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**Boskalis SANDPIPER awaiting weather near the K-5 location**  
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## EVENTS, INCIDENTS & OPERATIONS



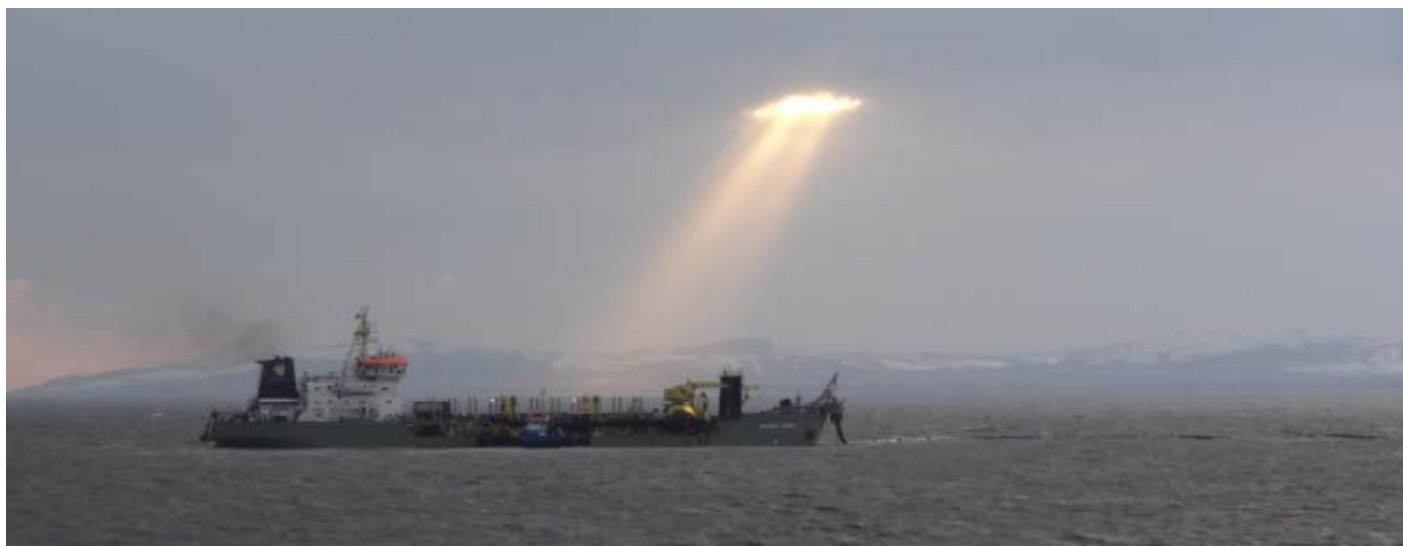
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25-03-2013 : The THSD BARENT ZANEN discharging at Colwyn Bay, Wales.

Photo : Ard de Jong (c)

## 'Is Ship Recession Affecting ISM Compliance?'

Ship detention having dropped to 10 from 14 in the previous year may not be a rosy picture. The possibility of finally migrating from the grey list of the Paris MOU to its White list provided not a single detention takes place could find the Indian Administration and the shipping fraternity in good stead. But hearing stakeholders commit to raising the quality bar and rise above ISM compliance regime is something to write home about if concerted effort is made by all concerned to abide by this resolution. At the ISM Annual Review Workshop held yesterday by the Indian Administration - Director General of Shipping, government of India to review the performance during the year, some of



the DPOs (Designated Person Ashore) from Recognized Organizations (RO) who substantiate their claim that recession had little bearing on ISM (International Safety Management Code) compliance endorsed the view that the industry having gained maturity it was time for it to rise above compliance.

Heading the list was C. P. K. Kashyap, President – Operations of Sanmar Shipping Limited stated, "The ISM code needs to be revamped and revamped thoroughly. We need to have the culture in-built in us and the administration should look far ahead of ISM system."

Another proactive performer has been Great Eastern Shipping Co. Ltd. I. N. Bose their General Manager informed that his company has been ahead in implementing many of the convention that came into force recently and some still to get ratified. Even before coming into force they had complied with Maritime Labor Convention, Energy Efficiency Design Index (EEDI) and come up with their Ship Energy Efficiency Management Plan (SEEMP). "Our fleet is 10.40 per cent more efficient now than in 2011. We have put a cap on fuel, on speed and on power generation on our ships and thus been able to improve efficiency. Rating of energy efficiency of ships is on the basis of the Energy Efficiency & Environment performance of individual ships. Basically all our ships are operating at Step 2."

Capt C. Srinivas, Head of Quality and Safety, Essar Shipping Ltd., viewed ISM compliance during recession was a time for taking tough decisions. "We have to adapt to the changing scenario to ensure that our core competences are intact and our business moves forward," he said.

As an analogy of other industries impacted by recession Capt Rajat Mehta, Manager – Marine, Safety & Quality of V. Ships (Chennai) Pvt Ltd., contended, "Airlines have also been affected by recession for the same amount of time but no safety violations has taken place." Drawing the roadmap for implementing the ISM, he said there is need for commitment from all stakeholders to comply with the system and not just restrict to paper work. Instead it is important to be in communication with the stakeholders to better the system.

Earlier setting the tone for the discussions the chief guest of the function Gautam Chatterjee, Director General of Shipping & Ex. Officio Additional Secretary to the Govt. of India sounded a word of caution stating that though it is 15 years that the ISM code has been rolled out it is generally accepted that the code has made a good impact. But it is noticed that there are some pockets where the ISM code not been observed. Some companies seem to have implemented it differently and this needs to be standardized. The audit has thrown up a number of questions which need to be deliberated on.

Presenting the 'ISM Review 2012' R Vinod Kumar, E&SS cum DDG(Tech), Directorate General of Shipping gave a analysis of the non-compliances and detentions that have taken place, the type of ships involved, the non compliances raised during the audits, the areas of concern, and where monitoring needs to be undertaken.

He was categorical in stating that ISM compliance was not expensive and it was a misconception that monitoring is to be done by the shore staff. He underscored the need to motivate the seafarers and the shore staff for ensuring better compliance of the ISM code.

Vijay Arora, Sr Principal Surveyor of the Indian Register of Shipping (IRS) presented a paper explaining how the industry appeared to have lost its ability to regulate and manage its own affairs and how ISM code has helped it get back on the rails. He gave details about the study conducted by the IRS on inspection by Port State Control and Flag State Control. **Source: Maritime Professional**



25-03-2013 : The **DONG JIANG** inbound for Melbourne anchorage off Portsea

Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©

## Port of Cork CEO, Brendan Keating announced as 'Logistics and Transport Leader' for 2013

Brendan Keating, CEO of the Port of Cork was announced as the winner of the 'Logistics and Transport Leader Award' at the annual Irish Logistics and Transport Awards which took place in the Burlington Hotel, Dublin with over 400 of Ireland's leading transport and logistics professionals in attendance.

Accepting the award, Mr Keating acknowledged the critical value of trade to the Irish economy, with the value of Irish export receipts in 2012 amounting to €177 billion and imports in the same year totalling €13 billion. These figures clearly illustrate the extent of trading activity in Ireland but more importantly show that Ireland is an active player and significant contributor to the process of globalisation of world trade.

Commenting on the significant role that ports play in the supply chain process, Mr Keating remarked "97% of the country's trade in terms of volume transits through our ports so it is critical that port infrastructure in Ireland has the capacity to handle growing volumes of trade. Equally important is ensuring that services provided are competitive while remaining effective and responsive.

"We must ensure that our core ports play an integral role in the delivery of effective supply chain solutions by managing and coordinating the flow of materials, commodities and information" he continued.

While a number of Irish businesses today are focused on driving down supply chain costs, significant risks and vulnerabilities often arise where the sole focus is cost reductions. Brendan Keating concluded by calling on the logistics and transport sector in Ireland to develop a comprehensive risk assessment tool kit which would help manufacturing and other businesses who are heavily reliant on their supply chain for the on-going viability of their business.



The **UACC MESSILA** enroute Amsterdam – Photo : Ruud Coster (c)

## TAS™ wins Offshore Achievement Award for Safety Innovation

Houlder and BMT Nigel Gee today announced that their jointly developed Turbine Access System (TAS™) has won the Safety Innovations Award at the 27th Offshore Achievement Awards organised by the Society of Petroleum Engineers (SPE), Aberdeen Section. The award was presented to Frederic Perderix, Houlder Chief Technical Officer by Walter Thain Vice President, Operations for Petrofac, the Award sponsors, at the dinner in Aberdeen on 21st March.

TAS is a patented motion compensated platform that provides a safe and stable point of access to the Turbine, Offshore Structures or other vessels.

The judges decided that TAS clearly demonstrated improved safety for personnel transfers to offshore windfarms and would also allow increase in operability. With improved safety and meeting the operator's stringent costs requirements TAS will mean more work days are possible than with traditional access methods.

Frederic Perderix commented: "We're delighted the Houlder / BMT Nigel Gee team has been recognised for innovation. It is genuinely innovative engineering that makes the TAS project stand out."

John Bonafoux, Managing Director of BMT Nigel Gee, commented: "This latest award demonstrates how important the TAS system is to safety in the Offshore industry." Following successful trials at Rhyl Flats offshore windfarm, the patented TAS system has benefitted from significant development effort by both companies and support from the Carbon Trust. Interest is now being shown by wide variety of operators".



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## Asia-Europe spot rate falls again, down 11.9pc to US\$1,254/TEU

THE answer to the question whether the recent rate hikes on the Asia-Europe and Asia-Mediterranean will hold appears to have been answered as rates fell on both trades last week.

According to the latest Shanghai Containerised Freight Index (SCFI) Asia-Europe rates plummeted 11.9 per cent week to week to US\$1,254 per TEU, while Asia-Mediterranean rates dropped 11.1 per cent to \$1,214 per TEU.

The negative trend continued on the Asia-US bound trades as west coast rates edged down 0.9 per cent to \$2,104 per FEU and east coast rates dipped one per cent to \$3,247 per FEU. Across all trades covered by the Index the SCFI contracted 4.7 per cent for the week to 1,156.63 points. **Source : Schednet**

## Maersk to hike Asia-Europe dry, reefer rate US\$500/TEU from April 15

MAERSK Line has announced it will again increase Asia- north Europe rates for both dry and reefer cargo by US\$500 per TEU from April 15. "The prevailing freight rates from Asia to North Europe and the Mediterranean make it unsustainable and financially unviable to offer our current range of services and consistently high schedule reliability,"



said Maersk in a notice to trade. Maersk Line and its nine biggest rivals have already pushed through rate hikes of \$424 in March to \$1,423 per TEU, according to rate index SCFI.



22-03-2013 : The **IRIS BOLTEN** outbound from the Tyne Container Terminal bound for Bremerhaven

Photo : Kevin Blair (c)

## International Chamber of Shipping fears eco rules will damage shipping

INTERNATIONAL Chamber of Shipping (ICS) chairman Masamichi Morooka has express serious concern about the negative financial consequences of upcoming environmental legislation on the shipping industry.

The extra investment required comes at a time when shipping companies are feeling the pinch of lower volumes, rates and financing. Speaking at this year's Connecticut Maritime Association gathering he called on regulators to be more aware of the impact of their actions.

"While regulators have a responsibility to balance the interests of shipowners with the need to protect the interests of society, they also need to be pragmatic and understand the impact that their actions," said Mr Morooka. He highlighted that shipowners are now required to invest heavily in new technologies and solutions, to deal with sulphur emissions, NOx emissions, CO2 emissions and ballast water discharges. "If a shipping company is already sinking in debt, how is it going to pay for the retrofitting of expensive new ballast water treatment systems that will be required in the next few years at an estimated cost of between US\$1 million-\$5 million per ship, and at a total cost to the industry that will probably run into hundreds of billions?"

With regards to a monitoring, reporting and verification systems (MRV) of CO2 emissions, Mr Morooka said such a system is widely seen as a tool to reduce emissions and thus fuel consumption. But the ICS remains cautious about the need to develop a market-based measure to further curb shipping's emissions given that the industry has the two mandatory technical and operational measures in force. The European Commission is expected to propose the mechanism for an MRV later this year. Brussels's move to develop an MRV comes with its decision to cease work temporarily on developing a Europe-wide, market-based measure to curb CO2 emissions. **Source : Schednet**



The CSD **DARTAGNAN** moored in Abu Dhabi – Photo: Maarten Mostert (c)

## Maersk Container Industry seeks climate change enforcement from EU

MAERSK Container Industry (MCI) is calling for tough enforcement of European environmental laws to protect the ozone layer and prevent climate change, reports the American Journal of Transportation of Massachusetts.

"We urge the European Commission to ensure enforcement of existing EU legislation regarding insulation foam in reefer containers," said Maersk Container Industry CEO Peter Nymand.

But the International Chamber of Shipping, the world's principal shipping organisation, representing 80 per cent of the world's merchant tonnage, has made a plea that regulators go slow on more stringent environmental measures as shipping is hard pressed to keep up with the expense of unfunded eco mandates.

"While regulators have a responsibility to balance the interests of shipowners with the need to protect the interests of society, they also need to be pragmatic and understand the impact that their actions," said ICS chairman Masamichi Morooka.

Mr Morooka said the extra investment required comes at a time when shipping companies are feeling the pinch of lower volumes, rates and financing. It has also been suggested that big companies like Maersk favour such laws because smaller players will be driven from the market, unable to keep up with soaring environmental compliance costs.

Current EU legislation bans the "import" or "placing on the market" of reefer containers with significant potential to damage the climate and ozone layer. But thousands are still in use. Supotec reefer boxes, developed and patented by Maersk, has won praise from the World Wildlife Fund eco lobby because it does not damage the ozone layer or cause "significant" climate change, the report said.

Maersk Container Industry is the container manufacturing unit of the AP Moller - Maersk Group, which owns Maersk Line the world's biggest container carrier. MCI develops and manufactures dry containers, reefer boxes and refrigeration units. **Source : Schednet**



M.F. Tidefjord in Hareid, Norway Photo : Jan-Paul de Wilde (c)

## GMS Jackup Barge Boosts ADMA OPCO's Technical Fleet



The Abu Dhabi Marine Operating Company (ADMA-OPCO) has signed a three-year contract, with an extension option for a further two years, with Abu Dhabi-based Gulf Marine Services (GMS) whereby the jackup barge Kelo will join ADMA OPCO's technical support fleet in the Umm Shaif and Zakum fields, offshore Abu Dhabi.

A ceremony marking the new signing was held at GMS' Mussafah base on March 13th in the presence of ADMA-OPCO's Senior Vice President (Production) Abdel Aziz Al-Kayoumi, Vice-President (Technical Support) Khaled Al-Qubaisi and GMS' Chief Executive Duncan Anderson, along with senior executives from the two companies.

Addressing the ceremony, ADMA-OPCO's Vice-President (Technical Support) Khaled Al-Qubaisi expressed satisfaction with the new addition to the company's fleet saying: "The new barge Kelo is another big asset that will positively contribute to our ongoing efforts to boost the company's productive capacity and meet the expectations of our shareholders.

"The track record of achievements we have had over the past years wouldn't have been possible

without the support of our contractors and the synergy of efforts we maintain with our service providers. I am sure this spirit will continue under the new contract with GMS to fulfill the two companies' goals.



"The new contract fits within the Production Business Unit's endeavors to provide a range of technical support services to the company's mature offshore oil and gas producing fields with the objective of ensuring the safe delivery of oil and gas production targets."

GMS' Chief Executive Duncan Anderson added: "This is something of a historic moment. GMS has a long history of working in the spirit of partnership with ADMA OPCO, more than 25 years in fact, where we have traditionally provided drilling support services. Now, with Keloja we are providing direct services to ADMA OPCO production for the first time."

Keloja is self-propelled with Rolls Royce thrusters and can operate completely independently of tugs and mooring systems, thus reducing the cost to the client in the oilfield. The barge can carry up to 150 people, makes its own fresh water, discharges only clean sewage and has a diesel electric power management system enabling optimization of fuel consumption. Keloja is ideal for waters in the Middle East, being able to operate in 45m water depth.

Ends



Mr Abdel Aziz Al-Kayoumi, Senior Vice President (Production) at ADMA OPCO (right) cuts the ribbon at an inauguration ceremony marking the start of a new contract with Gulf Marine Services for jackup barge Keloja, which will shortly join ADMA OPCO's technical support fleet for offshore maintenance campaigns in Abu Dhabi.

Also pictured are (left to right) Mr Mohammed Antar, Support Services Director at Gulf Marine Services, Mr Thamer Abdulla Ghanem, Maintenance Manager at ADMA OPCO and Mr Khaled Ahmed Al-Qubaisi, Vice President (Technical Support) at ADMA

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## Piracy survivors' group backs new film

The Maritime Piracy Humanitarian Response Programme (MPHRP) is backing the film A Hijacking, which it describes as "brutally accurate in its depiction of the horror inflicted on the victims of pirate attacks".

Directed by Danish Director Tobias Lindholm, the film – which was shot on a ship that had previously been hijacked by pirates and with expert help from those with knowledge of the realities of such attacks – opens in UK cinemas on 10th May. The Maritime Piracy Humanitarian Response Programme (MPHRP) and ITF Seafarers' Trust would like to invite you to a special screening tomorrow, 26th March, for maritime press and journalists with a known interest in piracy.

It will be held at the Soho Screening Rooms, 14 D'Arblay St, London W1F 8DY ([www.sohoscreeningrooms.co.uk](http://www.sohoscreeningrooms.co.uk)) at 10:00 (refreshments served) for 10:30 (screening begins). Please let [dawson\\_sam@itf.org.uk](mailto:dawson_sam@itf.org.uk) know if you wish to attend.

MPHRP chair Peter Swift, commented: "A Hijacking may well be the first genuinely realistic portrayal of the sheer horror and brutality of modern piracy." He continued: "Despite the world's reliance on goods shipped by sea the plight of seafarers running the daily risk of pirate attack and capture is not widely recognised. We hope that A Hijacking will help the public understand the horror that they face."

Somali pirates are currently holding around 130 seafarers hostage. Every day the pirates use torture and the threat of death against hostages as a tool to extract massive ransoms. The seafarers suffer malnutrition and extreme deprivation and are routinely abused; several have been killed and used as human shields. The average time in captivity of those currently held is now over seventeen months. Every day of that period is likely to be marked by grotesque brutality and tactics such as phoning the victims' families and making them listen to their loved ones being tortured.

The MPRHP is the lead organisation helping freed hostages and attacked seafarers and their families to cope with the physical and mental effects of capture, torture and the threat of pirate attack. It is funded by the ITF Seafarers' Trust, the charity arm of the ITF (International Transport Workers' Federation); the TK Foundation; Seafarers UK and the International Group of P&I clubs. For more details see [www.mphrp.org](http://www.mphrp.org)



LNG Carrier **K.MUGUNGWHA** approaching YLNG terminal Balhaf" **Photo : Peter Broesder (c)**

## **Baltic Dry Index up to 933 points**

On March 22, 2013, the Baltic Dry Index climbed to 933 points, up 3 points (0.32%) against the level of March 21.

BDI is a number issued daily by the London-based Baltic Exchange. Not restricted to Baltic Sea countries, the index provides "an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a timecharter basis, the index covers Handysize, Supramax, Panamax, and Capesize dry bulk carriers carrying a range of commodities including coal, iron ore and grain. Because dry bulk primarily consists of materials that function as raw material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production. On 20 May 2008, the index reached its record high level since its introduction in 1985, reaching 11,793 points. On 3 February 2012, the index had dropped 647 points, the lowest since 1986.

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The bulker **DHL PACIFIC** eastbound in the Singapore Straits last Saturday – Photo : Sinke (c)

## Russian vessels can be arrested in US because of Schneerson collection – RF Fisheries Agency

Russian vessels can be arrested in US sea ports, Sakhalin-Kurils territorial administration of Russian Federal Fisheries Agency says with reference to the warning of RF Transport Ministry. According to the statement, the threat comes out from the fact that the Federal District Court in Washington complied with the demand of the US Hassidic community, Agudas Chassidei Chabad, in part of possible financial sanctions to be introduced against the Russian Federation for the refusal to return the Lubavichi rabbies' manuscripts, so called Schneerson collection. Therefore, RF state property not covered by diplomatic immunity, including vessels calling on US seaports are still under the threat of arrest aimed at making Russia execute US court judgment. Source : PortNews



The **BBC AMAZON** entering Laem Chabang Port (Thailand) – Photo : Hennie Petersen (c)

## Nautilus takes delivery of newbuilding oil spill recovery vessel

**Nautilus Marine Acquisition Corp.** announced that it has taken delivery of the **SK Line 69**, to be renamed **Vega Jaanca**, a 5150 BHP Anchor Handling vessel, built in December 2012 in China, said in the company's press release. Nautilus has taken control of the vessel under a bareboat charter at a daily bareboat charter rate of \$4,000, with an obligation to purchase the vessel at any time during the bareboat charter, at its option. The vessel has already



completed its conversion into an Oil Spill Response Vessel (OSRV) and is en-route to Cape Town where the Oil Recovery Equipment will be installed. Thereafter the vessel will be delivered in Brazil into time charter employment with Petroleo Brasileiro S.A. ("Petrobras") for 4-years firm, plus 4-years optional at a contracted gross daily charter rate of \$26,200.

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The **BOA NJORD** arrived in Rotterdam where the tug will be renamed in **SD SALVOR** and will join the **KOTUG fleet**  
**Photo : Jan Oosterboer (c)**

## **Historic ocean liner docked in Philly needs \$500,000 or could be sold for scrap**

The **SS United States** is sending out what may be its final distress call. The 990-foot-long ship could be sold for scrap within two months unless the grassroots preservation group that's working to secure a home and purpose for it

can raise \$500,000 immediately, the group told The Associated Press. Talks are under way with developers and investors

about the ship's long-term future, but without the emergency funding, its caretakers fear they will run out of money before a deal is inked.

The historic ocean liner carried princes and presidents across the Atlantic in the 1950s and 1960s but has spent decades patiently awaiting a savior at its berth on the Philadelphia waterfront. "We've made progress on the fundraising side and the redevelopment side," said Susan Gibbs, executive director of the **SS United States Conservancy** and granddaughter of the ship's Philadelphia-born designer, William Francis Gibbs. "Our immediate goal is to buy some time."

The group has raised \$1 million through fundraisers and a website, where contributors can sponsor a piece of the ship for \$1 per square foot, but has received no public funding. What is desperately and immediately needed, they said, are donors with deep pockets and high profiles.

"Are we giving up on successfully redeveloping the ship as a self-sustaining entity? Absolutely not," said Dan McSweeney, head of the redevelopment efforts. "We continue to have active discussions with potential partners, we have ideas of potential sites for the ship, but we need more time to get it off the ground ... and we're running out of runway." It costs \$80,000 a month just for mooring, basic maintenance, insurance and security, he said.

The conservancy is exploring potential partnerships with four entities in Philadelphia and New York City to refashion the vessel as a stationary entertainment complex with 500,000 square feet of space for a hotel, theater, restaurants and shopping. The sluggish economy and other factors have slowed negotiations, McSweeney said.

Money and time are running out for the historic ocean liner, which carried princes and presidents across the Atlantic in the 1950s and 1960s but has spent decades patiently awaiting a savior at its berth on the Philadelphia waterfront. The nonprofit conservancy working

to secure a home and purpose for the 990-foot-long ship said it could be sold for scrap in the spring of 2013 unless They can raise \$500,000 immediately. As talks continue, he said, the hope is to convince corporate sponsors, influential politicians and prominent business leaders — are you listening, Donald Trump and Michael Bloomberg? — to lend their political and financial capital to the effort.

"Any way you look at it, there is no downside to this project," McSweeney said. "It's an economic and community development project that's going to create jobs."

The **SS United States** carried more than 1 million passengers at record-breaking trans-Atlantic speeds over the course of 400 round trips from 1952 to 1969, among them President John F. Kennedy, Prince Rainier of Monaco, Salvador Dali and Elizabeth Taylor. A joint venture between the Navy and ship designer Gibbs & Cox, the luxury liner was made with

hidden military might: It could have been converted in a single day to transport 14,000 troops for 10,000 miles before refueling.

After being decommissioned it changed hands multiple times, from the Navy and on through a series of restoration-minded investors. It was towed from Virginia to Turkey to Ukraine, finally arriving in Philadelphia as a gutted hulk in 1996. Another succession of developers and a cruise lines failed to return the ship to service as retrofitting costs proved too great.

A local philanthropist's 11th-hour gift of \$5.8 million allowed the **SS United States Conservancy** to save the ship from the scrapper and keep it berthed and maintained for 20 months. That was last November. "It's an all hands on deck moment," Gibbs said. "Now is the time, there's a window. Within months it will close unless everyone assists in the effort." Source : The Republic see also : <http://www.savetheunitedstates.org>

## **NAVY NEWS**

# **Local Navy Ships Cancel Deployment Due to Budget Cuts**

Two San Diego-based Navy ships' upcoming deployments were cancelled due to sequestration cuts, and another will be forced to return home early, Navy officials said. Navy officials said Friday that April deployments of the guided-Missile frigate **USS Rentz**, homeported at Naval Base San Diego, and the Los Angeles-class submarine **USS Jefferson City**, out of Naval Base Point Loma, had been cancelled due to budget limitations, according to the U.S.

Pacific Fleet statement. The crew of the guided-missile frigate **USS Thach** will cut short its deployment patrolling for drug traffickers and other illegal activities in the Central American region, and return to Naval Base San Diego next month, Navy officials said.

The 453-foot-long **USS Thach** and its crew of 220 sailors left its homeport Jan. 8 for the deployment that was initially scheduled for six months. According to Navy officials, each respective chain had begun to notify the affected sailors of the cancellations. Although the final decision on the cancellations was deferred until the last possible moment, the commands had been previously directed to prepare for that scenario, according to the U.S. Pacific Fleet. **Source :** SandDiego6



The Swedish Navy Carlskrona Class OPV HSwMS **CARLSKRONA P04** off Grand Harbour, Malta on 24th March, 2013 for a crew change on her way to Djibouti.

**Photo :** Paul Spiteri Lucas - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)

## **China to buy 4 submarines, 24 fighter jets from Russia**

China has agreed to buy two dozen fighter jets and four submarines from Russia, state media reported on Monday, the country's first large-scale weapons technology purchases from Moscow in a decade.

The agreement to buy the 24 Su-35 fighters and four Lada-class submarines was signed just before President Xi Jinping's weekend visit to Russia, said the People's Daily, the Communist Party organ, citing state television.

The report, which did not give a value for the purchases, said it was the first time in 10 years China had bought "large military technological equipment" from Russia.

The deal comes as Beijing expands its military reach - it commissioned its first aircraft carrier last year - and is embroiled in a bitter territorial row with Japan over disputed islands in the East China Sea.

Two of the submarines will be built in Russia, with the other two to be built in China.

"The Su-35 fighters can effectively reduce pressure on China's air defence before Chinese-made stealth fighters come online," the report said. China and Russia are expected to co-operate further in developing military technology, the report said, including that for S-400 long-range anti-aircraft missiles, 117S large thrust engines, IL-476 large transport aircraft and IL-78 aerial tankers.

China's defence ministry had no immediate comment on the report.

Xi visited Moscow from Friday to Sunday for talks with his Russian counterpart Vladimir Putin, his first trip abroad since becoming head of state earlier this month. The countries signed around 30 energy and other agreements during the visit.

Xi also met Defence Minister Sergei Shoigu and became the first foreign leader to visit the Russian armed forces' control centre.


Moscow and Beijing, which were once bitter foes during the Cold War, have strengthened cooperation in recent years to counterbalance what they see as US global dominance. Earlier this month China announced a further double-digit rise in its defence budget, raising it by 10.7 per cent to 720.2 billion yuan (\$116.3 billion) in 2013. **Source :** The Gulf Today





**HMS TRUMPETER** AT SCHEVENINGEN HARBOUR, 22 MARCH 2013. **HMS Trumpeter** is the training vessel for Cambridge University Royal Naval Unit Cambridge URNU). She was built by Vosper Thornycroft and commissioned in 1988. Photo : Cees de Jager. (c)

## SHIPYARD NEWS


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## Fourth high-speed support vessel for Marineco

The '**Marineco Thunderbird**' is UK based Marineco's fourth FCS 2610 Twin Axe. **Marineco** was the first customer to buy one of these vessels nearly two and a half years ago, based on a design for an Offshore and Offshore Wind support vessel which Damen really believed in. The recent purchase of **Thunderbird** is proof of the concept and its future.

Siemens will be deploying Thunderbird off the west coast of England, at the same latitude as Barrow, where it will be used to perform installation and maintenance work for Walney Offshore Windfarms. The vessel's superstructure is

spacious, offering sleeping accommodation (four two-person cabins) and making it possible for the crew to stay on-site for longer periods of time.



### FCS 2008

The FCS 2008, a smaller version of the FCS 2610, will be introduced on the market in the summer of 2013. Smaller size, lower fuel consumption and an attractive purchase price will make this vessel a strong competitor for other makes of comparable size.

### Marineco

**Damen Shipyards** has had a long and solid relationship with Marineco. Every vessel in Marineco's fleet is a Damen vessel. This enables their experienced crews to offer optimum service in the fields of towing, anchor handling, cable laying, dredge-pipe connection, ship-to-ship transfers, coastline restoration and pushboat handling.

### Fast Crew Supplier (FCS) 2610

The Twin Axe FCS 2610, which is 26 m x 10 m, has accommodation for crew in a maximum of five cabins and a capacity for transporting 12 technicians. Depending on the sea state, the maximum speed is 26 knots with a range of 1,200 nm.

With ample working and storage space on deck it is suitable for a variety of cargoes, including containers and has a large 20 tm deck crane, a spacious rescue platform, HP cleaning unit, a three-point mooring system and extra mooring winches.

It can be used to deliver cargo to platforms and carry out crew transfers to and from the turbine. The standard version has a 14.2 cu m fuel tank, which can be increased to 20.0 cu m using the aft trim tanks. Classed by Bureau Veritas, it operates under the Workboat Code, Category 1 in the UK, or any other Classification Society or Flag State if required.

### Twin Axe design

The Twin Axe design is a further development of Damen's pioneering and highly successful Sea Axe concept. This unique hull form provides excellent seakeeping behaviour and means that the vessel can travel at full speed (26 knots), while still providing a safe and comfortable ride for the crew. The vessel can easily handle 2.5 m significant wave heights, without losing any performance and extensive tests have proven that the vessel reduces bow slamming entirely under certain conditions.

Introduced to the market in June 2011, the **Damen Twin Axe Fast Crew Supplier 2610** is already establishing itself as "The Industry Standard" for the offshore wind industry. "Damen was delighted when a major wind turbine manufacturer put out a tender requiring that companies deploy Twin Axe vessels when handling its turbines," he says. Damen is the only Twin Axe manufacturer.



### Building for stock

And although the vessel has been eagerly adopted by the offshore wind industry, the vessel is suitable in multiple roles and provides a very stable platform for diving support for instance. It can easily be converted back into a FCS overnight. To meet demand for the Twin Axe FCS 2610 Damen builds them continuously for stock.

## Aker Solutions secures subsea production systems contract from Total

**Aker Solutions**, the international oil services provider, has received a Letter of Award from Total for the delivery of a subsea production system for the Moho Nord project in the Republic of the Congo. The contract value is approximately NOK 4.9 billion (USD 850 million), the Company press release said. The Moho Nord project, located approximately 75 km off the coast of the Republic of the Congo, consists of the two developments Moho Nord and Moho Bilondo 1bis. Aker Solutions and Total will run both developments as one integrated project.

Scope of work within the contract includes the delivery of 28 vertical subsea trees including wellhead systems, 2 installation and workover control systems, 7 manifold structures, subsea control and tie-in systems. The contract also contains options related to Moho Nord which Total may exercise.

The project will utilise Aker Solutions' new vertical tree technology. The workover technology has been developed as part of the Skandi Aker/Tulip project for Total.

Management, engineering and procurement will primarily be performed at Aker Solutions' headquarters in Fornebu, Norway. The subsea trees and the workover systems will be manufactured at the Tranby manufacturing centre, outside Oslo. The production of the manifolds will be carried out at Aker Solutions' facility in Egersund on the west coast of Norway, while the facility in Aberdeen in the UK will deliver the control systems and the wellheads.

Moho Nord and Moho Bilondo 1bis are part of the Moho-Bilondo oil field which was commissioned in April 2008 for commercial production. It is the first deepwater offshore field of the Republic of the Congo at water depths ranging between 600 to 1050 metres.

Aker Solutions will also establish a service base together with Total in Pointe Noire which is the second largest city in the Republic of the Congo. Aker Solutions and Total expect that 40 people will be employed at the base.

The first deliveries of the Moho subsea production system will be made in the second quarter of 2014.

Aker Solutions ASA, through its subsidiaries and affiliates ("Aker Solutions"), is a leading global oil services company that provides engineering services, technologies, product solutions and field-life solutions for the oil and gas industry. The Aker Solutions group is organised in a number of separate legal entities. Aker Solutions is used as the common brand/trademark for most of these entities.



The **STENA PENGUIN** outbound from Rotterdam Photo : Monique Davis-Mulder (c)



## ROUTE, PORTS & SERVICES





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The TSHD **VOLVOX OLYMPIA** operating off Dubai – Photo : Denis Brouwer (c)

## Vopak, Port of Long Beach move forward with plans for deepwater oil terminal

Vopak Terminals and the Port of Long Beach, California, are working to gain approval for a deepwater terminal to address the increasing demand for crude imports by water in the state, a Vopak general manager said.

The crude would likely come from Canada, Latin America or other US ports, said Michael LaCavera, general manager of Vopak North America West Coast. While some North American shale oil is now being delivered to California by rail, customers want options, he said.

"There has been a lot of talk of shale oil and shale oil being delivered to California," LaCavera said. "A marine terminal gives customers the ability to source oil from all over the place."

The port's Board of Harbor Commissioners recently approved the project to move forward with an environmental impact review, Port of Long Beach spokesman Daniel Yi said this week.

The preparation of the environmental documents is expected to take 18 months and obtaining permits and approvals is expected to take an additional 18 months, according to a Port of Long Beach memorandum to the Board of Harbor Commissioners on March 8.

Once approvals have been received, Vopak will construct the project, which has a preliminary target operation date of 2018, LaCavera said.

The Port of Long Beach had requested proposals to construct a marine liquid bulk terminal in May 2010 as the port moved forward with redeveloping an old US Navy facility. Vopak was selected to build the terminal in June 2011.

"That area has been empty since Navy left," Yi said. "We redeveloped most of it and this piece of land has remained undeveloped."

While the majority of business at the port is container ships, the tract of land was too small for a container terminal. "But the industry sees a future demand for more crude locally," Yi said.

Hence, the development of the crude and petroleum marine terminal, which will primarily be used for the importation of crude, he said.

The project is split into three phases, with the first the construction of a deep water crude oil and clean product berth. The initial phase is estimated to cost \$120 million, but the cost is subject to change as the review process progresses, LaCavera said.

Phase two includes connecting to crude oil pipelines that lead to area refineries and the construction of 2.4 million barrels of crude storage. Phase three will include 1.2 million barrels of clean petroleum product storage and connecting to refineries' clean product pipelines. **Source: Platts**

## NEW PSV MV ALEKSEY CHIRIKOV FOR SCF GROUP



Photo : Ernst Lohmann (c)

The Archtec Shipyard at Helsinki, Finland is nearly to finish NB507 **MV Aleksey Chirikov**. Sea trials have been taking place after which handover to owners will be done shortly. **Alphatron Marine BV** have supplied the Bulk Handling System.

**Alphatron Marine BV** is proud that both owners and shipyard has chosen for the **Alphatron Bulk Handling System** which is a reliable and competitive system for transport of cement, barite and bentonite on board PSV's.

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The **SILVER EXPLORER** visited Cape Town – Photo : Ian Shifmann (c)





## Brazil Port Strike Called Off

Brazilian dock workers called off a national port strike set for next week and said they are willing to relax rules that allow unions to control labor assignments at terminals, following talks with the government over reform of the country's ports, union leaders said.

Progress in talks between the unions and government will help relieve some pressure building on the global soy and sugar markets, which have been fixating on concerns that Brazil's underdeveloped port infrastructure might grind to a halt under the weight of record crops this season.

Port workers have interrupted the flow of commodities such as soy, corn, coffee, sugar and meats through Brazilian ports over the past few months with occasional six- to 24-hour strikes, hoping to pressure the government to negotiate its reforms.

The timing is delicate. Brazil is in the peak of its grain export season and about to pick up its sugar exports in the coming months. Port worker unions were planning a new strike on Monday but called it off after progress in talks with government negotiators. Dock workers fear the government's proposed overhaul of Brazil's 1993 port regulations would lead to a loss in jobs and benefits because private operators would not have to hire through a public, centralized agency, known as "OGMO."

The government says the planned changes for ports are critical for attracting billions of dollars in private investment. Brazil could surpass the United States in soybean production exports soon, but lacks the infrastructure to ensure smooth delivery. Even without strikes, top buyers have paid premiums for scarce U.S. soybeans because they are afraid of delays in Brazil, due to growing lines of trucks hauling grain and sugar. **Source: Reuters**

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The ferry which serves the route between Caroline and Gelderland at the Surinam River – **Photo : Peter Melman ©**

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



Crowley's tug **OCEAN WAVE** providing stand by and virtual anchor duties in manual and DP modes during the load-out and sea-fastening of the **KULLUK** on board the COSCO semi submersible vessel **XIANG RUI KOU** in Captains Bay, Alaska. **Photo : Geoff Baker - Crowley Solutions based in Anchorage, Alaska.(c)**

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