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The **JOHN AUGUSTUS ESSBERGER** seen enroute Rotterdam – Photo : Ruud Zegwaard ©

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The **OSAKA EXPRESS** seen approaching Singapore – Photo : Capt. Neil Johnston ©

Lifting of heavy cargoes

BigLift Shipping specialises in the worldwide ocean transportation of heavy lift and project cargoes. The company was founded in 1973. All manner of oversized and heavy cargoes have since been moved over the world. The BigLift fleet comprises nine heavy lift vessels equipped with their own heavy lift gear. Capacities range from 450 to 1400mt, and some have ro-ro capability for loads up to 2500mt. From the second half of this year, seven new vessels will join the fleet whereby the maximum lifting capacity will increase to 1800mt. Staff in the office and on board the vessels have many years of experience in handling all kinds of heavy lifts and project cargoes. Careful planning, engineering, coordination and supervision to ensure safe transportation, are all a matter of course.

As most heavy lift cargoes are quite unique, they require meticulous planning and coordination right down to the smallest detail. All data on cargo, locations of loading and of discharging are studied in the preparation phase, often even before a contract is actually booked. Many projects demand detailed operation manuals which must be approved by clients and warranty surveyors. Stowage and lifting plans are all prepared with its 2D and 3D CAD systems, whereas complicated lifting situations can be simulated step by step. Shipments include cargoes for the oil and the petrochemical industry, often long or very heavy items, offshore equipment such as topside modules, turrets, reels, and buoys, generators, transformer and windmills for the power industry and also port equipment, such as cranes, container cranes and transtainers. Cargoes can be rolling stock, such as draglines, trains or locomotives or floating equipment such as ferries and yachts. Also complete plants are loaded in modular form and taken to sometimes rather uninhabitable places in the world. **Source: Engineer Live**



The **BOS TURQUESA** seen alongside the **Pride Rio de Janeiro** – Photo : Capt Sjoerd van der Wielen ©

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New lifeboat put straight into action in Cromer

A new inshore boat was put to work straight away saving a life on the day it was delivered to Cromer Lifeboat crew.

The D-734, named **George and Muriel**, arrived on Saturday , and was loaded into the sea with the crew for training. While on training, the crew were contacted by the coastguard regarding a kite surfer who had got into difficulties in the water off Beeston Bump. The crew of **Ady Barker**, **Iain Chambers**, **Richard Kirk** and deputy divisional inspector, **Michael Oakes** headed for the area and managed to bring the kite surfer and his kite on board the boat. Due to the conditions in the area the crew landed the man at West Runton. It is believed the kite surfer was not seriously injured,

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but was taken to hospital for checks. The 5m x 2m inflatable IB 1 inshore lifeboat carries a variety of equipment for different tasks, from first aid to towing.

It replaces the **Seahorse III**, which has been at the station since 2001 and has been launched 73 times, saving three lives. The Seahorse will now be put into retirement. Secretary of Cromer Lifeboat Richard Leeds, said: "The D-734 is faster and has more facilities on board. We are hoping it will mean faster response times." **Source : North Norfolk News**



The SS **ROTTERDAM** seen from the Euromast in Rotterdam – **Photo : Marijn van Hoorn ©**

What does ITOPF do?

If there is oil spilt in the sea in any great quantity, the chances are that the International Tanker Owners Oil Pollution Federation Ltd. will be in some way involved in its clean up or dispersal. A non-profit making organisation founded in 1968, soon after the loss of the Torrey Canyon had ushered in the age of the "superspill", ITOPF provides a whole range of technical services in the clear-up and mitigation of oil pollution. It provides this expertise, which is globally recognised and substantial, to ship owners, their protection and indemnity associations, and the various compensation funds that are in place to provide compensation to the victims of spilt oil. ITOPF began its operations by providing these services to tanker operators, who would pay a fee to gain this protective service of specialist expertise, and which they could call upon in the event that one of their ships spilt oil in the sea. Then, over the past ten years or so, it became obvious that much of the oil that was spilt was from non tankers in the shape of fuel that was spilt in the event that a non-tanker collided or grounded. Some 25% of all spills have been of this nature. Eventually it was agreed that non-tanker owners could be associate members of ITOPF and benefit from its protection.

One of the interesting services undertaken by ITOPF is the gathering of data and statistics about oil pollution. The organisation has become highly regarded for its impartial and accurate assessment of this often controversial subject. It has over the years recorded huge progress, with the average amount of oil accidentally spilt in the 2000s less than half that spilt in the 1990s, and more significantly, less than one eighth of the quantity spilt in the 1970s. This improvement has also taken place at a time when vastly more oil was being transported. It is the expertise and objectivity of ITOPF that has become well-known throughout the world, with the organisation called in to advise on the best way to deal with spills, and to provide fair and balanced assessment of claims for pollution compensation. Over more than 40 years an enormous database of spills and how best to approach them has been built up, and the organisation's experts rarely see anything that has not been seen before.

Useful guides have been published on the various types of oil pollution, and what approach ought to be taken to deal with it, both at sea and in various types of coastal habitat, so as to cause the least amount of additional environmental harm in the cleanup. The organisation can be employed as a consultancy where ships are not involved in a spill, and is frequently used by government agencies to help them deal with unfamiliar problems if oil is spilt. **Source: BIMCO**

AMET UNIVERSITY PASSING OUT PARADE

OF THE BE MARINE ENGINEERING / BSC NAUTICAL SCIENCE / HND NAUTICAL SCIENCE / HND MARINE ENGINEERING CADETS



AMET University, pioneer institution in Marine Education once again feels proud seeing the BE Marine Engineering, BSc Nautical Science graduates passing out; who will board the ship as trainee deck cadets and fifth engineers shortly. Passing out cadets who are placed with Mitsui OSK Lines (Japan), V-Ships (Monaco), Shell Shipping (UK), K-Line (Japan), Fleet Management (Hong Kong), Fleet Management (Hong Kong), Varun Shipping (India), and Zodiac Maritime (London) were presented their graduation certificates by the Chief Guest, His Excellency Antonio Da costa Fernandes, Ambassador Extraordinary and Plenipotentiary, Embassy of the Republic of Angola, India.



Higher National Diploma (HND) Cadets who completed their first year at Amet received their course completion certificates from Barr. Ibrahim Zailani, Executive Director, Nigerian Maritime Administration of the Safety Agency, Lagos, Nigeria. Among the passed out HND cadets 21 were Nigerians and 19 were Angolans. These cadets will move on to the Glasgow College

of Nautical Studies and South Tyneside College in United Kingdom to complete their two year Diploma Programme. Expressing his gratitude to AMET University for supporting their nation's vision to increase the marine manpower, Mr. Antonio, the ambassador, appealed to AMET and the like minded institutions to increase seats for Angolans in a way to strengthen the overall diversity of his nation. Mr. Ibrahim Zailani, the Guest of Honour, while congratulating AMET for their tremendous support ensured to increase the Nigerian strength in the years to come.

Delivering his welcome address, Mr. J. Ramachandran, Chancellor of AMET University proudly announced their future plan of acquiring a cruise cum training ship which will help the graduates to acquire required sea time on board.

Proposal submitted to acquire 600 berth cruise vessel has recently received in-principal approval from the Directorate General of Shipping and this will operate with cruise passengers and 240 cadets. He called upon the passing out cadets to be the role models for the juniors in order to motivate them to choose a career which is demanding Indian Seafarers.

The guests presented the Gold Medals and Passing out certificates to all the 389 cadets. Invited Guests from Angola, Nigeria, University of Plymouth, UK and Professionals from Indian Shipping Industry were present at the function along with the parents of the passing out Cadets. Capt. Bhardwaj, Vice Chancellor, AMET University, welcomed the gathering. Mr.Rajesh Ramachandran, Pro Chancellor felicitated the guests and Mr.S Karikalan, Trustee proposed the Vote of Thanks.



Above seen the 2006 built German Government research vessel **MARIA S. MERIAN** entering Valletta piloted by [Capt. Joseph Micallef](#) on Saturday 18th July, 2010.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Capped BP Gulf well under scrutiny

BP Plc's stricken Gulf of Mexico oil well showed no signs of leaking on Friday, but officials intensified oversight after aOil cleanup workers use pressure washers as they clean up the beach on Grand Isle, Friday critical test showed pressure barely rising in the capped gusher.

BP began pressure tests on the well after choking it off on Thursday for the first time since the April 20 rig explosion that triggered the leak. Underwater robots scanned the sea floor for signs the undersea well was damaged. "We've seen no negative evidence of any breaching there," said Kent Wells, BP's senior vice president of exploration and production.

The tests, which began Thursday showed the cap was building pressure in the well, meaning it was strong enough to contain the oil without leaking. But it was not rising fast enough.

"We have decided to move forward with another six-hour increment (of testing)," retired Coast Guard Admiral Thad Allen, the US government's point man on the spill, told reporters at a briefing on Friday afternoon. Allen had said pressure above 7,500 pounds per square inch would show the well was intact, while pressure that lingered below 6,000 psi would signal damage. The pressure Friday afternoon remained close to 6,700 psi — the same level as BP had announced eight hours earlier — and was barely rising by two to 10 psi per hour. Earlier, US president Barack Obama warned that more work was needed before the well could be considered fixed. "We won't be done until we

actually know that we've killed the well and that we have a permanent solution in place. We're moving in that direction, but I don't want us to get too far ahead of ourselves," Obama said at the White House.

The US leader is under fire to push BP to permanently plug the leak and clean up an environmental and economic mess across five US Gulf states. The spill has cut into multi-billion dollar fishing, tourism and drilling industries. The offshore spill, the worst in US history, has spewed millions of gallons of oil into the Gulf. Several previous attempts to plug the leak did not work, and investors remained cautious on BP's latest effort. **Source : Indiatimes**

A photograph of an offshore oil rig in the middle of the ocean. The rig is a complex structure with various platforms, cranes, and support beams, all painted in white and red. It is surrounded by a blue sea under a clear sky.

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The **NYK APOLLO** seen moored at the Brani terminal in Singapore as seen from the LOC office

Photo : Piet Sinke ©

Coast Guard averts oil spill off Kerala coast

Timely action by the Coast Guard has averted a major environmental disaster as a result of possible oil spill from a damaged merchant vessel off the coast of Kochi.

Coast Guard's Advanced Offshore Patrol Vessel (AOPV) Samar on Saturday morning fixed a crack through which seawater was flooding the tanks of the rusty Panama-flagged cargo carrier Andrian-III, which was anchored eight nautical miles off Kochi while on voyage from Indonesia to Iran with a cargo of 110 kilo litres of oil. The force has now asked the Cochin Port Trust and the Mercantile Marine Department to carry out 'port state control' inspection of the vessel to rule out any possibility of it sinking within the port limits as also to see if it can be safely brought to the

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harbour here for repairs. B.K. Loshali, Deputy Inspector-General of Coast Guard District Headquarters No.4, said the Cochin Port Control on Friday evening informed the Coast Guard of a 50 metre-long vessel at anchorage 11 nautical miles off Kochi as its Captain — Iranian national Mohammed Kalabi Zadeh — and a seven-member Indonesian crew had been without food and water for four days.

"We immediately launched an interceptor boat, C-134, for investigation but turbulent seas forced it to return. Our AOPV Samar, which was on patrol in Lakshadweep, about 120 nautical miles away, was also diverted to render assistance to the vessel," Mr. Loshali said. According to T.K.S. Chandran, DIG and Commanding Officer of Samar, "ingress of seawater up to two feet was observed in Andrian-III's five tanks due to an internal crack on its bulkhead separating the forepeak tank from the ballast tanks. Our team led by Samar's Engineer Officer pumped out water from the tanks and temporarily plugged the leak."

Mr. Chandran also said that the merchant vessel, built in 1974, was rusty and in "very bad shape." "It only has 1,500 litres of fuel left to perform the remaining 1,500 nautical miles to reach its destination, the port of Khorramshahr in Iran. It was baffling that it had left Jakarta for a 3,320 nautical mile-long voyage without adequate fuel or replenishment. We also found that its on-board satellite phone was not working because of payment overdue," he said. The Coast Guard on Saturday contacted the ship's owner, Iranian national Mohsin Adib Zadeh, and asked him to nominate a shipping agent for the vessel in Kochi. The force has also kept one of its ships standby to meet any eventuality. **Source : The Hindu**



The boatman of the KRVE seen working between the **SAMCO EUROPE** and the **AEGEAN BLUE**

Photo : Rik van Marle ©

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Zeb to Screen at Brooklyn's Waterfront Museum

"**Zeb-Schooner Life**," the film documentary about famed sea captain **Zebulon Northrup Tilton**, will be screened at the **Waterfront Museum** in Brooklyn, NY on Saturday, July 31. The screening takes place at 3:00 PM.

Detrick Lawrence Productions of Edgartown, MA, which has produced more than 150 films in its 30-year history, created the film which is based on the book "**Zeb, Celebrated Schooner Captain of Martha's Vineyard**," by Polly Burroughs. The film includes historic footage and photographs of Tilton and of his iconic schooner the Alice S. Wentworth as well as interviews with maritime historians and those who knew and worked with Zeb. The film also explores the history and design of schooners, the Tilton family and sea captains from the age of sail.

Zeb Tilton kept alive a way of life that, even as he practiced it, was a thing of the past. He continued to work the schooner trade in an age of oil and gas, becoming a national figure as he reminded so many of our maritime heritage. A man of quick wit and prodigious strength, Zeb was known in every cove and harbor from the Port of New York to the Maritimes- carrying coal, potatoes, ice, cordwood, even livestock. Zeb drove the Wentworth, faster than America's Cup yachts. His seamanship was such that he and his vessel rode out two hurricanes and came through unscathed. A whole era of maritime history unfolds in this uniquely amusing film, with stories of arctic whaling, shipbuilding, the schooner trade, and our nation's enduring romance with the sea.

The public is invited to this event. Tickets cost \$10. The Waterfront Museum is housed aboard a floating barge, the only surviving wooden example of The Lighterage Era (1860-1960) -- an era in transportation and commerce history when goods were transported by tug and barge across New York Harbor. The barge is located at the foot of Conover Street in Red Hook, Brooklyn across from the Fairway Supermarket.

More information can be found on the film's web site at:
www.zebtilton.com



Indian seafarers face threat

With pirates roaming the high seas and the navies of hostile countries remaining a constant threat, the lives of Indian seafarers in international waters are fraught with peril. Little has been done to ensure their safety even after the creation of the Indian Maritime Casualty Investigation Cell. According to veteran seafarers, the cell does not address real issues and even after several months, the Indian government has not taken initiatives to ensure that sailors are safe while on the high seas and redress grievances pertaining to dozens of maritime casualties.

The Union ministry of shipping and 'agencies' concerned are impotent, said Captain A. K. Bansal, an Indian representative at forums of international seafarers. "Though the Union government decided to form a dedicated Indian Maritime Investigation Casualty Cell, the troubles of Indian seafarers continue as relatives and family members of several Indian seafarers are still waiting for replies from the shipping ministry," said Capt. Bansal.

"Rather than creating more and more chairs and bodies, the officials should address the plight of Indian seafarers, one of the largest labour forces in the international maritime industry," he added. Though the creation of the Indian Maritime Investigation Casualty Cell is a positive development, the rules and regulations have been enacted only to fulfil international obligations laid down by the International Labour Organisation (ILO) and International Maritime Organisation (IMO), say experts. According to Capt. V. Manoj Joy, national co-ordinator of Sailors Helpline, Indian seafarers do not benefit from the new frameworks. "Lalitha Srivastava of Hyderabad, whose husband went missing from a ship eight months ago, has yet to receive any response from the office of the director general of shipping despite approaching the shipping ministry many times," said Capt. Joy. **Source: Deccan Chronicle**

NAVY NEWS



In Willemstad (Curacao) **KNVTS** members and readers of the newsclippings visited the Dutch Frigate **Hr.Ms. VAN AMSTEL**

USNS John Ericsson Rescues Fishermen After Typhoon Passes Philippines

Fleet replenishment oiler **USNS John Ericsson's (T-AO 194)** crew of civil service mariners rescued five Filipino fishermen from the South China Sea 10 miles off the coast of Luzon, Philippines, July 14.

John Ericsson's crew rescued the fishermen nine hours after their boat capsized in rough seas as Typhoon Conson passed over the island of Luzon. **Ericsson** had sortied from Subic Bay to sea July 13 to avoid the storm and was returning to Subic Bay when Able Bodied Seaman Charles Wright spotted the fishermen at 1:10 p.m., clinging to their overturned banka boat and waving a yellow flag.

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At 1:33 p.m., **Ericsson** lowered its rigid hull inflatable boat into the sea, and 10 minutes later all five fishermen were safe on Ericsson's deck, where a physician examined them. "They were a bit shaken up because the seas were rough, but otherwise were in good health and happy to be on our ship," said Tiffany Brockman, Ericsson's chief mate. "We gave them fresh clothing, new socks and boots and a nice meal."

A few hours after their rescue, the fishermen were ashore and handed over to the care of the Philippine Coast Guard.

"The crew was pretty excited to have played a role in helping these fishermen," said Brockman, noting that the **Ericsson** had several Tagalog-speaking members in its crew, making communication easy. "At first, nobody was happy that we had to sortie due to the typhoon, but being able to help these mariners in need made it all worth it."

Ericsson is a Military Sealift Command (MSC) fleet replenishment oiler, crewed by 92 civil service mariners working for MSC, who operate and navigate the ship, and three sailors who provide communications support and supply coordination. The ship provides underway replenishment of fuel to Navy combat ships and jet fuel for aircraft aboard aircraft carriers at sea. **Source : US Navy**



The **Y 835 TODENDORF** seen in Kiel (Germany) - **Photo : Cor van Niekerken ©**

US, Malaysia launch exercise Keris Strike 2010

A bilateral command-post exercise sponsored by U.S. Army, Pacific designed to strengthen the relationship between the United States and Malaysia officially got under way this week in Malaysia with an opening ceremony at Camp Kuantan, here.

Hosted by the Malaysian Armed Forces **Keris Strike 2010** is designed to not only strengthen the U.S./Malaysian relationship but to build on the peace support operational capacity of all those participating. Leading the U.S. effort for the fourth year is the U.S. Army Reserve's 9th Mission Support Command, which serves as executive agent for Keris Strike by providing operational control, logistical coordination planning, life support for participants, and key personnel for the 14th annual event.

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In addition to the 9th MSC, members of the Utah National Guard's 204th Maneuver Enhancement Brigade, the Guam National Guard's 1/294th Infantry Battalion, the 441st Military Intelligence Battalion, the 56th Theater Information Operation Group, the 411th and 413th Contracting Support Brigades, and U.S. Pacific Command play key roles in the training exercise.

Keris Strike will allow Soldiers to participate in academic training, a mini-staff exercise and a command post exercise. Participants from the U.S. and Malaysia will further strengthen their relationships by competing in sporting events and enjoying cultural activities.

"This is an excellent opportunity for us to continue to build on our relationship with the Malaysian Armed Forces," Brig. Gen. Michele G. Compton, 9th MSC commanding general said. "There's a lot we can learn from each other. Both the U.S. and the Malaysian militaries each have a lot of experiences we can share which continue to deepen the friendships we've developed over the years." The commanding general of Malaysia's 3rd Division expressed the same enthusiasm about strengthening the military-to-military bond between the U.S. and Malaysia.

"I am extremely pleased to note that both the United States and the Malaysian Army have been able to work closely in this exercise," Maj. Gen. Dato' Razali Bin Hj Ahmad said. "The planning and the conduct of this exercise is a clear manifestation and expression of our intimate military ties in cooperation. I strongly believe that this special relationship will continue, and we will work hard to ensure it serves the interest of our countries."

Lt. Col. Kimo Dunn, commander of the 100th Battalion, 4-42 Infantry Regiment, 9th MSC, has participated in Keris Strike for at least five iterations. He says the relationships he has developed with Malaysians has grown stronger each year.

"I see some of the same faces each year I come back," Dunn said. "We've [the 9th MSC] been participating in Keris Strike for many years now. Each year we get better at making the exercise more efficient, and each year we continue to further enhance our partnership with the Malaysian Armed Forces." The deputy brigade commander for the 204th MEB, Lt. Col Karl L. Wright, Utah Army National Guard, feels Soldiers from both the U.S. and Malaysia are teamed up and ready for the mission.

"Our aim is to learn from our Malaysian counterparts and draw from each other's experiences," Wright said. "We are learning to fight the language barrier, have patience in learning each others' military decision making process, and figuring out how to come together and plan to achieve mission success." Exercise Keris Strike 2010 is scheduled to conclude July 23. **Source : Defense News**

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The **VICTORIABORG** seen enroute Amsterdam – Photo : Erwin Willemse ©

Jiangsu's shipbuilding exports surge 120pc in May

The value of exported ships built in China's Jiangsu province increased 120 per cent in May to US\$1.4 billion, a new monthly record since 2009, Xinhua reported. From January to May, Jiangsu's ship export value amounted to \$5.5 billion, up 62.7 per cent year on year. Processed ship exports valued \$5.4 billion, up 66.9 per cent, accounting for 99.2 per cent of the total of ship export value of the province. These ships mainly exported to the European Union, Latin America, Hong Kong and Africa. During the first five months, ships exported to the EU valued \$1.6 billion, up 17.9 per cent, representing 28.8 per cent of Jiangsu's ship export value total. Those exported to Latin America rocketed 630 per cent in value to \$990 million. Those exported to Hong Kong valued \$960 million, up 57.9 per cent. Value of ships exported to Africa soared 240 per cent to \$700 million.

In the five-month period, containerships exported from Jiangsu rose 26.2 per cent in value to \$810 million, taking up 14.8 per cent of the province's total ship export value. Bulk carrier export value surged 210 per cent to \$3.1 billion, taking up 57.1 per cent of the total. Liquid carrier export dropped 1.9 per cent in value to \$1.1 billion. According to an unnamed Nanjing customs official, the rapid growth of Jiangsu's ship export was because the shipbuilding industry is on the way of recovery. Statistics from shipping industry researcher Clarksons, the world's new orders totalled to 114 vessels in April, with a compensated gross tonnage (CGT) of 2.1 million tonnes, up 22.1 per cent over March. China had 45 new orders with a CGT of 788,000 tonnes, second to Korea. In addition, the rebound in the global shipping market also contributed to the growth of Jiangsu's ship export. The Baltic Dry Index has been hiking from 2,991 points since early April and hit a peak at 4,209 points in late May, up 40.7 per cent. The coming rise of steel prices and the new orders prices hitting bottom were also reasons given for the growth. Shipowners hope to order new ships before the ship and steel prices increase. **Source: Hong Kong Trade Development Council**

Abu Dhabi Ship Building to deliver 10 vessels in 2010

Abu Dhabi Ship Building (ADSB) company, which has delivered about 150 new vessels during its 14 years of existence, will be delivering 10 vessels this year. This was disclosed by Homaïd Al Shemmari, Chairman of the ADSB and William S Saltzer, the Chief Executive Officer at a media get-together here on Tuesday arranged to mark the delivery of a 42

metre long landing craft built by the company, to the Royal Bahrain Naval Force. They said the vessels being delivered this year included two landing craft of 42 metre size, a tug, a workboat and six fast interceptors.

"ADSB currently has 54 new vessels on order. This includes six 72 metre Baynunah Class Corvettes, two 42 metre naval landing craft, 32 fast interceptors of 16 metre size, 12 Ghannatha Class Fast Fighting Boats of 26 metre size, one 26 metre tug and one 19 metre workboat, and they would be delivered in phases," William said. About five of the 150 vessels delivered by ADSB so far are commercial crafts, while the rest are for navy and other security forces belonging to both the UAE and outside. Homaïd said ADSB was pursuing orders for new ships as well as for repairs and refits of used vessels in the MENA region. "Talks are on to get orders from Libya and Algeria, but these are in early stages of negotiations, and we can't let out the details now," Homaïd said.

Asked whether the ADSB was pursuing orders from Saudi Arabia and Iraq which are some of the largest defence spenders in the region, William said, "We are definitely trying to get the doors of Saudi market opened for us. But Iraq market still presents a confused scenario because of the presence of the foreign troops." Brigadier Mohammed Hashem Ibrahim Al Sada, Deputy Commander of Royal Bahrain Naval Force said the new vessel delivered by ADSB would add to the 'strategic depth' to the capabilities of the Bahrain Navy. It will be used as for logistic support as well as for direct operations of the Navy. He disclosed that Bahrain would continue to give orders to ADSB and to support the ship building industry of the region. Homaïd said Abu Dhabi Ship Building has created a dedicated project management team to work closely with a delegation from the Royal Bahrain Naval Forces for the project, which has helped achieve the desired technical and quality standards. "We have now started a representative office in Bahrain as part of our strategic alliance with them," he said. The second 42m landing craft to be delivered to Bahrain is already in advanced production stage and will be launched and delivered in late 2010. ADSB's client base includes Navies, Coast Guards and other military, paramilitary and commercial vessel operators across the GCC region. The Company posted a net profit of Dh 114.39 million on revenues of more than Dh 1.16 billion in 2009, representing its best annual performance, ADSB officials said.

Source: Khaleej Times

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Qatar's Nakilat & Damen in Shipyard Deal

Qatar Gas Transport Co (Nakilat) and Dutch firm Damen Shipyards Group are to jointly operate a shipbuilding facility at the Qatari port of Ras Laffan, the companies said on Thursday. Nakilat, the world's largest shipper of liquefied natural gas (LNG), and Damen have agreed to set up a joint venture 70 per cent held by the Qatari company and 30 per cent owned by Damen to run the shipyard, a statement said. Nakilat Damen Shipyards Qatar, the 15-hectare (37.1 acre) shipyard built on reclaimed land in the expanded port of Ras Laffan, will begin operations in the first quarter of 2010. Neither company gave the value of the deal. The shipyards will produce commercial vessels, naval and coastguard ships and luxury yachts of up to 120 metres (394 feet) long.

Last year Nakilat raised \$949 million to fund new ships, the last tranche of a \$6.8 billion financing programme begun in 2006 to fund the building of 25 LNG ships at South Korean shipyards. Qatar has said that it would complete the expansion of its LNG production capacity by September, adding a remaining 15 million tonnes per year to existing capacity of 62 tpy. Qatar is the world's leading exporter of LNG. Source: BTFlive.net

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Port of Montreal looking at expansion

The Winnipeg Free Express reports that the Port of Montreal is considering an expansion to handle increased cargo traffic but will first ensure that its existing operations are optimized. The port, which is a key economic engine of the Montreal region, is studying the possibility of building a container terminal at its bulk materials facility in Contrecoeur, southeast of the city.

"The economic crisis certainly reduced our traffic a little in 2009 but we still have an opportunity to finalize our plans in 2010 to be ready to accommodate the economic recovery," Montreal Port Authority president and CEO Sylvie Vachon said following the authority's annual meeting. **Source : Dredging News Online**



Beautiful photo taken from the Euromast in Rotterdam – **Photo : Marijn van Hoorn ©**

Hamworthy clinches 50m order from Brazil shipyard

Marine and offshore fluid handling systems specialist Hamworthy has won a £50m contract from Brazilian shipyard Estaleiro Promar. The contract is for ship design and supply of cargo handling systems for eight LPG carriers. The scope of supply includes the design of the ships and the design and supply of the cargo tanks, in addition to the cargo handling system. Delivery of the equipment is scheduled from mid-2012 to mid-2015. The eight LPG carriers will be owned and operated by Transpetro, a subsidiary of Petrobras in Brazil. **Source: Business Financial Newswire**

Peterhead Port Expansion Enters Final Phase

Blasting will take place at a busy north-east harbour next week as work on a multimillion-pound port expansion enters its final phase. The massive Smith Embankment project at Peterhead is just weeks away from completion.

Work to build a 650ft quay and 330ft breakwater at the busy Buchan port began in April last year, after securing £5million funding from the Scottish Government and the European Fisheries Fund. The improvements are being carried out primarily to meet the demands of the pelagic fleet, which fishes for herring, mackerel and other oily fish. Yesterday harbour bosses confirmed that the project – the biggest new development in Peterhead's history – was on target to finish by the end of September.

Peterhead Port Authority chief executive John Wallace said: "We're delighted with the progress that's been made so far. It looks like we will finish on time and within our budget. The quay should be completed by the end of this month, then the last stage will be installing a mooring dolphin at the end of the pier. This will give boats a safe place to berth."

About 3.5million cubic feet of sand, silt and rock has been dredged as part of the project. More blasting work to deepen the seabed at the port will be carried out from Monday. This part of the operation is expected to last around three weeks. Mr Wallace said: "The next stage of dredging will take place on the outer fringes of the deepened area."

"We want to assure people that all material removed as part of this work will be disposed of at sea, not taken ashore."

He said the blasting would be audible to properties around the harbour area. "If anyone hears loud bangs coming from the Smith Embankment area, they'll know it's nothing to worry about," he said. The project has been about six years in the making, but the plans have moved forward swiftly since the merger between Peterhead Bay Authority and the Peterhead Harbour Trust in 2006. The deepening of the harbour could pave the way for lucrative decommissioning work, expected to be worth between £15billion and £20billion over the next 20 years, in the oil industry. About 60 jobs have been created during the construction phase, with about 100 to follow once the project is finished. **Source :** **Dredging Today**



Another photo of the **MATADOR 3** seen installing the crane boom onboard the **OLEG STRASHNOV**

More photos can be seen at : <http://www.fotorondleiding.nl>

Photo : Jaap Pameyer ©

Huge blaze at Chinese port


More than 2,000 firefighters were mobilised today to tackle a spectacular blaze which broke out at a Chinese port after explosions hit two oil pipelines, state media reported. Crews brought the fire in the northeast port of Dalian under control after battling the flames for 15 hours, and state television channel CCTV showed the area engulfed by clouds of thick black smoke. The blasts hit pipelines belonging to China National Petroleum Corp, the country's main oil company, on Friday evening, well away from residential areas, a spokesman for city authorities in Dalian told the Xinhua news agency. A strong burning smell was noticeable in the city, but the authorities said the blaze did not release toxic fumes, and no casualties were reported. The accident happened after a tanker carrying 300,000 tonnes of oil unloaded its cargo, Xinhua said.

Chinese President Hu Jintao and Premier Wen Jiabao ordered a deputy prime minister to the scene to direct operations, Xinhua reported.

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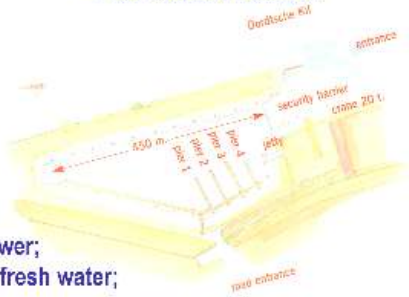
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Acquisition of bulk carriers: PNSC signs \$165 million loan deal with two banks

Pakistan National Shipping Corporation has finalised a deal with two banks for \$165 million loan, Business Recorder learnt Saturday. The money would be used for the upgradation of PNSC's ageing fleet through the induction of at least five bulk cargo ships.

According to official sources, the Corporation had negotiated with the Standard Chartered Bank for a credit facility of around \$130 million. They said the two sides had signed the 'papers' and the evaluation of some modalities by the bank was in final stages. Around \$30 million of the total \$130 million would be given to the national flag-carrier under the head of long-term financing, the sources added.

According to sources, ECO Bank, owned by member countries of the Economic Co-operation Organisation countries, was the second financier of PNSC and would lend the Corporation \$35 million. They said the interest rate for the payback was agreed to be set at London Interbank Offered Rate of 1.7 percent.

The sources told Business Recorder that PNSC had invited offers from international shipbrokers enlisted with the Baltic Exchange for the acquisition of two panamax, two supramax and one handymax bulk carrier that are, preferably, Japanese-built and ageing up to 10 years. According to tender specifications, the panamax vessels should be of

approximately 70,000 to 80,000 MT dead-weight tonnage and 14 meters draft, while the handymax ship should weigh between 45,000 and 55,000 MT DWT with 12 meters draft.

Bremerhaven car exports delayed

GERMAN car makers Daimler and BMW are predicting disruptions to their worldwide deliveries because of port capacity constraints at Bremerhaven. Pure car and truck carriers face handling delays of up to seven days at the port due to a shortage of workers at terminals operated by government-owned BLG Logistics.

Thousands of premium cars that are stuck at the port are expected to be delivered a few days late to retailers in North America and Asia, as the delays cannot be made up on the ocean leg. "There are no short-term response options because the entire delivery network comprising pre-carriage to Bremerhaven, ocean transport and distribution in the US has been tightly scheduled," BMW spokesman Frank Wienstroth told Fairplay.

Mercedes manufacturer Daimler said it is studying alternative port options for vehicles that are now leaving its German plants for overseas export. Carriers highlighted alternative departures from Zeebrugge in customer notes sent out this week.

The automobile shippers expressed their dissatisfaction with BLG's planning, as the terminal operator was advised weeks ago that volumes would rise due to stock clear-outs and last minute deliveries ahead of plant holidays.

Source : Fairplay24



KOTUG's **SD SEAHORSE** and **SD STINGRAY** seen attending the arriving **MARGOT N** in Rotterdam-Europoort
Photo : Jacco van Nieuwenhuyzen ©

Commodity Shipping Rates Advance, Snapping Longest Losing Run in 15 Years

Commodity shipping rates measured by the Baltic Dry Index ended their longest losing streak in almost 15 years on speculation owners are refusing to offer vessels at current hire rates. The index rose 20 points, or 1.2 percent, to 1,720 points, according to the Baltic Exchange in London. That ended a run of 35 consecutive drops, the longest since November 1995, during which the measure lost 60 percent of its value. Daily rates for capesizes, typically iron-ore carriers and the biggest tracked by the gauge, gained 3.5 percent to \$12,495.

"The underlying market has gone a long way down," Philippe van den Abeele, London-based managing director of Castalia Fund Management (U.K.) Ltd., said by phone. "At \$12,000 or thereabouts on capes, there will be owners who will say I'm not showing ships, I'm not giving rates." The market weakened as new ships entered the fleet, swelling supply, and on a reduction in Chinese imports of iron ore. The steelmaking raw material accounted for 29 percent of all dry-bulk goods hauled at sea in the first quarter, according to Drewry Shipping Consultants Ltd. in London.

Total bulk fleet capacity will grow 16 percent this year, twice the rate of demand, according to Clarkson Plc, the world's biggest shipbroker. China, the biggest buyer of iron ore, will cut annual imports for the first time since 1998, Mysteel Research Institute forecasts. Imports fell in April, May and June compared with the previous month, according to customs data. Steel demand from carmakers will slow in the second half from the first six months, Xu Lejiang, chairman of Baosteel Group Corp., China's second-largest steelmaker, said on July 15. That may signal that a decline in the world's biggest metal market will continue.

"We interpret the recent weakness in the Baltic Index as reflecting the early stages of a slowdown in Chinese steel demand," Daniel Brebner, an analyst at Deutsche Bank AG in London, said in a note e-mailed today. "A slowdown in orders for steel products has resulted in a slowdown in orders for iron ore over the past month, resulting in a decline in shipping." Some capesize owners are ready to idle vessels, Guy Campbell, head of dry bulk at London-based Clarkson Plc, the world's largest shipbroker, said on July 13. That may start next week with one or two owners looking to anchor ships in Singapore, he said. Operating expenses for the vessels, once financing is taken out, are about \$7,000 a day, he said. Daily rates for smaller panamaxs, which compete for coal and iron-ore cargoes and also transport grains, gained 3.1 percent to \$16,839 a day. Supramaxes, used on routes that include carrying Indian iron ore to China, fell 0.8 percent to \$17,448 and handysizes that carry grains fell 0.4 percent to \$13,859, the lowest since Nov. 12, 2009, exchange data show. **Source: Allistair Holloway and Alaric Nightingale, Bloomberg**

Signet Acquires Colle Towing

Signet Maritime Corporation, a marine transportation and logistics company, continues to grow with their recent purchase of Colle Towing Company's assets and business operations. Since 1878, Colle Towing Company Inc., Pascagoula MS has been providing offshore, harbor and intracoastal marine towing on the Mississippi Gulf Coast. Assets and personnel in Pascagoula will begin operations immediately under the new name, Colle Maritime Company, a Division of Signet Maritime Corporation. The company operates tugs for the Port of Pascagoula in both the Bayou Casotte and Pascagoula River Ports and operates a full-service shipyard and 600 ton Travelift for repair of vessels and barges. Signet and Colle were recently awarded a twenty-year contract to provide marine services to Angola LNG Supply Services (ALSS) in the Port of Pascagoula, Mississippi. The agreement, to commence third quarter 2011, includes options to extend for up to ten additional years.

J. Barry Snyder, president and chief executive officer of the combined companies said, "Through this transaction we have strengthened our company, added depth to our fleet and fortified our position in the Port of Pascagoula. It's been a busy year for us with the ALSS LNG contract, the acquisition of Colle, and the construction of three new tugs—two for LNG and one ASD here at Colle Shipbuilding & Repair, also a division of Signet Maritime Corporation. The same proud service which Colle has provided for over 100 years will be maintained by Colle Maritime and enhanced by Signet's ISO 9001:2008•ISM•STCW 95•MTSA•AWO-RCP certifications by the end of October 2010."

"We are pleased to report all Colle employees have been offered employment with Colle Maritime and have accepted." Further, Snyder said, "Signet will continue to expand its international marine transportation and logistics services, with concentration in the Americas, Africa and Middle East." **Source : MarineLink**

OLDIE – FROM THE SHOEBOX



As many readers of Newscippings know the towage business has been, and still is, very important to the Dutch. That's why in Maassluis on the New Waterway between Rotterdam and the North Sea, the **National Towage Museum** was established. The Dutch tug '**Oceaan**' (2000 IHP) of **L. Smit & Co's Internationale Sleepdienst** at Rotterdam was commissioned in 1951. For 17 years she sailed for the company, when she was transferred to Smit-daughter OTS of London in 1968 and became '**Salvonja**'. Three years later, still bearing her second name, she was sold elsewhere. In 1977 she became '**Goldpuller**', however, five years later an explosion in her engine room caused her sinking in the port of Singapore. By the end of January 1983, after having been raised, she arrived under tow at the National Shipbreakers, Jurong to be scrapped. Apart from many other models there is a fine and extremely detailed shipmodel of the tug to be seen in the **National Towage Museum**.

Don't forget to drop by when you are in The Netherlands. The museum is open every day from 14.00 to 17.00 hrs except on Mondays. Almost all Dutch towage companies support this exceptional museum.

.... PHOTO OF THE DAY



Above seen Allseas **LORELAY**, moored in the port of Chaguaramas during preparations for the NGC project in Trinidad on which project the **LORELAY** will lay an 12" pipe line

Photo : Daan Akerboom ©

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