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**The crewtender KRVE 60 operating in Rotterdam – Photo : Piet Sinke ©**

# IN MEMORIAM

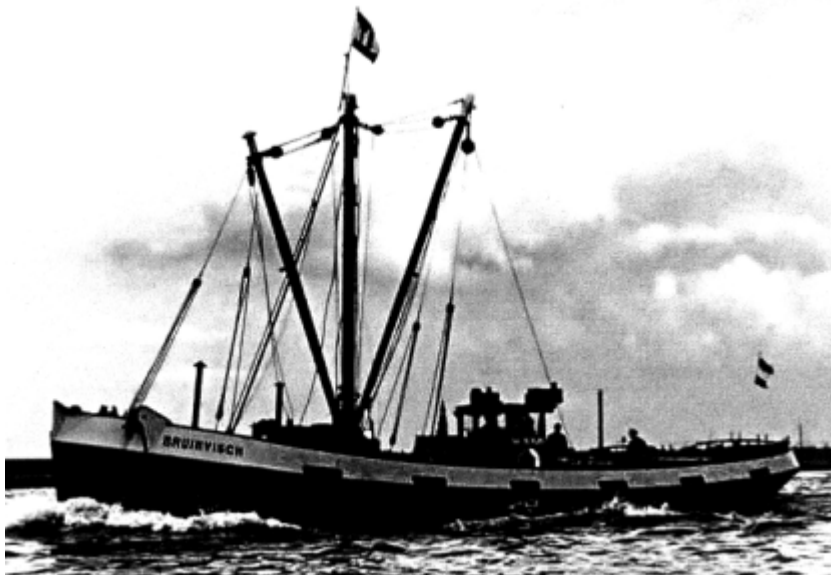
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## PIETER CORNELIS DE JONG

03 april 1936

28 februari 2013

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Er is gelegenheid tot condoleren op dinsdag 5 maart van 19:00 tot 20:15 in de Immanuel kerk. Lange Boonenstraat 5 te Maassluis

De dankdienst zal plaats vinden op woensdag 6 maart om 10:30 uur in de Immanuel kerk, aansluitend begeleiden we Pieter te voet naar zijn laatste rustplaats op de Algemene Begraafplaats Willem de Zwijgerstraat 36 te Maassluis

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March 1<sup>st</sup> HAL's **ROTTERDAM** on the return trip from Indonesia to Rotterdam visited Singapore as seen from the Singapore cable car – **Photo : Roel Knigge ©**

## Seafarers' charity welcomes launch of National Ferry Fortnight

Seafarers' charity the **Apostleship of the Sea** has welcomed the 2013 launch of National Ferry Fortnight and the focus it gives to the hard work of ferry crews. Each year the Passenger Shipping Association promotes a National Ferry Fortnight. This year's two-week event will take place from 2-16 March. The fortnight is designed to improve awareness of the UK's 50 ferry routes.

In ports around Great Britain, and around the world, the port chaplains of the **Apostleship of the Sea** visit ferry crews, to support the crew when needed and to lend a friendly face and a listening ear, providing practical and spiritual support for each and every crew member.

Ferry crews and staff are, without a doubt, one of the critical success factors for a safe and smooth voyage. Happy, professional crew not only enhance the passengers' experience, but also promote the safe and efficient operation of the vessel. However, being a member of crew on a ship can be stressful. Factors such as prolonged separation from family and the proximity of so many people living and working together can exacerbate the effects of stress on crew members. Outlets and opportunities to talk and be heard for crew are important for their wellbeing so that they can continue to work and live in a professional and happy environment. The impact of AoS port chaplains is therefore crucial. They offer emotional support to crew and at Christmas and Easter will arrange for religious services for Catholic seafarers from countries such as the Philippines. **Source: Apostleship of the Sea**







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The **KING SEAWAYS** arriving in IJmuiden Photo : Ronald Ribbe – <http://www.rorifocus.nl> ©

## North Sea platform leak sparks evacuation

The **TAQA oil company** says dozens of workers have been evacuated from a North Sea oil platform after a hydrocarbon leak was detected.

The Abu Dhabi-based company says 71 of the 145 workers on the **CORMORANT ALPHA** platform were taken off the rig off the northeast coast of Scotland on Saturday. The company says in a statement that no hydrocarbons spilled.

The company says the leak in one of the platform legs was discovered during maintenance. The platform and all pipeline infrastructure were shut down as a precaution. The installation is situated about 95 miles (150 kilometers) northeast of Lerwick on Shetland Island.

The incident marks the second time this year that the platform had to be partially evacuated following the discovery of a leak. **Source : Houston Chronicle**



The **VOS TRAVELLER** enroute Stellendam - Photo : Leen van der Meijden ©





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## Evergreen retains top cargo firm status

**Evergreen Marine Corp.** ranks number one among other Asian marine cargo corporations in the comprehensive performance category, Containerization International (CI) announced. The CI, a famous magazine providing marine cargo information, said that **Evergreen Marine** was also ranked number one in the category of shipping schedule adjustment consultative services. The CI ranked all the marine cargo corporations on various categories based surveys conducted with clients in Europe, Asia, and America from January, 2012. According to the CI, Evergreen were especially well-known for its excellent customer service performance. The CI quoted a Chinese client's opinion, saying that Evergreen Marine was much more active when responding to clients' demands. Evergreen Marine said that it is the company's goal to fulfill clients' requirements, and it will continue to assist its clients in grasping their commercial pursuits. **Evergreen Group** founder and Chairman Dr. Chang Yung-fa received a Lifetime Achievement Award from the CI on October, 2011. According to the CI, eight categories were listed for the ranking, including the accuracy of bills, the punctuality of bills of landing and shipping schedule, the flexibility of shipping price, the convenience to receive empty cargos, shipping schedule adjustment consultative services, and comprehensive performance. The CI, funded in 1967 with headquarters in London, is the most longstanding media source and think tank regarding marine cargo business. The CI has been holding annual Containerization International awards to praise the extraordinary achievements of corporations and individuals. **Source: China Post**

## MV Tipu Sultan begins voyage to the scrap



Lakshadweep administration's iconic passenger ship **MV TIPU SULTAN**, which was condemned a few years back, has been brought to **Steel Industrials Kerala Ltd (SILK)** at Azhikkal near here for dismantling the same. It was decided to scrap the ship, which is nearly 36 years old, after the Marine Mercantile Department (MMD) declined seaworthiness certificate to it nearly four years back, and also it was found that the repairing of the ship after drydocking would cost huge amount.



It was a private company based on Kochi, which finally bought the ship for nearly Rs three crore and assigned the responsibility of dismantling it to SIKL, a public sector undertaking, which has ship building and ship breaking units in Azhikkal. Though the

Lakshadweep administration had

floated tenders twice earlier there were no takers of the ship apparently because the evaluator had fixed Rs 4.6 crore the minimum value of the ship, and it was brought down later. The ship which started the last voyage from Mattancheri wharf on Thursday evening anchored at Azhikkal on Saturday afternoon. Though we had undertaken many such projects in the past, it is for the first time that we are taking up such a big assignment," said A Abid, managing director, SILK. He said it would take more than four months to dismantle the ship. Though there are many ships operating in Kochi-Lakshadweep route, this all-weather ship with a capacity to carry around 680 passengers was the most popular among them. The responsibility of operating the vessel was with the Shipping Corporation of India (SCI). **MV TIPU SULTAN**, which was originally built in Greece, was given to the Lakshadweep Administration in 1988 by the then Prime Minister Rajiv Gandhi after renovating it in Singapore **Source Indian times**



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The **OOC JAGUAR** operating Offshore Angola. Photo : Peter Lankester ©

## Statesman tug launched on Humber after treacherous trip from Turkey

**A MULTI-million-pound tug has been launched in the Humber after a stormy voyage from Istanbul.**

The £4m **STATESMAN**, a high-tech vessel built in Turkey in July, has been bought by Hesse firm **SMS Towage**. It joins the company's fleet of ten vessels already in the estuary and will bring heavy tankers and cargo ships to dock in Immingham. Captain Gareth Bonner braved a 6m swell and gale-force winds to bring the vessel over from Turkey. He said: "We had some big waves and bad seas. "As a captain, it's up to you to balance the damage the vessel might take with keeping to schedule. "You've got two choices – smash your way through it or run for shelter."



The **STATESMAN** and her crew were holed up off the coast of Algeria for 18 hours while storms howled around them.

But she made it to Hull in perfect condition in time for a naming ceremony at William Wright Dock yesterday.

Owner Paul Escreet said he was proud of the new boat, which benefits from an advanced motor system. He said: "We felt we had an opportunity within our operation for a new tug. "I was very impressed by this vessel and it's a very modern, well-designed ship. "She will be put to work in Immingham berthing and unberthing larger vessels that come into dock." The new tug is equipped with azimuthing thrusters, which can be turned through 360 degrees. These allow excellent manoeuvrability in small spaces, which is useful for any boat designed to operate close to docks. Mr Escreet said: "Manoeuvrability is the key. "She will be working in tight spaces against heavy tides and strong currents. "The propulsion units can spin through 360 degrees so you can put your thrust in any direction you need."

The Humber operates a system where any vessel weighing more than 50,000 tonnes must be brought into dock by tugs. The **STATESMAN** will be able to work in tandem with other vessels to pull even larger ships. She was launched with the time-honoured tradition of smashing a bottle of champagne against her hull. The naming was done by Mary Jane Roach from Texas, the wife of Mr Escreet's long-time business associate Steve Roach. She said: "It was a once-in-a-lifetime opportunity. "I wouldn't have missed this for anything." This was the couple's third visit to Hull, a city they love. Mr Roach said: "You can't get good fish and chips in America." SMS was set up by Mr Escreet ten years ago and business is booming despite the economic downturn. His tugs service a wide range of vessels coming into the port. The company also works in the Bristol Channel. Mr

Escreet said: "We cover a very good cross-section of the clients who are using the river." Source : [thisishullandeastriding](#)



The **PACIFIC ORCA** installing the **H7 platform** at the Bard Field  
photo : **FLYING FOCUS** luchtfotografie - [www.flyingfocus.nl](http://www.flyingfocus.nl) (c)

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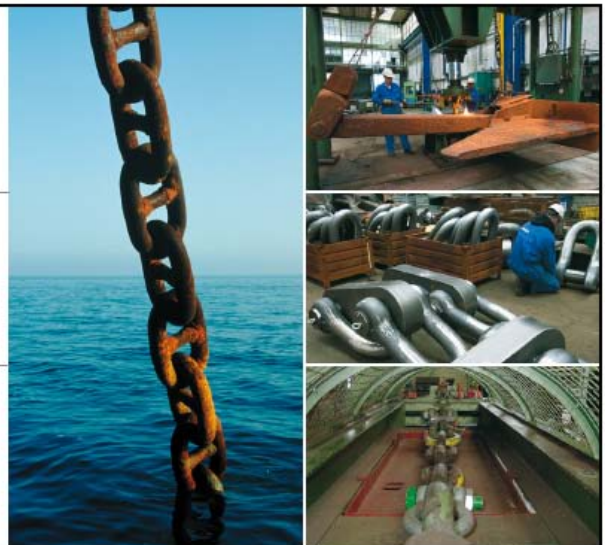
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**Noble Bull 1, HOS Centerline, Dionne Quest, TLP Shell Mars A and the Highland Rover.** Operating in the GOM Olympus field. **Photo : Audacia bridge team ©**

## EU Awards €4.3 Million to Mare Nostrum Project to Explore Ways to Preserve the Mediterranean Coastline

European Union (EU) has awarded the **international Mare Nostrum** consortium €4.3 million to explore new ways of preserving the Mediterranean Sea and its coastline.

The three-year project is aimed at bridging the legal-institutional gap in the implementation of existing policies on integrated coastal zone management (ICZM) in the Mediterranean region.

Mare Nostrum, which is led by the Technion - Israel Institute of Technology, will be funded as part of the European Neighbourhood Partnership Instrument - Cross-Border Cooperation in the Mediterranean (ENPI-CBCMED) program.

"The Mediterranean Sea has for millennia served the people living on its shores as a precious common resource," said Prof. Rachelle Alterman, the founder and coordinator of Mare Nostrum. "Yet despite decades of efforts to protect it, a complex mosaic of legal and institutional regimes has prevented their full implementation."

"The project's primary goal is to contribute to bridging the gap between the ideals of coastal zone management and its actual effects on the ground at the local, national and cross-border levels," she said. Prof. Alterman, an internationally acclaimed expert on land-use planning and law, added that Mare Nostrum will pursue a strategy of identifying local impediments to implementation and leveraging insights gathered from local successes into improved policy-making across the region.

Through knowledge exchange, the project will also lead to improved dialogue and cooperation across national borders and the development and dissemination of new tools for realistic implementation of ICZM among Mediterranean Basin countries and beyond. Mare Nostrum is comprised of 11 partner organizations from Malta, Greece, Israel, Jordan and Spain, including leading research institutes, city governments, environmental NGOs and port operators. In addition, experts from Germany, Turkey and Italy will advise the team. Mare Nostrum will hold its opening conference at the Technion in Haifa, Israel on 3-6 March 2013. **Source: Mare Nostrum**

An advertisement for Multraship Towage &amp; Salvage. It features a large blue and yellow logo with the text "MULTRASHIP TOWAGE &amp; SALVAGE". Below the logo, the website "www.multraship.com" and the phone number "+31 (0) 115 645 000" are listed. The background of the ad shows a large cargo ship being assisted by a tugboat in a harbor setting.



Seaway Heavy Lifts **OLEG STRASHNOV** and **STANISLAV YUDIN** during installation of tripod foundations at the Borkum West wind turbine farm

Photo : FLYING FOCUS luchtfotografie - [www.flyingfocus.nl\(c\)](http://www.flyingfocus.nl(c))

## Jacht in brand op Marsdiep.



Aan boord van een jacht op het Marsdiep bij Den Helder is brand afgebroken. Deze melding van de Verkeerscentrale Den Helder kwam gisteren (Zondag) om 15.00 uur op het Kustwachtcentrum Den Helder binnen. Direct is de reddingboot van station Den Helder van de **Koninklijke Nederlandse Redding Maatschappij** gealarmeerd. Daarnaast is een vaartuig van de Marine Bewaking en de Marine brandweer ter plaatse gegaan. De enige opvarende



zag kans het jacht tegen de dijk bij het Marine terrein te zetten en zelf de wal te bereiken. Hij is ongedeerd. De brandweer is nog doende met bluswerkzaamheden. Voor de zekerheid is een ambulance naar de plaats van het incident gestuurd. **Bron : Kustwacht centrum**



The 2011 built ITA flag 10,800hp anchor handling tug **ALMISAN** entering Grand Harbour, Malta on Sunday 3<sup>rd</sup> March, 2013 for the first time bound to **Palumbo Malta Shipyard Ltd.**

**Photo : Szabolcs Pozca - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**

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## Ackermans & Van Haaren reports on DEME's latest fiscal year

**Ackermans & Van Haaren**, which owns Belgian dredging and marine contractor DEME, says DEME ended 2012, which it described as a "transitional year" with a net profit of Euros 89.4 million. "The results of the second half of the year showed a firm recovery," said the company. "By winning some major new contracts in Australia, Africa, the Middle East and in offshore wind, DEME's orderbook closed at Euros 3,317 million." **Source : Dredging News Online**



The **CAPE HARMONY** assisted by Iskes **HERCULES** in Ijmuiden – **Photo : Marcel Coster ©**

## Surge in oil exploration to buoy vessel firm

Listed shipping operator **PT Wintermar Offshore Marine (WINS)** said that the promised profusion of oil and gas exploration would support the company this year, and potentially aid the company in going beyond its targeted fleet expansion.

Pek Swan Layanto, head of corporate planning at WINS, said the aim of the government to increase domestic oil and gas production would spark an increase in exploration, which in turn would boost the offshore marine business. "We are planning to add eight more ships to our fleet this year," he said.

"However, seeing the [exploration] growth trend and our positive performance in the first half of the year, we believe that we will surpass our target," he said. As of January, the company has booked contracts worth US\$193 million. The company has prepared capital expenditure of \$60 million to acquire the eight ships. This year alone, the company has received two ships — the first an offshore barge measuring 330 feet.

The second ship, the **WM NATUNA**, was built by **PT WM Offshore** at their dockyard in China for a total cost of \$20 million. WM Offshore is a subsidiary of WINS, which owns a 51 percent stake, with the remaining shares owned by **PT Meratus Line**.

WM Offshore financed 30 percent of the vessel-building expenses and sourced the remaining 70 percent from external loans.

The **WM NATUNA**, a platform supply vessel (PSV), is currently docked at the **ASL Shipyard** in Batam. The ship, with a 3,500 dead weight tons (dwt) capacity, will transport cargo such as mud, pulverized cement, diesel fuel and potable and non-potable water from oil and gas rigs across Bintuni Bay in West Papua.

WINS is the only domestic company to operate this type of vessel. The company has two other PSVs, the WM Makassar and WM Sulawesi, traversing the Natuna Sea in the Riau Islands and the Makassar Strait, respectively. The company has a fleet of 64 ships in total.

Frank Menaro, **Meratus Line's** asset director, said that the **WM NATUNA**, equipped with high technology, could overturn the dominance of foreign-owned ships in the offshore marine service business.

"The business has been dominated by foreign companies for a very long time, and we only made our entry into the business recently," he said. He added that the company had collaborated with WINS for the last three years.

**Source: Jakarta Post**





13-03-2013 : **SIMAR ESPERANCA** passing Rendsburg in the Kiel Canal, Photo : Ian Wetherill ©



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## Tallink Grupp posts 2012 net

The leading passenger shipping company on the Baltic Sea AS Tallink Grupp managed to increase the unaudited consolidated revenue by 4 percent to 943.9 million Euros in the financial year 2012. According to the company's release, the unaudited net profit reached 56.3 million Euros, which is 49 percent or 18.6 million Euros more than the previous year.

The main contribution for the growth in total revenue in 2012 came from the increase from shops and restaurants sales by nearly EUR 30 million. The ticket sales have been under pressure throughout the 2012 year due to bad weather and tight competition. The positive development on shop and restaurant sales continued also in the fourth quarter showing 6% increase on absolute terms and 5% increase per passenger basis when compared to the fourth quarter of the previous year. Noticeable impact to the year's net profit came from the earlier closure of Finland-Germany route and the following profitable charter of the related vessels. In the fourth quarter (1st of October- 31st of December) of the 2012 financial year the company carried 2.1 million passengers, which is 1 percent more compared to the same period last year. The consolidated revenue of the fourth quarter increased by 4 percent to 222.8 million Euros. The net profit of the fourth quarter was 5.7 million Euros compared to the net profit of 0.6 million Euros in the same period last year.

During 2012 Tallink has focused on upgrading and improving the visibility and appearance in the electronic sales channels. The new consumer marketing web pages were upgraded. Throughout the year the new version of online booking engine was developed and is currently in the testing phase. The customer friendliness, usability, convenience and price transparency of online booking have been the main focus areas. Tallink's mobile booking application became available for Android and Apple mobile platforms.

In 2012 financial year the interest bearing bank debt was reduced by 119.2 million Euros or 12.4 percent. The net debt at the end of 2012 was 774 million Euros and the net debt ratio to EBITDA was 4.68. At the end of December 2012 the Group had nearly 66 million Euros in cash and equivalents and the total of unused credit lines were 50 million Euros. The total liquidity, cash and unused credit facilities at the end of the fourth quarter were 116 million Euros providing a strong position for sustainable operations.

AS Tallink Grupp and its subsidiaries transported a total of 9.26 million passengers in the 2012 financial year which is 1.3 percent more than year before



01-01-2013 " Biglift's **TRACER** at Port Fourchon for discharging **Heerema Marine Contractors** cargo ex Flushing (NL) – Photo : **Mike van der Plas** (c)

## **NAVY NEWS**

# **US combat ships try to stay afloat amid billions in budget cuts**

**With US\$500m shaved off the Pentagon's budget, a vessel like the **Blue Ridge**, already 43 years old, must keep running for decades more**

Consider this a tale of two ships - one old, one new and both reflective of the budgetary problems now facing the US Navy as it faces a decade of cuts.

Hong Kong this weekend plays host to the **USS BLUE RIDGE**, flagship of the US Seventh Fleet and one of the navy's oldest vessels. Steaming to Singapore, meanwhile, is its newest - the **USS FREEDOM**, the first of the new so-called littoral combat ships to be based there, designed for speed, stealth and shallow water.

The Blue Ridge's commanding officer, Captain Will Pennington, said his crew was working hard to prepare the vessel for a major inspection in May - all part of a plan to keep the 43-year-old ship running for another 30 years. That means the storied Blue Ridge - a veteran of the first Gulf war and the evacuation of Saigon at the end of the Vietnam War in 1975 could be over 70 by the time it is finally scrapped.

The Japan-based vessel is already the US Navy's oldest forward-deployed ship, not having returned to the US since 1979. Preparing for the inspection is hard work, Pennington said, "for a ship as old as this one is".

Essentially a floating remote command platform for the entire Seventh Fleet - the core projection of US power across Asia - the ship's communications and radar systems are state-of-the-art even if its strong hull and heavy brass fittings speak to another age. "They just don't build them like this anymore," one officer said. "The brass just lasts and lasts - the key is what is in there," he added, pointing to the nest of radar domes on the decks.



Not even the navy's newest ship, however, can escape the pressures of the US\$500 billion that must be shaved off the Pentagon's budgets over the next decade in a programme of cuts that started this weekend. How the US Navy copes with the cuts is being closely watched across the region - by a Beijing increasingly leery of being contained by the US and by American allies and partners relying on Washington as a counter-balance to China's military rise.

The **USS FREEDOM** heads from San Diego to Singapore amid a continuing debate about the role of the littoral combat ships and their expenses. The ships are designed to be swiftly outfitted to cope with a wide range of demands, from submarine hunting to destroying mines or humanitarian missions. Stealthy and fast - they are capable of 40 knots - they are designed to gradually replace the work of ageing frigates and operate in shallow waters. The **FREEDOM** is expected to arrive in Singapore in mid-April after stops in Guam and Hawaii.

Two different types of vessels are being produced in two different shipyards, with costs soaring to US\$400 million per vessel, while naval strategists are still figuring out how best to deploy them. Private US naval analysts are questioning their ability to withstand a direct hit while others ponder their support costs, Bloomberg reported last week.

"You look at the LCS and all the problems it's had and what appears to be a limited upside - that certainly looks like an attractive target for cuts," said Ben Freeman, a national security expert at the Washington watchdog group, the Project on Government Oversight.

While the PLA has no similar ship to the **FREEDOM**, one private PLA analyst said it was not big enough to "spook" Beijing, unlike the larger US destroyers, with their Aegis battle systems. The ships would be used mostly to support US alliances in Asia, rather than pose a new operational threat. "The LCS remains a bit of an oddball," he said. **Source :** South China Morning post



Quelques photos de la barge cherbourgeoise Navy International avec un chargement de differents petits navires pour les chantiers de déconstruction au Havre.

J'ai remarqué que la barge etait legerement gité sur l'arriere babord et qu'une équipe était en train d'installer deux pompes pour évacuer de l'eau. Y a t'il eu un probleme pendant l'acheminement depuis Brest ?

**Photo : Fabien Montreuil (c)**

## **SHIPYARD NEWS**

# **New Cutter Suction Dredger Launched by IHC Merwede**

IHC Merwede has launched the first **IHC Beaver® 65 DDSP** at the company's Slidrecht shipyard in The Netherlands. The successor to the highly successful **IHC Beaver® 6518** is part of the renowned **IHC Beaver®** series of standard cutter suction dredgers.

The new vessel has been designed with a Directly Driven Submerged Pump (DDSP) mounted on the cutter ladder. This feature means that it is possible to dredge at high-mixture densities, as there will be no limitation on the vacuum – even at larger dredging depths.

By driving the DDSP directly with the prime mover – a diesel engine – energy losses are kept at a minimum, as the conversion to electric or hydraulic energy is not required. The patented pivoting gearbox is reliable, safe and free of maintenance.

The **IHC Beaver® 65 DDSP** can be set to work on inland waters and the sea. The latest innovations and technologies have been incorporated into the vessel, making it more reliable, efficient, easy to maintain and productive. After the launch event, the new dredger was towed into **IHC Merwede's** harbour in Slidrecht, where it will be tested and prepared for shipment. **Source: IHC Merwede**

## Nevsky Shipyard starts mooring trials of dry-cargo carrier Neva-Lider 3

**Nevsky Shipyard, LLC** started mooring trials of the third in the series of 10 dry-cargo «river-sea» type vessels of 7,150 dwt RSD49 project (Yard No 403), shipyard's press center informs.

The Customer - North -Western Shipping Company, JSC. Designer - Marine Engineering Bureau-Design-SPb, JSC



**Nevsky Shipyard LLC**, a subsidiary of **JSC North-Western Shipping Company** (part of UCL Holding), is located 40 km from Saint-Petersburg in Shlisselburg on the left bank of the Neva River. The company has been engaged in shipbuilding since 1952. **Nevsky Shipyard** builds sea-going and river vessels of various types and purposes and provides all kinds of ship repair. **Nevsky Shipyard's** slipway allows launching and lifting for repair 140-m-long vessels with dock weight of up to 3,000 tons.

## PPL Shipyard secures order for a jack-up rig worth US\$208m from Perisai

**Sembcorp Marine's** subsidiary **PPL Shipyard** has secured a repeat order to build a second **Pacific Class 400** jack-up rig worth US\$208 million from Perisai (L) Inc, a wholly-owned subsidiary of Perisai Petroleum Teknologi Bhd, the company reports.

Scheduled for delivery in the second quarter of 2015, the second jack-up rig will be built based on PPL Shipyard's proprietary Pacific Class 400 design with similar specification to the first jack-up unit, now named Perisai Pacific 101, secured in May 2012. Incorporating the latest drilling equipment for improved drilling efficiency, offline handling features and simultaneous operations support, this high specification rig is capable of operating in deeper waters of 400 feet and drilling high pressure and high temperature wells to depths of 30,000 feet. The rig will be equipped with full hotel services for a complement of 150 persons on board in 1-man cabins and 2-men cabins.

En. Izzet Ishak, the Managing Director of Perisai Petroleum Teknologi Bhd said "We are delighted to have PPL Shipyard as the builder of our second jack-up rig unit. We are pleased with the progress of **Perisai Pacific 101**, our first unit currently under construction at the shipyard and look forward to strengthening this close cooperation with the building of our second rig unit. We are confident that **PPL Shipyard** will achieve the timely deliveries of both rigs and meet our stringent requirement for quality, safety and reliability."



Mr Douglas Tan, Managing Director in **PPL Shipyard** said “We are very pleased that Perisai has chosen to order the second Pacific Class jack-up rig with us. This repeat order is a reflection of the optimism that the owner has in the jack-up rig market. It is also an endorsement of our design and our ability to deliver on schedule and within budget. Our proprietary ownership of this design offers us the flexibility to provide custom-design turnkey solutions to meet the unique requirements of our clients and the field operators.”

The contract is not expected to have any material impact on the consolidated net tangible assets and earnings per share of Sembcorp Marine for the year ending December 31, 2013.

**PPL Shipyard**, a subsidiary of **Sembcorp Marine**, is an integrated rig design and rig building yard with proven track record in the building and servicing of jack-up and semisubmersible rigs. To-date, the shipyard has built 52 jack-ups, 6 semi-submersibles and 4 swamp barges. Its flagship **Pacific Class 375 jack-up design** saw a total of 27 units delivered. In 2010, the shipyard launched the enhanced **PPL Pacific Class 400 series** which saw a total of 9 rigs ordered and to-date, a total of 4 units have since been delivered. Perisai (L) Inc. is a wholly-owned subsidiary of Perisai Petroleum Teknologi Bhd, a Malaysia based upstream oil & gas service provider listed on the Malaysian stock exchange of Malaysia. The Perisai Group owns a fleet of strategic oil & gas vessels and facilities supporting the exploration, development and production phases of offshore oil & gas fields both in and out of Malaysia. The Perisai Group continues to focus on its area of strength by seeking continuing investments in value adding, earnings accretive, strategic offshore oil & gas vessels and facilities.

## ROUTE, PORTS & SERVICES



The **IVER PROSPERITY** outbound at the Westerscheldt River – Photo : Henk de Winde ©

## Govt at sea over new port location

Where will the new port Union finance minister P Chidambaram announced for the state in his budget speech would be located? If the state has its way, it could be in Ramayapatnam in Prakasam district. But construction of the port here could invite legal trouble due to opposition from the Krishnapatnam Port Company and any delay in zeroing in on the location may prove costly for the state. A central technical team had visited three proposed locations recently--Nakkapalli in Visakhapatnam district and Duggirajapatnam and Ramayapatnam in Prakasam district. The Indian Navy

had objected to the development of a port close to their yard, and so did the Indian Space Research Organisation (ISRO) over the Duggirajapatnam location. According to sources, the central team finally settled on Ramayapatnam and the state too is said to be in complete agreement on the location.

With the Union shipping ministry having endorsed the location of Ramayapatnam for the port, only a clearance from the Union cabinet is needed. However, for reasons unknown, the Union cabinet in its meeting of September 30, 2012, did not clear the proposal, though the matter was on the agenda. Strangely, Chidambaram too did not name the location in his budget speech, but spoke of Sagar in West Bengal where the other new port will be located.

According to sources, the state is in the process of overcoming objections from the Krishnapatnam Port Company. The Krishnapatnam port is located in Nellore district, and is less than 100 km from Ramayapatnam. The Krishnapatnam port developer has raised objections over port in Ramayapatnam on the ground that it would fall within the exclusive zone of 100 km granted to it and, therefore, it would be a violation of the agreement it had entered into with the state government.

However, the state has set its eyes on Ramayapatnam. "The original concessional agreement with Krishnapatnam port was amended in 2004. Now, we can amend it again. The state government has all the powers to override, overrule and change the agreement in the interests of the people and the state. The government has cancelled Brahmani Steel, Bayyaram Mines and Lepakshi SEZ agreements after examination. Likewise, it can make amendments to the other agreements signed in the past including the Krishnapatnam port," investments and infrastructure minister Ganta Srinivasa Rao told STOI.

In response, the Krishnapatnam port authorities say they will oppose the development of the Ramayapatnam port tooth and nail and even take to legal recourse, if necessary. But the state is confident that there will be no obstacle in the development of the new port. "The state needs a second major port after Visakhapatnam and we will ensure that it comes up at Ramayapatnam at the earliest," said an official.

Located in the south of Ongole, the Ramayapatnam port is expected to have six berths and handle 30 million tonnes of cargo to begin with and also have ship-building and breaking facilities apart from a fishing harbour. Source : Times of India



The **ORIENT CENTAUR** departing from Rotterdam Europoort – Photo : Piet Sinke (c)

## **BLUE GUARDIAN DEPARTED FROM IJMUIDEN**





The tug **LOMAX** departed with the hull of the newbuilding **BLUE GUARDIAN** from Ijmuiden bound for Norway  
Photo top : Marcel Coster (c)



Photo : Willem Harlaar (c)

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The **SEBRING EXPRESS** outbound from Amsterdam bound for Antwerp – Photo : Marcel Coster ©

## Propeller Repairs back in Drunen.



**Maritime Propeller Repairs BV ( MPR)** has opened their propeller repair workshop **in Drunen at the old location of LIPS/Wärtsilä, address: Lipsstraat 50 5151 RP Drunen.**

Since the start in 2011 the workshop was located in Asperen, but the capacity wasn't enough to handle propellers and blades above 10 tons in these workshop.

In Drunen they we can handle propellers and blades up to 20 tons and another advantage is that they are beside the Gieterij Drunen which means that delivery of new blade tips can be done in a short time. Also the quality of these casting material is from high quality. And at the same location there is a machine workshop( BMC), a propulsion designer (

SIP marine) and a heat treatment company( **Gloeitechniek Drunen**). **MPR** has very experienced people for the propeller repairs and we repair propellers and blades on locations worldwide.



If you want more information about the possibilities of the services of **MPR** and her sister company **MPS** please visit the website [www.propellerrepairs.eu](http://www.propellerrepairs.eu) or send an e-mail to [enquiries@propellerrepairs.eu](mailto:enquiries@propellerrepairs.eu)



## Rosmorport provided ecological services to 15,000 vessels in 2012

In 2012, FSUE Rosmorport provided ecological services to over 15,000 vessels, PortNews IAA reporter cites Sergei Iljashenko, head of Rosmorport's navigational authority, as saying at the IV International Forum Ecology (project of the United Russia fraction St. Petersburg – Russia's Naval Capital).

According to Sergei Iljashenko, in the accounting period the company also collected some 14,000 cubic meters of litter, 52,000 tons of oily water and 12,000 tons of waste water.

The reporter also said that 554 vessels fitted with environmental protection equipment were provided with a 50% discount from the rate of the ecological charge.

We remind that by the order of the RF Transport Ministry No 387 dated 31.10.12 "On the approval of the list of port charges collected in the seaports of the Russian Federation" ecological charges are levied in 20 ports.

According to Iljashenko, Rosmorport provides services on collecting of shipboard waste in 11 ports. For that purpose, Rosmorport branches operate 33 specialized vessels, 4 incineration units and other equipment for environmental protection.

As Iljashenko specified, the services on collecting of shipboard waste in the ports of Taganrog, Vanino and Ust-Luga are provided by Rosmorport without subcontracting, in the ports of Vostochny and Nakhodka – both on its own and with subcontracting. In Big Port St. Petersburg, Rosmorport provides such services exclusively through outsourcing.



The **POOL EXPRESS** enroute Amsterdam – Photo : Joop Marechal ©

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



The **Stanford Bateleur** leaving The ship yard in China – bound for Singapore and charter prep....

Photo : **Stanford Marine** ©

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