when required.

The new office, ISS Thailand's second, is based in the country's largest industrial port in the Gulf of Thailand, 150 miles from Bangkok which is part of the region's Eastern Seaboard Development plan, an ongoing economic and infrastructure programme which is now the centre for the country's export industries. This latest opening will enable ISS to strengthen its network in the region and provide a more localised service in Thailand.

Map Ta Phut port has the facilities to handle liquid, bulk, container, heavy lift and multipurpose cargoes and ISS Thailand has already signed contracts with a number of clients to service port calls out of its new office.

Comments **Romi Kaushal**, ISS Executive Vice President of Operations, Asia Pacific: "We are pleased to announce that our Map Ta Phut office is not only open but marks an important milestone taking us to over 300 offices worldwide across 66 countries. "With new clients already on board, our team lead by Captain Sunchai Sanguanpao, has done a great job and we opened for business in record time."

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



The newbuilt JU2000 "**WEST CASTOR**" from JSL, Singapore arriving at the Muara anchorage at Brunei. She was towed by the two PRM vessels "**PACIFIC SUPERIOR**" and "**PACIFIC 2000**" Photo : Richard Qualm - GL NOBLE DENTON Thailand ©