

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 242



Number 242 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 30-08-2010**

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**The OCEANCO built 85.47 mtr long yacht Y706 is seen getting launched in Rotterdam Waalhaven, the yacht is powered by 2 x 4680 hp (MTU diesels) for a max speed of 17 knots and cruising speed of 14 knots, the max range is 4700 nm.
the hull is built of steel whilst the superstructure is made of aluminium.**

It looks like that Steven Spielberg is the owner of Y706, this in view of his visits to the Oceanco yard in Alblasserdam during the construction period

Photo : Engineers HLV Oleg Strashnov ©

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The **STX ROSE I** seen anchored off Singapore

Tanker supply - A never ending story?

In this week's report we show the extent of the sustained long term expansion in tanker supply since 2002 and how this could be coming to an end. Large-scale new investment in the industry only really takes place when the markets are strong. This has been clearly illustrated during 2004-08, with record high tanker earnings leading to record high levels of investment. Also, at the same time, high earnings meant there was no incentive to scrap tonnage. The consequence is that we have been (and still are) in a sustained period of extreme expansion in tanker supply. From the low point in 2002 to peak earnings in 2008, the supply of vessels above 25,000 dwt increased by more than 100 million dwt, from 266 to 368 million dwt (an average gain of 17 million dwt each year and equivalent to 6% p.a.). However, growth in demand was even greater, resulting in one of those rare occasions where we had a massive increase in supply coinciding with a record high gain in tanker earnings. In years to come this period will be viewed as

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one of the extremes in our industry - owners did have their cake and they could eat it! The problem for owners has come since 2008, with an even greater pace of new deliveries, and that this took place in an economic recession. Over the past two years, tanker supply has grown by around 30 million dwt each year, and at the same time tanker demand has actually fallen. The market ultimately moves in line with the supply/demand fundamentals, and these have led to the sharp drop in earnings and prices/values. The concern now is "how much more of this is to come"? Based on our analysis of new deliveries from the current orderbook and our forecast of tanker scrapping, we expect the pace of supply growth to start slowing next year. Nonetheless, net gains will still be very high for another two years, at 21 million dwt in 2011 and 15 million dwt in 2012.

Assuming no further new ordering, it will be 2013 when we start to see a leveling off in supply, at around 475 million dwt. But there's the rub, with today's prices for newbuilding some 35% lower than two years ago and supply potentially flat by 2013 (when orders placed today will be delivered) it may now appear attractive to start investing again. However, if orders are placed in the near future then the question becomes one of if and when gains in oil demand and trade will catch up with increases in tanker supply? **Source: Gibson**



Referring to the earlier photos of the result of the collision of the **PAULA** and the **WEC VAN RUYSDAEL**, above is seen a photo made just after the accident happened at the Dordtse Kil - **Photo : Rolph Herks ©**



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Bodies of two crewmembers from sunken tug found in Far East



Rescuers have found the bodies of two missing crewmembers from a Russian tugboat that sank in the Laptev Sea in Russia's Far East in the early hours of Friday, a local emergencies spokesman said. The **Alexei Kulakovsky** carrying 14 crewmembers sank 20 miles off the shore of the Sakha (Yakutia) republic around 05:00 a.m. local time. Three crewmembers were saved after a tanker rushed to the sinking tugboat. Emergencies helicopters and divers are scouring the area for the remaining 9 missing crewmembers. Emergencies

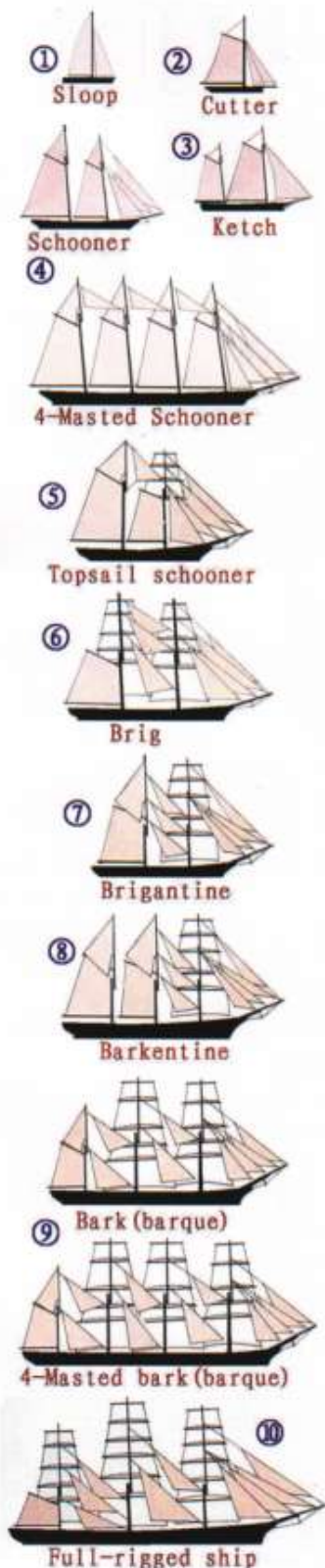
vessels will also take part in the rescue operation. **Source : RIA Novosti**



With her massive 423 ton bollard pull the **FAR SAMSON** is worlds most powerful offshore vessel, above the multi functional AHTS is seen departing from Rotterdam with the launch barge **S 44** with destination Genoa.

Photo : Hans Hoffmann ©

SAILING VESSELS AROUND THE GLOBE



Left the Russian **SHTANDART** is a Replica of the frigate **Shtandart** the flagship of Tsar Peter the Great, built 1703 on British Admiralty lines, this **SHTANDART** is built by St. Petersburg Maritime Education Centre, Russia and was laid down 04.11.1994, launched on 04.09.1999 and is having an overall length of 34.50 m, Beam of 6.95 m, and draft of 2.50 m, the Sail area is 660 m² and the

vessel is having 2 main engines 250 PS Volvo Penta TAMD, Crew: 35

The **Mare Frisium** (right) was launched in 1916 at a small wharf in Weert. The ship was built as a one and a half master and provided with fishing gear and drag nets of about two kilometres. When this fishing method became obsolete in the 40s, the ship was sold to German owners as a freighter. In 1962 the ship was extended to its present 40 meters.

In 1995 the present owners discovered the hidden beauty of the ship. After a thorough and very careful restoration, the **Mare Frisium** as a three mast topsail schooner sails the seas with her sister ships. Left seen the **Amerigo**



Vespucci which is full rigged tall ship of the Marina Militare, named after the explorer Amerigo Vespucci. Its home port is Livorno, Italy. In 1925, the Regia Marina ordered two school ships to be built

following a design by Lieutenant Colonel Francesco Rotundi of the Italian Navy Engineering Corps, inspired by the style of large late 18th century 74-cannon ships of the line. The first of these two ships, the **Cristoforo Colombo**, was put into service in 1928 and was used by

the Italian Navy until 1943. After World War II, this ship was handed over to the USSR as part of the war reparations and was shortly afterwards decommissioned.

The second ship of the design was the **Amerigo Vespucci**. The ship was built in 1930 at the (formerly Royal) Naval Shipyard of Castellammare di Stabia (Naples). She was launched on February 22, 1931, and was put into service in July of that year.



The vessel is a full rigged three masted steel hull 82.4 m long, with an overall length of 101 m including the bowsprit and a maximum width of 15.5 m. She has a draught of about 7 metres and a displacement at full load of 4146 tons. Under auxiliary diesel-electric propulsion power, the **Amerigo Vespucci** reaches a top speed of 10 knots and has an autonomy of 5450 nm (at 6.5 knots).

The three steel masts are 50, 54, and 43 metres high, respectively, and carry sails that total 2824 m² (30400 ft²). In total, the **Amerigo Vespucci** has 26 sails — square sails, staysails, and jibs: all are traditional canvas sails. When sail sailing she can reach, under severe sea and wind conditions, a speed of 12 knots. The rig, some 30 km of ropes, entirely uses traditional hemp ropes, too. Only the mooring lines are synthetic in order to comply with port regulations. As of 2004, she is the only existing three decked square rigger.

The hull is painted black with two white stripes in reference to the two gun decks of the original ships the design is based on, but she carries only two 6pdr saluting guns in pivot mountings on the deck, forward of the mainmast. The deck planks are of teak wood and need to be replaced every three years. Bow and stern are decorated with intricate ornaments; she has a life-size figurehead of **Amerigo Vespucci**. The stern gallery is accessible only through the Captain's salon.

The standard crew of the **Amerigo Vespucci** comprises 16 officers, 70 non-commissioned officers, and 200 sailors. In summer, when she embarks the midshipmen of the Naval Academy (Accademia Navale), there's a total crew of about 450 persons aboard.

The ship has two diesel 4-strokes 8-cylinders engines FIAT B 308 ESS, that replaced, in 1964, the original 2-strokes 6-cylinders engines FIAT Q 426. These engines generate electric power to move one electric propulsion motor that can produce up to about 1471 kW (2000 hp). When carrying cadets, she is usually steered at the manual stern rudder

station, which is operated by four steering wheels with two men each. At other times, the hydraulically assisted steering on the bridge is used. Except for the anchor winch, the winches aboard are man-powered. The bridge is equipped with sophisticated modern electronic navigation instruments.

Except for the time during the second World War, the **Amerigo Vespucci** has been continually active. Most of her training cruises are in European waters, but she has also sailed to North and South America, and navigated the Pacific, too. In 2002, she undertook a voyage around the world.

The **Eendracht** (right) is the biggest three-masted schooner in the Netherlands, a sailing ship that hails Rotterdam as its home port. **Het Zeilend Zeeschip**, the foundation that operates the schooner, facilitates voyages, day trips, corporate outings and on-board events.

The **Eendracht** offers a feeling, a unique experience and an unforgettable trip. De **Eendracht** organizes sailing trips lasting one day or more for private parties, youth groups and companies. The ship regularly sails to destinations within the Netherlands and abroad. The ship's passengers actively take part in sailing during a trip or journey. And because sea air makes you hungry, there are also extensive buffets on board.

All photo's : Piet Sinke ©



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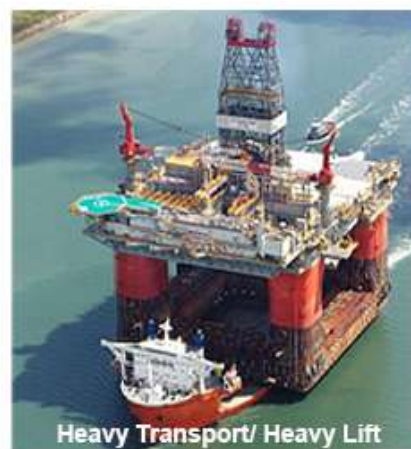
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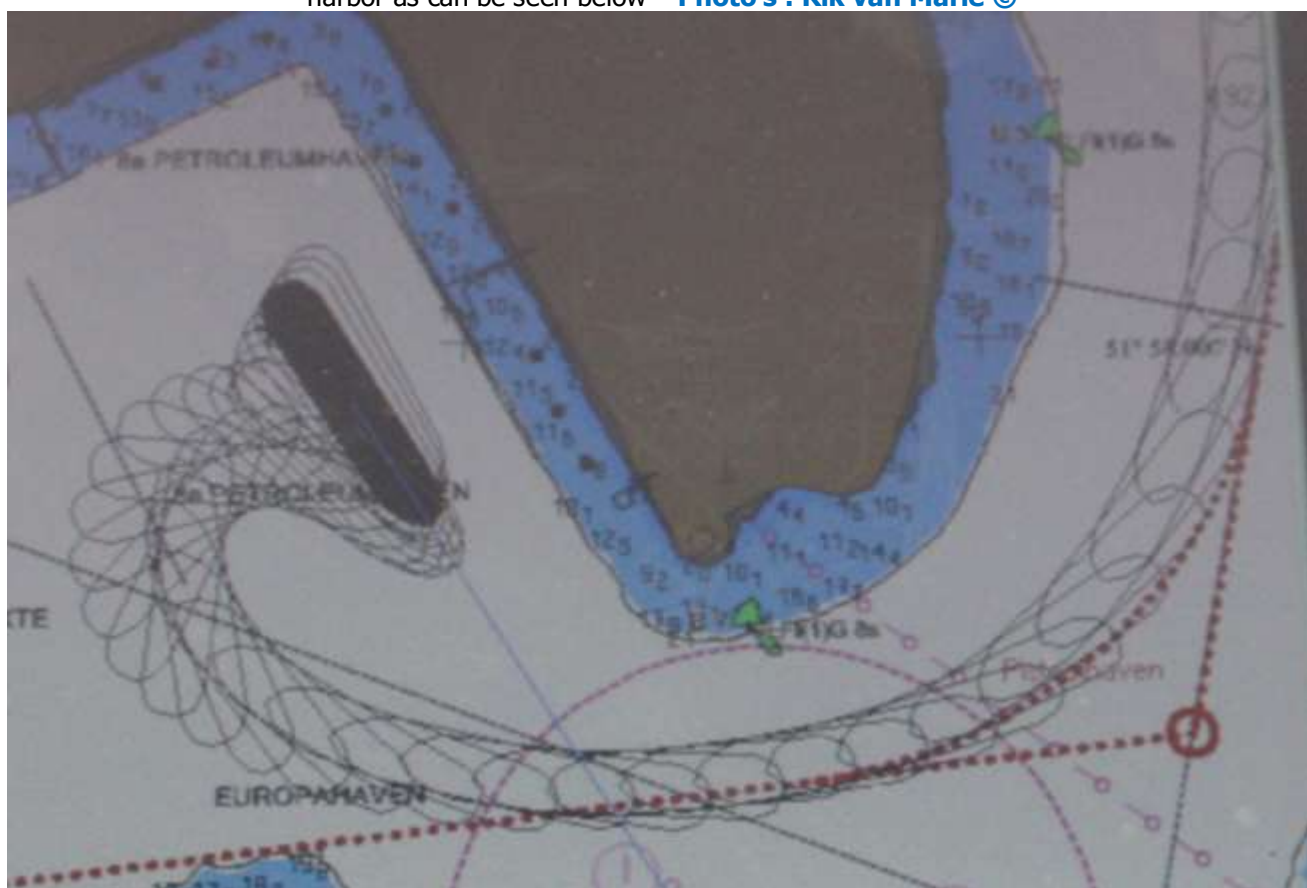
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The 334 mtr long and 70 mtr width **GENMAR VISION** seen approaching Rotterdam-Europoort with a draft of 19 mtr, piloted by pilots **Rik van Marle** and **Jan Zuurmond** the tanker was safely moored at the MOT 1 at the 8th Petroleum harbor as can be seen below – **Photo's : Rik van Marle ©**



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LAATSTE WERKDAG VOOR ARNOLD TOMBROEK



ARNOLD gaat eerst van zijn verlof genieten voordat hij in Maart 2011 met pensioen gaat. Namens alle lezers en speciaal persoonlijk van **Elizabeth, Alex** en **mijzelf** wensen wij **ARNOLD** en **LIESBETH** nog vele gezonde jaren toe, sorry dat we er niet bij konden zijn !!

Foto's : Taco Mulder ©

Na vele jaren SMIT (eerst SMIT-LLOYD) was het afgelopen donderdag voor **ARNOLD TOMBROEK** zijn laatste werkdag, **ARNOLD** en zijn vrouw **LIESBETH** werden opgehaald door de **SMIT JUNIOR** in Maassluis en geëscorteerd door de **SMIT ZWEDEN** en **SMIT RUSLAND** op de trip naar Rotterdam-Waalhaven.



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NAVY NEWS



Yuriy Dolgorukiy (K-535) is the first SSBN submarine of the Borei class that is being built for the Russian Navy. Named after the founder of Moscow Yuri Dolgoruki, it was laid down on 2 November 1996 and was first planned to enter service in 2001. However, the SS-N-28 missile that the Borei class was supposed to carry was abandoned after several failed tests, and the submarine was redesigned for the Bulava missile. Bulava missile is smaller than the original SS-N-28, and in the 2007 START treaty data exchange it was reported that all Borei-class submarines would carry 16 missiles instead of 12, as originally intended.

The 170 mtr long submarine was rolled out of its construction hall into a launch dock on 15 April 2007 in Severodvinsk, when it was

about 82% complete. The Russian Government has allocated nearly 5 billion rubles, or 40% of the Navy's 2007 weapons budget, for the completion of the submarine. Some doubts about the conditions in which the boat was launched were expressed to the Russian press by workers and managers at the Sevmash plant, where the construction was taking place. Specifically, workers noted that welding of the submarine's outer hull was in some places unfinished.

There was some speculation that **Yuriy Dolgorukiy** would be rushed through the rest of its production and testing phases in order to be ready for the 2008 Russian presidential elections. Much of the ship's equipment remains as yet uninstalled and untested, a process that would normally take over a year to complete.

On 13 February 2008 **Yuriy Dolgorukiy** was finally launched from its floating dock in Severodvinsk where the final outfitting took place. The submarine's reactor was first activated on 21 November 2008. and submarine begin its sea trials on 19 June 2009 since then **Yuriy Dolgorukiy** has been on sea trails several times.

Russia is planning to build at least eight submarines of the Borey-class.

Who'll Fund U.K.'s Next Nuke Subs? Industry Wants to Know

Britain's largest defense industry organization wants Prime Minister David Cameron to clarify the government's position on funding the replacements for Britain's Trident nuclear missile submarines.

In an Aug. 25 letter sent to Cameron and released to the media, ADS Chairman Ian Godden said recent official statements appear to call into question the government's commitment to the nuclear deterrent, and to suggest that the cost of the program, dubbed Successor, will fall on the Ministry of Defence and require cuts elsewhere.

It is "vital this confusion is cleared up as soon as possible," Godden wrote. "Uncertainty caused by the statements will be as unsettling for investors as it must surely be for our allies. A decision to move Trident renewals to the defense budget without a commensurate transfer of funding calls into question the integrity of the Strategic Defence and Security Review process and complicates the future funding of our conventional capabilities and our nation's ability to support its allies."

Godden said the issue was of such national significance that the aerospace, defense and security trade body was making the letter public.

Chancellor George Osborne and Defence Secretary Liam Fox are rowing over who should pick up the cost of building a new fleet of nuclear submarines for the Royal Navy. Osborne said the cash would have to be found in the Ministry of Defence budget. Fox argues the government should pick up the tab, as was pledged by the previous Labour Administration who lost power to the Conservative-Liberal Democrat coalition in May.

A government White Paper put the cost of Successor at 15 billion to 20 billion pounds, at 2006 prices. At its height, Trident spending would likely top 2 billion pounds a year. The MoD's entire annual budget currently stands at 36.7 billion pounds.

The MoD recently completed a review of the Successor program to see where it could reduce costs. One of the options looked at was reducing the planned four-boat fleet to three.

The British government is scheduled to publish its defense review at the end of October along with the defense budget figures for the next four years. The MoD is bracing for a 20 percent cut over those four years, even as it faces an unfunded liability of around 37 billion pounds (\$57.1 billion) over a decade, Fox revealed in a recent speech. Having to find the billions of pounds needed to replace the Trident subs would exacerbate the expected wide-scale cuts required by the military over the next few years. **Source : DefenseNews**

KEARSARGE AMPHIBIOUS READY GROUP ENROUTE PAKISTAN



The amphibious transport dock ship **USS Ponce (LPD 15)** (top) and left seen the amphibious assault ship **USS KEARSARGE (LHD 3)** departed Naval Station Norfolk for Pakistan to help provide relief to flood-stricken regions. **Ponce** is part of the **Kearsarge Amphibious Ready Group**. The ships and the embarked units of the 26th Marine Expeditionary Unit (26th MEU) are executing an early deployment to the region in support of ongoing humanitarian aid and disaster relief operations.

Photo's : U.S. Navy



Marine Corps **Sea Knight (CH-46E)** helicopter from HMM-165E (REIN), 15th Marine Expeditionary Unit flies over the Tarbela Dam enroute to Kohistan, Pakistan during humanitarian relief efforts in the Khyber- Pakhtunkhwa Province Pakistan, **Photo : US Navy ©**

WWII ship propeller moved to Vallejo

An 18-ton, brass ship propeller dating back to World War II has been moved from San Francisco to the California Maritime Academy in Vallejo. A crane balanced with 36,000 pounds of weights placed the propeller in front of the academy's Technology Center on Thursday. Cal Maritime spokesman Doug Webster says the college was asked if it wanted the propeller after the office building in San Francisco where it was housed decided to remove it. Campus preparations took months and included construction of a concrete base that would be strong enough to handle the propeller's weight. The San Francisco building owners donated all the moving costs. Cal Maritime officials say the propeller was installed on a U.S. Navy tanker in the 1940s. The ship was in Tokyo Bay for the Japanese surrender.

Source : Times-Herald

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Above seen an ongoing salvage operation of a capsized sheerlegs at the Yantze river last Saturday

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DCT Gdansk cements Asia ties

DCT GDANSK, Poland's container terminal, has strengthened its ties with Asia with a new shipping connection.

Maersk was the first line to introduce the direct shipping connection (AE10) from the Far East to the Baltic Sea. Since January 2010 8,000teu container vessels appear in Gdansk every week carrying cargo destined to Poland, Russia and Finland.

The new AE10 direct connection of Far East ports to Gdansk now includes the following ports: Ningbo - Shanghai - Kaohsiung - Yantian - Hong Kong - Tanjung Pelepas - Zeebrugge - Gdansk - Gothenburg - Aarhus.

From September AE10 customers will also enjoy shorter transit times (by at least 2 days) from the Far East to Gdansk, as well as greater availability of space on board the ocean-going vessels. Under the new schedule the AE10 service will call at DCT Gdansk every weekend. More shipping lines are expected to introduce similar solutions in the near future, according to DCT.

The container terminal is the only one in Poland able to serve deep-sea vessels which it says has strengthened its position as the Baltic Sea container hub. DCT GDANSK, Poland's container terminal, has strengthened its ties with Asia with a new shipping connection. **Source : Fairplay24**

Swire raises port charges

Swire Shipping is to hit New Zealand customers with increased import port service charges on its trans-tasman service.

The charges include destination terminal handling charges and are effective for eastbound cargo on the Tasman Provider, due to sail from Melbourne on September 28.

The increased charges apply to Auckland, Tauranga, Marsden Pt, Napier, Nelson and New Plymouth and will be \$325 for each 20-foot equivalent (TEU) container, \$565 per 40-foot container (FEU), and \$19.75/tonne for breakbulk cargo, where applicable. **Source : NZ Herald**



Turkon lines **IBRAHIM DEDE** seen at the Westerscheldt River – Photo : Henk de Winde ©

Shipping recovers at James Fisher

Last year, James Fisher's legacy marine oil division - which ships oil around the British coastline - lost £2.3m in the second half, the only red blotch on its copybook. Yet higher volumes, stronger spot rates and cost reductions meant what used to be James Fisher's main source of cash crept back into the black with profits of £0.7m.

That's likely to continue, as a tighter supply of ships this year should support rates even if the demand recovery falters, and the company's fleet will be used more efficiently when two charter contracts expire in September.

But James Fisher is about much more than shipping these days. Its specialist technical unit, which provides niche services such as mooring, ship-to-ship oil transfer, strain testing and nuclear decommissioning, once again led the growth, with operating profits up 19 per cent. The defence business was also strong, thanks to a number of small submarine engineering projects. Only offshore oil, which supplies rigs with niche products such as winches and cranes, posted a decline in profits. Chairman Tim Harris insisted this was down to a temporary lull in activity rather than a long-term consequence of the BP spill.

Broker Evolution Securities expects full-year pre-tax profits of £26.1m and EPS of 39.3p (from £24.7m and 37.1p in 2009). Source : **Investors Chronicle**

TURKEY, A MAJOR SHIP RECYCLING NATION SIGNS UN CONVENTION

Turkey, one of the five major ship recycling nations in the world, has signed the United Nations-backed treaty promoting the environmentally friendly recycling of ships. The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, adopted in May last year, is aimed at ensuring that ships, when being recycled at the end of their operational lives, do not pose an unnecessary risk to human health and safety or the environment. It was signed in London by Ünal Çeviköz, Turkey's Permanent Representative to the International Maritime Organization - the UN agency that developed the convention - at IMO's headquarters in London.

The convention deals with all major issues surrounding ship recycling, including the fact that ships sold for scrapping may contain environmentally hazardous substances such as asbestos, heavy metals, hydrocarbons, ozone-depleting substances and others. It also tackles concerns about the working and environmental conditions at many ship recycling locations.

In addition, the convention regulates the design, construction, operation and preparation of ships so as to facilitate safe and environmentally sound recycling - without compromising the ships' safety and operational efficiency. It focuses on the operation of ship recycling facilities in a safe and environmentally sound manner, as well as on establishment of an appropriate enforcement mechanism for ship recycling - including certification and reporting requirements.



Above seen the **MEDOUSA** (ex **Kronprins Harald**) in the process of scrapping in Aliaga (Turkey) during June 2005
Photo : Piet Sinke ©

The text of the convention was developed over a three-year period, with input from IMO Member States and relevant non-governmental organizations (NGOs), in cooperation with the International Labour Organization (ILO) and the Parties to the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal. The Convention has been open for signature by any State since 1 September 2009 and will remain so until next Tuesday. Thereafter, it will be open for accession by any State. It will enter into force 24 months after the date on which 15 States, representing 40 per cent of world merchant shipping by gross tonnage, have either signed it without reservation as to ratification, acceptance or approval, or have deposited instruments of ratification, acceptance, approval or accession with the IMO Secretary-General. The combined maximum annual ship recycling volume of those States during the preceding 10 years must constitute not less than 3 per cent of their combined merchant shipping tonnage. To date, the Convention has been signed, subject to ratification or acceptance, by France, Italy, the Netherlands, Saint Kitts and Nevis and Turkey. At the signing, IMO Secretary-General Efthimios E. Mitropoulos and Mr. Çeviköz expressed the wish that other major ship recycling nations would join the convention as soon as possible.

Multi-vessel BWT contract for Hyde

Hyde Marine has been awarded a contract from an unnamed major South Korean shipbuilder to supply ballast water treatment (BWT) systems for several 157,000 dwt SuezMax crude oil tankers being built for a Greek owner.

10 ship-sets will be delivered between May 2011 and March 2013. US company Hyde Marine says this is its first large tanker project. The scope of supply encompasses explosion-proof UV reactors and newly-developed Superflow high capacity, auto-back flush disk filters. The company believes this to be among the largest BWT system orders placed to date, totalling just over \$19.8 million.

Each tanker will have two 2500m³/hr capacity explosion-proof systems, one for each ballast pump, and one 450 m³/hr standard skid-mounted system for the after peak tank. Total treatment capacity per ship is 5,450m³/hr. The BWT equipment will be fully integrated into the ships' ballast control systems.

The IMO type approved, chemical free Guardian is said to offer a compact, modular design, low power consumption scaled according to capacity, low pressure drop, and simple, fully automatic operation, claimed to make the system technically attractive and cost-effective for any type of vessel. The system uses auto-back flush filtration and UV disinfection and can be adapted to fit the available space on an existing vessel or can be installed as a skid mounted integrated package. The company says that its design has been proven during more than seven years of continuous service onboard the cruise ship Coral Princess. This system, which was installed in 2003 and provided the platform for IMO G8 type approval testing in 2008, has operated with the originally installed equipment including the UV lamps through 2010. **Source : The Motorship**



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Flinter extends credit facility

Shipping company Flinter has successfully completed negotiations with its bankers to extend its credit facilities. In addition, Flinter has transferred its interests in 12 vessels in an agreement with a group of shareholders. Flinter's long-term growth strategy remains unchanged, the company says.

The dramatic fall in demand across the whole industry from the fourth quarter of 2008, meant that many scenarios for vessel operation and financing were no longer viable for the company. "In the past few months, we have worked hard to find a good solution for shareholders, investors and banks. Now we can concentrate on our business operations again. The new agreements with our bankers safeguard the credit facilities for our fleet until 2012," said Reinder van der Veen, CFO of Flinter

Left : **FLINTERMAAS**
Photo : **Willem Kruit** ©

A settlement was also reached, in which exiting shareholders swapped their shares partly for cash and partly for shares in 12 vessels. In the short



term, van der Veen sees many opportunities to extend the fleet under management.

"We expect to see many changes in vessels ownership and management in the next couple of years. Our financial strength will enable us to take advantage of opportunities in this market." The price of new vessels is another factor. "Due to the drop in orders, shipyards are being forced to lower their prices. We are keen to explore new opportunities," said van der Veen. **Source : Baird**

Container ships drop direct calls at three ports

The main container shipping service between New Zealand and North Asia is axing direct calls at the ports of New Plymouth, Wellington, and Nelson. Erratic scheduling had disrupted the service, operated jointly by Cosco Container Lines, Hamburg Sud, NYK Line and Mitsui OSK Lines, the companies said today on the Cosco website. A port rotation of six North Asia ports and six in New Zealand was "very challenging", leaving little contingency time in the event of inevitable weather delays or other unforeseen difficulties, the companies said. Local company Pacifica Shipping, which operates two container vessels on scheduled coastal runs is likely to benefit from the axing of the three ports.

Pacifica's 3850 tonne **Spirit of Resolution** will replace calls by **Cosco's Yingkou** at New Plymouth, and the 7430 tonne **Spirit of Endurance** will make feeder calls at Nelson, and Wellington. Nelson was previously serviced by the **ACX Diamond**. Today the companies said that to rebuild a reliable service between New Zealand and North Asia, decisive corrective action had to be taken. "We will no longer call directly at the ports of New Plymouth, and Wellington, but will instead offer a reliable weekly feeder connection using Pacifica's coastal service in its place." Port Nelson would also be covered via Pacifica's coastal service from September 13, the company said. The Nelson service would improve from fortnightly to every Monday.

When the consortium's schedules were rationalised last year, it dropped fortnightly visits to Dunedin's Port Chalmers in favour of stopping at Lyttelton. At that time it was the third shipping operator to reduce southern services in a year. In August 2008, Maersk, Port Otago's largest customer, announced it was cancelling 104 ship calls from September, followed a month later by Hapag Lloyd quitting its weekly call to Port Chalmers, Dunedin-owned Pacifica then resumed a domestic service out of Port Chalmers -- having dropped it in 2005 - to link with Lyttelton, Tauranga and Auckland.

Source: Nzherald.co.nz

Fewer accidents in the Baltic marine area

In 2009, a total of 105 accidents took place in the Baltic marine area, down 22 per cent compared to 2008, according to the latest Helcom statistics. Almost all the accidents occurred very close to shore or in harbours. The most common type was grounding, accounting for 38 cases. Collisions were the second most frequent type of shipping accidents in the Baltic, accounting for 34 incidents, compared to 41 cases in 2008 and 54 cases in 2006. This includes collisions with vessels, fixed or floating structures, e.g. piers, navigation signs, etc. There were only six ship-to-ship collisions, and the number has decreased by 80 per cent since 2005. 53 per cent of all collisions took place in the southwestern Baltic. **Source : ShipGaz**

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FIVE OCEANS REFLOATS HELLENIC SEA



Above and below seen the M/V " [Hellenic Sea](#)" salvage operation in the Amazon-River. The casualty, a laden with bauxite panamax, touched the river bed and suffered bottom damages, which resulted in the flooding of various tanks and one of her cargo holds. Under LOF, Five Oceans Salvage mobilized a 20 men strong salvage team and successfully completed the 35 days long operation on the 23rd of August. During the same period, FOS was also engaged in another salvage operation off Santos/Brazil, rendering under LOF salvage assistance to the disabled M/V "[Saint Efrem](#)". **Photo : via Nikolaos Pappas - Five Oceans Salvage Ltd**

Tanker Inc – Skov's new tanker company

Tanker Inc is the name of the new tanker operator set up by Mikael Skov, who until March 2010 was the CEO of D/S Torm. Since he retired from Torm he has been working on securing capital to start a new company in the tanker segment. The investment bank Barclays Investment BNRI is backing the project and, along with other partners, Mikael Skov has managed to secure around DKK 2 billion in start-up capital. "I see it as a unique chance to create a new large ship owning company in the tanker segment", explains Mikael Skov and continues: "We have a solid base for investing in ships or chartering ships on a large scale." Torm's former head of the shipowning department, Jan Mechlenburg, will be a member of the management. Tanker Inc is the second spin-off from Torm after the change in management, which started when Klaus Kjærulff was sacked in 2008. Earlier this year, former head of Torm's tanker department Anders Engholm joined newly established Hafnia Management **Source : ShipGaz**

GE Shipping's Singapore Arm Takes Delivery Of ROV Vessel

Great Eastern Shipping on Friday informed that its Singapore-incorporated subsidiary Greatship Global Offshore Services Pte has taken delivery of '**Greatship Ramya**', a platform/ROV support vessel, from Colombo Dockyard Plc, Sri Lanka. Greatship Ramya is a DP2 vessel, capable of supporting offshore exploration and production and has been build complying with the new SPS Code 2008, the company said. Shares of GE Shipping are now trading at Rs.301, up 0.17% in an otherwise subdued market. **Source: RTTNews**



The **GRANDE ARGENTINA** seen moored in Amsterdam – **Photo : Erwin Willemse ©**

Fredriksen has had enough of Norway

A complete change in course – shipping magnate John Fredriksen declared that he wanted to reregister a substantial number of his ships to the Norwegian flag but now he has changed his mind, saying that he is "sick" of Norway. "It's true that we were planning to register a few ships to the Norwegian flag, adding them to the five ships already in the register. But after having taken a very close look at the general terms, we felt that it would be best to flag out instead", says John Fredriksen to the Norwegian newspaper Verdens Gang. According to John Fredriksen, Norway's economic policy is not good enough when it comes to shipping, in particular since the necessary conditions, in his view, for running a maritime business are constantly changing. "I've had enough. Doing business out of Norway has got to difficult, it's not worth it. I'm sick of it". **Source : ShipGaz**

VTS move from Göteborg stopped

After a general meeting with the industry recently, the Swedish Maritime Administration has decided to put the VTS (Vessel Traffic Service) move from Göteborg to Södertälje on hold, at least for the time being. "We'll wait and see since we are going to investigate available solutions together with the industry and the Port of Göteborg. We will initiate this process with the first meeting in September", says Jonas Vedsmand, head of the Maritime Traffic Department at the Swedish Maritime Administration, who also emphasises that no decision has been made not to move the VTS. "No, just as I said, we'll wait and see".

Tryggve Ahlman, who is responsible for maritime safety and technology at the Swedish Shipowners' Association, is very pleased with the decision. This is a very positive result and they have listened to the industry's arguments", he

says and continues: "A decision like this must be guided by the ports' risk profile, which means that a proper risk analysis must be carried out. The Port of Göteborg, together with a number of other ports, is prominent in this respect. There would have to be very good reasons for moving the VTS from a port with the Port of Göteborg's risk profile". "We have not had second thoughts, the fact is that we supply services, we exist for our customers. If our customers, the industry, have opinions, we will listen to them", says Jonas Vedsmand **Source : ShipGaz**

"Jean De La Valette" Delivered To Virtu Ferries



The 107 metre Vehicle-Passenger Ferry is set to join existing 68 metre Vehicle-Passenger Ferry "**Maria Dolores**" which was delivered by Austal in 2006. Mediterranean based operator Virtu Ferries recently took delivery of the 107 metre vehicle-passenger catamaran, "**Jean de la Valette**". The vessel marks a significant milestone for Austal being the largest catamaran built by Austal in Australia and its 24th commercial delivery to the Mediterranean region.

The vessel will operate between Malta and Italy, and is designed to carry 800 passengers and 156 cars (or 45 cars and 342 truck lane metres) at an operational speed of up to 40 knots. "Jean de la Valette" will join Virtu

Ferries' existing 68 metre vehicle-passenger ferry "**Maria Dolores**" which was delivered by Austal in 2006.

A barbecue jointly hosted by Virtu Fast Ferries Ltd Managing Director Francis Portelli and Austal's Chief Operating Officer, Andrew Bellamy was held after the handover to recognise the efforts and craftsmanship achieved by Austal's workforce. Speaking at the event, Andrew Bellamy commented on the design and the high quality achieved during the build of the vessel.

"This vessel is a perfect example of the customisation and first class craftsmanship that Austal is renowned for. Our design and production teams have done a superb job and have enabled us to deliver a vessel that not only meets the requirements and needs of the customer, but exceeds them in terms of quality," Mr Bellamy said.

Virtu Fast Ferries Ltd Managing Director Francis Portelli said the company had a long standing relationship with Austal and found the quality of the build outstanding. "Austal has delivered a great vessel in every way, and we are excited to bring "Jean de la Valette" into service. It has been a pleasure working with Austal throughout the build process and we are very proud to take ownership of such a high quality vessel."

The vessel was built to address the large increases in passenger and vehicle traffic, including heavy freight vehicle traffic, between Malta and Italy and features a vehicle-deck carrying capacity of 156 cars or 45 cars and 342 truck lane metres. This carrying capacity will enable Virtu Ferries to efficiently service the needs of private passengers with cars and campers, commercial tourist operators and freight companies. Vehicle loading and unloading will be achieved via ramps installed on both the stern and port-side. The vessel will also be certified for the bulk carriage of dangerous cargo such as LPG, Diesel and Petrol.

Seating for the ferry's 800 passengers is spread over two decks, each offering a passenger-friendly seating density of 2-3 seats per row, as well as a dedicated upper deck lounge area overlooking the vessel's bow. A central staircase leads to a first class seating area featuring natural overhead lighting, a separate kiosk and two VIP lounges. Outdoor seating is also available for more than 110 passengers.

At the request of Virtu Ferries, the vessel also has a dedicated lounge for commercial vehicle drivers providing them with a restful environment. Austal was awarded the contract in April 2009 following a competitive international tender process which saw Austal utilise its in-house design team and experience to develop a design that met all Virtu Ferries' highly specific requirements for the route.

The vessel was built in accordance with the requirements and under the survey of Det Norske Veritas, conforming to the International Maritime Organisation HSC Code and Malta Flag State and Italian Port State Regulations. The vessel is registered under the Maltese Flag.

The vessel is currently making the two week delivery voyage from Western Australia to Malta under her own power.

PRINCIPAL PARTICULARS

Length overall: 106.5 metres
Length waterline: 92.4 metres
Beam (moulded): 23.8 metres
Depth (moulded): 9.4 metres
Hull draft: 4.9 metres

CAPACITY

Passengers: 800
Vehicles: 156 cars or 45 cars and 342 truck lane metres
Maximum deadweight: 850 tonnes
Crew: 24
Fuel capacity: (maximum) 512 tonnes

PROPULSION

Main engines: 4 x MTU 20V 8000 M71L diesel engines
Waterjets: 4 x Kamewa 125SIII

CLASSIFICATION

Det Norske Veritas
+ 1A1 HSLC R1
Passenger Car Ferry B, Category B, EO

ABOUT VIRTU FERRIES

Virtu Ferries has been operating high speed ferries between Malta and Sicily since 1988. "**Maria Dolores**" (600 passengers, 65 cars, 95 truck lane-metres) makes over 500 round trips every year between Valletta (Malta) and Pozzallo (Italy) and Catania (Italy), effectively making Malta part of mainland Europe. Venezia Lines, a wholly owned subsidiary of Virtu Ferries, has run a six month seasonal service between Venice and eight Adriatic ports in Slovenia and Croatia since 2001. Two high speed passenger ferries are deployed on this service, with a third introduced this year. Another high speed vehicle-passenger ferry operates between Bari (Italy) and Durres in Albania.

MSC charters four Maersk vessels

A. P. Møller-Mærsk has chartered out four container carriers to the Maersk Line competitor Mediterranean Shipping Company, MSC, for the next twelve months. The vessels in question are the B-Class units **Maersk Beaumont**, **Maersk Boston**, **Maersk Bentonville** and **Maersk Brooklyn**. The quartet will have their names changed, as the Maersk prefix will be removed.

The four ships will be deployed in MSC's Cheetah service running from South Africa to Far East destinations. Recently, A. P. Møller-Mærsk owned Safmarine suspended part of their service to the Far East due to a lack of containers. The four B-class vessels were reactivated in June after being laid up for twelve months in the Scottish Loch Striven. In August, the vessels were reflagged from the British to the Danish flag. **Source : ShipGaz**

OLDIE – FROM THE SHOEBOX



Once the strongest tug in the world, the 9000 IHP salvage tug **ZWART ZEE** seen leaving her (winter) salvage station Horta (Faial) at the Acores island in the sixties, enroute a casualty in the North Atlantic.

Photo : Coll. Ron de Jong Beekhuizen

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.... PHOTO OF THE DAY



Not really a maritime photo, but I like the photo and want to share this with you all, in a show of appreciation, a local Pakistani man offers fruit juice and cookies to Marines from HMM-165E Reinforced, 15th Marine Expeditionary Unit during humanitarian relief efforts in the Khyber- Pakhtunkhwa Province Pakistan, (formerly known as the Northwest Frontier province, Pakistan) – **Photo : US Navy**