

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 005



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News reports received from readers and Internet News articles copied from various news sites.



UNIGAS International's LPG tanker Happy Falcon was the first vessel to navigate the Manchester Ship Canal's upper reaches in 2011. The ship was photographed passing Runcorn on New Year's Day. Photo : Rob Blythe ©

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Efficient planning of operations, hours and days ahead: DP Capability Forecast

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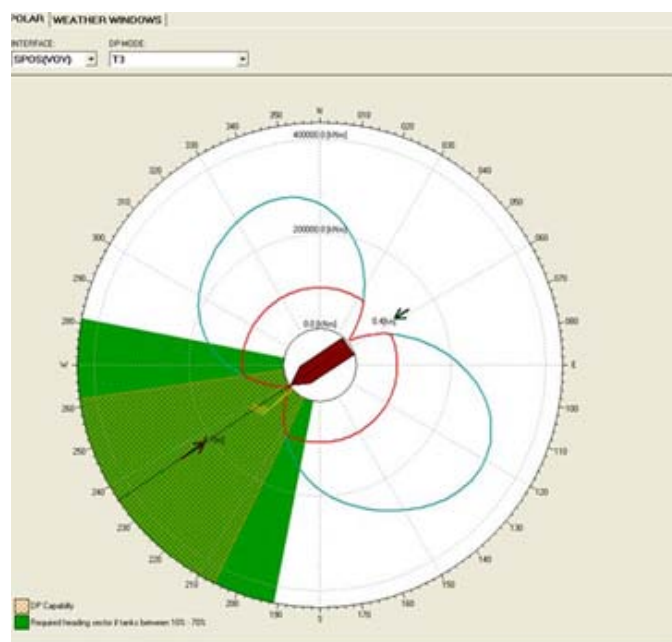
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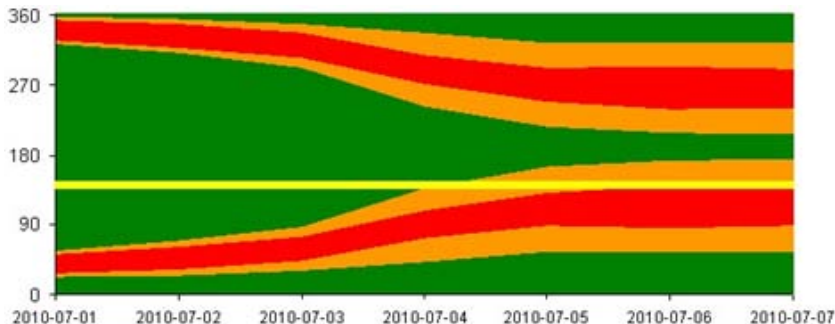
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One of the extensions within **OCTOPUS-Onboard** is the Dynamic Positioning capability forecast function, DP for short. The **OCTOPUS-DP** functionality gives offshore vessels the possibility to make optimum use of a safe time window for their weather-sensitive operations. An important remark has to be made here. The OCTOPUS-DP functionality can not be compared with already existing Dynamic Positioning Systems. Where traditional DP systems try to keep the vessels position during an offshore operation, OCTOPUS-DP takes it one step further. A forecast is given if the vessel is capable of maintaining her position and heading in changing environmental and weather conditions, hours and days ahead. In 2010 OCTOPUS-DP was installed on the Hoegh LNG vessels **Suez Cape Ann** and the **Suez Neptune**. Both vessels use OCTOPUS-DP to plan and document safe time windows for discharging LNG from the vessel to shore trough a turret mooring and transfer system designed by APL - Advanced Production Loading - of Norway.

How does it work?

Basically, the DP software calculates an onboard forecast of the mean and slowly varying forces acting on the vessel due to currents, wind and waves. The calculations are based on measured environmental conditions and on weather forecasts, which are an integrated part of OCTOPUS-Onboard. The first result is the forecast of the mean heading the vessel would obtain if weathervaning or drifting. The DP Capability software also calculates how the expected forces will influence the ship and if these forces would bring it out of position during an operation at sea for any available thruster configuration. OCTOPUS-DP uses the thruster properties as input. There is no direct link with the DP-system itself.



With the obtained information, it is easy to judge for which DP thruster configuration the vessel is resistant against expected forces or that it is better to stop and start the operation at a different time. Safe heading sectors are given in Polar Plots. A safe time window is given in the OCTOPUS Weather Window. The window gives the crew a clear view on how these forces have a different impact on the ship at a change of heading. This way the crew gets a clear forecast if the operation can be executed in the hours and days ahead, and under which heading this can safely be done.

Conclusion

With DP capability the crew can easily see if it is sensible and efficient to start or go on with the operation at sea. Or is it better to start (again) at a different time? The benefits are clear:

- A clear and complete indication of the operational windows for weather-sensitive operations at sea
- Better and efficient preparation and execution of projects
- Less damages and stress to the vessel
- Optimal use of man and machine in a safe environment, leading to significant cost reductions.



The **Neptun 9** seen during anchor handling works on the Irish Sea. (still going strong)


Photo : Johan Barendrecht ©

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<http://www.fotorondleiding.nl/Happy/2011.html>

Subsea 7 and Acergy to become Subsea 7 only this week

Acergy and Subsea 7 jointly said that they expect to complete the combination of the two by the end of this week. The new company will be named Subsea 7 S.A and will be the world's biggest subsea seabed-to-surface engineering and construction company. Subsea 7 today is one of the world's leading subsea engineering and construction companies. With a work force of about 5,500, the focus areas are on deepwater subsea umbilical, riser and flowline markets. They operate in Africa, Asia Pacific, Brazil and the Gulf of Mexico, and also play a leading role in the North Sea. Acergy is a seabed-to-surface engineering and construction contractor to the offshore oil and gas industry worldwide, employing 6,500 people. The new company will provide access for their clients to a high-end, well diversified fleet, comprising in aggregate 43 vessels.


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Dry bulk market to range between 1,700 and 2,600 points in the first quarter of 2011, analysts say



As we entered 2011, ship owners and analysts, as well as shipbrokers are looking into their "crystal balls" to try to decode the dry bulk market's behavior this year. Those who will succeed may benefit in their business. A recent poll of analysts provided some insight as to where the industry's benchmark will range during the first quarter of 2011.

According to them, the BDI will range from 1,700 to 2,600, with an average of 2,118 points. They also said that Capesize rates will average \$26,000/day (range of \$20,000 to \$35,600), while for Panamax the average daily rate is deemed to be \$20,000 (low of \$15,000 and high of \$23,100). UOB's analysts appeared to be the most bullish ones in terms of the BDI's course during the first quarter saying that it will average at 2,600 points, while among the most conservative ones

was ABG with a prediction of 1,700 points. Other experts like Drewry Shipping placed the BDI at 2,280 points, while DNB NOR Markets gave an estimate of 1,955 points. Similarly, Macquarie expects Capesize rates to average \$22,500/day and Panamax \$16,000/day. Fearnley's sees rates for Capesizes at \$27,500/day and Panamax at \$19,800/day, while Oppenheimer predicts rates of \$30,500 for Capesizes and \$22,000 for Panamax. Finally, Nordea said Capesize rates would average \$26,000 and Panamax \$20,000.

Meanwhile, in its latest weekly report, Barry Rogliano Salles said that after a stronger than expected performance in 2010, rates finished on a sombre note in December with the BDI at 1,773 points. Apart from the slump seen in July, this is the lowest level recorded for 2010. Early predictions that Chinese ore imports would continue to drive the market up in 2010 proved incorrect. Official figures show China imported 560.5m tonnes Jan-Nov, compared to 565.8m in the same period in 2009. Among exporters, Australia was the biggest beneficiary, increasing its exports to China by 2.4% year-on-year, while the other major producers Brazil, India and South Africa saw their exports decline approximately 9%, 7% and 12%. However China continues to diversify its ore sources, and many smaller producers such as Iran, Indonesia, Peru and Chile increased their sales during 2010. Commenting on the Capesize market the Paris-based shipbroker said that it was a very quiet week, with little happening in the final 10 days of the year. "Overall, the the sentiment appeared flat to weakening, and in the futures market short-term prices fell. January Cape 4TC is now trading at just over US\$20,000 per day, compared to over US\$23,000 in the week before Christmas. However for 2H 2011 rates remain little changed. Ship deliveries slowed in the final fortnight of the year, but we can expect a 'bunching' of deliveries in early 2011 as ships completed in December are held over for the new year" said the report. Similarly, on the Panamax front, this week was also very quiet as a result of the festive season. "The TA round market hovered in the mid US\$20,000s per day and seemed stable, mainly due to the thin number of candidates open in this area and some ECSA cargoes activity. However, ballasters from the Far East and India were apparent and should balance out the market. Out of India, the market was relatively quiet. Goa's exports were impacted by the truckers' strike and the iron ore ban continues. The WCI-China route was traded in the mid S\$10,000s. The ECI market was relatively quiet except for Haldia. In the Far East, the market did not improve and levels reached US\$8-8,500 per day for a Nopac round. The short period activity was sluggish and the last reported fixtures were hanging around the mid US\$10,000s for Tess 74 delivery North China or India redelivery worldwide. One-year period candidates were traded around US\$16- 17,000 per day" BRS concluded.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Pim Korver, maritiem cineast en fotograaf te zien in Maassluis.



Pim Korver wordt in Nederland en zelfs daarbuiten gezien als de maritieme film- en fotospecialist bij uitstek. Gedurende meer dan 45 jaar heeft hij tal van producties gemaakt, die duidelijk maken hoezeer de sleepvaart- en bergingssector bij Nederland horen. Daarnaast maakte hij een groot aantal journalistieke reportages en foto's over andere onderwerpen, onder andere voor het journaal van de Nederlandse televisie, de actualiteitenrubrieken en de kranten. Het spreekt eigenlijk vanzelf dat het **Nationaal Sleepvaart Museum** te

Maassluis hem heeft benaderd om een tentoonstelling te mogen maken over zijn werk, verband houdend met de onderwerpen die zowel Korver als het museum na aan het hart liggen.

Cineast Korver bleek gelukkig bereid om het museum inzage te geven in zijn indrukwekkende archief. Duizenden negatieven en dia's werden bekeken om een goede keuze te kunnen maken. Een deel van dit materiaal werd gedigitaliseerd en daarna afgedrukt. Het resultaat is een fototentoonstelling met in beeld tal van gebeurtenissen uit de wereld van de sleepvaart en berging, die menigeen nog goed in het geheugen liggen.

De eerste echte maritieme reportage die Korver voor het toenmalige NTS-journaal maakte was de stranding op de Maasvlakte van de kustvaarder **Gladonia** in januari 1962. Hij stapte daar zelfs aan boord toen de bemanning er al af was gehaald en de bergers de mogelijkheden voor het vlotbrengen bekeken. De reddingboot vergat nog bijna hem mee terug te nemen. Daarna volgden een reeks van reportages, waaruit bleek dat Korver kijk op de gang van zaken in de maritieme wereld had en een speciale band met de bemanningen van sleepboten en bergingsvaartuigen wist op te bouwen. 'Zonder de medewerking van deze lieden had ik nooit mijn werk kunnen doen', zo stelt Korver.

Inmiddels was hij in 1964 voor zichzelf begonnen en maakte hij reizen mee over de oceaan met booreilanden als de **Mr. Louie** en een sleep van Zuid-Amerika naar Rotterdam met de in twee stukken gedeelde tanker **Pendrecht**. Branden op schepen, als de **Akti** en de **South America** op de Maasvlakte, of strandingen van de **Ping An** bij Terheide werden en passant gefotografeerd en gefilmd. Een aparte klus was het ongelukkige voorval in 1967 met de sleepboot **Vikingbank**, die trachtte de vrachtvaarder **Alkyone** voor stranding te behoeden, maar zelf op de Zuiderpier van Hoek van Holland belandde. Na het lichten bleek dat de pas een paar jaar oude sleper door het beuken op de stenen van de pier rijp was voor de sloop.



In de jaren zeventig en tachtig werden door Korver juweeltjes van films en foto's afgeleverd die meermalen internationale prijzen in de wacht sleepten. Zo maakte hij in 1970 een uitgebreide film over de wrakopruiming van de vrachtvaarder **London Valour** bij Genua, waarvan het achterschip met behulp van o.a. polystyreen-balletjes drijvend kon worden gemaakt. Tankerongelukken met grote milieugevolgen waren die met de **Olympic Bravery** en de **Amoco Cadiz** voor de Bretonse kust in resp. 1976 en 1978. De opruiming van de in 1979 bij het Ierse Bantry Bay ontplofte supertanker

Betelgeuse, waarbij 50 mensen om het leven kwamen door de enorme brand en de hitte die daarvan het gevolg was, had heel wat voeten in de modder. In 1987 deed zich voor de Belgische kust net buiten Zeebrugge de ramp voor met de kapseizende veerboot **Herald of Free Enterprise**. Pim Korver mocht tijdens de berging als enige cineast

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filmen en fotograferen. Hij deed dat met de uiterste piëteit voor de 192 slachtoffers. Zijn bekroonde film `March 6, 1987` is een monument voor de omgekomenen, bergers en redders.

Tegenwoordig woont de cineast in het noorden van het land. Ondanks het feit dat hij de leeftijdsgrens van 65 al een aantal jaren is gepasseerd, weerhoudt hem dat er niet van ´gewoon´ door te gaan. Zo maakte hij recentelijk een fraaie film van de activiteiten van de nog betrekkelijk jonge Nederlands/Franse sleepvaartrederij Fairmount, gevestigd te Rotterdam. Ook een uitgebreide film van de succesvolle, maar technisch gezien problematische berging door een Nederlands team deskundigen van het zware achterschip van de containercarrier **MSC Napoli** is zeker spectaculair. Het schip werd in 2007 na een storm op de Zuid-Engelse kust gezet, nadat scheuren in de romp waren geconstateerd. Die film is samen met andere films en foto's uit het oeuvre van Korver vanaf 8 januari a.s. te zien in het **Nationaal Sleepvaart Museum** te Maassluis. De tentoonstelling `Ooggetuige`, die duurt tot 1 mei a.s. is een must voor de echte maritieme liefhebber. Het museum aan de Hoogstraat 1-3 is elke dag open van 14.00 tot 17.00 uur, behalve op maandag. Foto's : **PIM KORVER** - www.pkfv.nl ©



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The 56 mtr long yacht **PANGAEA** (ex. Samantha Lin) seen moored in Cape Town – **Photo : Aad Noorland** ©

The above 906 tons yacht was built in 1999 at the Halter Marine yard, she is powered by 2 x 1000 hp Caterpillar 3508B engines for a cruise speed of 12.5 knots and max speed of 14 knots, onboard are 6 staterooms and 6 crew cabins

The new International Buoyage System

Despite the availability of satellite navigation systems, and ships that are awash with electronics, maritime buoyage still matters, particularly in pilotage waters where visual aids provide the best possible way of marking a channel or identifying obstructions.

These days, buoys can be “intelligent” in that they have radar reflectors to help them show up on ship radars, possibly fitted with electronic beacons that show up on electronic charts and even made individually identifiable through their own Automated Identification System signatures. Buoys still remain very useful indeed. It is the International Association of Marine Aids to Navigation and Lighthouse Authorities which provides the global pattern for the maritime buoyage system. It established an internationally-accepted system in 1970 which set the colours, shapes, topmarks, lights etc for buoys, so that seafarers can use them around the world, even though there remain some differences between the two geographical zones with which history has left the industry. The mariner uses buoys much as he always has, as an indication of his position and to show him the extent of a navigable channel, or to mark an isolated hazard, such as a wreck over which his ship should not pass. Buoys use distinguishing colours, marks and shapes to assist the navigator in their use. The new system provides for a newly designed wreck marking buoy, and clearer distinguishing marks, along with provisions for more use of electronics and some ingenious new methods of lighting.

One problem with channel buoys in particular is that when viewed against a well-lit coastline, they are hard to distinguish from lights ashore in the background. This is a particular problem approaching a coast or port. However, it is now possible to synchronise the flashes of lights along a channel, so that they either flash together, or in sequence, which makes them far easier to distinguish from others. Confusion can also be reduced by the use of “flickering” lights, rather than the traditional signals which provide for long, short or quick-flashing signals. The new system which was agreed by IALA earlier this year is given wide promulgation through the International Maritime Organization and is very much a system that will permit future electronic developments. These might include provisions for more electronic navigation and even the use of “virtual” buoys that would be shown on an electronic chart. With any changes to navigation systems, great care has to be taken to ensure that changes are minimal, and do not cause confusion in an international industry. **Source: Bimco**



The **VOS CRUSADER** was sold to Koole (Vijfhuizen) and renamed in **AMY** – Photo : Willem Koper ©

Shipowners mutiny over salvage fees

British shipowners are lobbying to stop a change in the rules governing one of the most emotive subjects in the maritime world - salvage fees.

Proposals to pay salvage firms for averting environmental damage are on the agenda. The £300m-a-year salvage business revolves around London because of the role of the Lloyd's insurance market. The International Salvage Union (ISU), also based in the City, favours the change, but shipowners in Britain and abroad are resisting any widening of the basis on which salvage firms are paid. 'We feel the 1989 Salvage Convention is working well and we do not wish to see any change,' said an industry source. 'Altering the convention could mean confusion and litigation. An international convention should give certainty.' Salvage operators are paid ten to 12 per cent of the value of the ship and the goods on board. But the ISU says change is needed to make it worthwhile for salvage firms to attend where the value of a vessel and cargo may be low but the environmental damage would be high. Meanwhile, ships in UK waters would have to carry 'wreck insurance' under a private member's Bill going through Parliament. **Source: This is Money**

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Demand growing stronger for security of crew in vessels

Demand for security arrangements by the governments of different countries in association with the international maritime organisation (IMO) is getting strengthened in the wake of series of piracies by the Somali pirates in the Arabian Sea.

Bangladesh Merchant Marine Officers Association, an organisation of crew officers and master mariners, said that incidents of piracy in the waters of the Arabian Sea have frightened the crewmen of the seagoing vessels. "Some crewmen have shown reluctance to work if situation is not improved to protect them," said Captain Foisal Azim, general secretary of the association.

Earlier, the Bangladesh Oceangoing Vessel Owners' Association in its meeting with the DG of Shipping of the government of Bangladesh expressed concern at the situation following abduction of a Bangladesh ship by the Somali pirates from the Indian coast on December 5. Captain Foisal Azim suggested the government to raise the issue of piracy with IMO, the international monitoring agency on such events, in association with the governments involved in shipping business. Quoting the latest IMO report Captain Azim said, as many as 51 ships have been pirated for ransom in the year 2010, of which 46 cases have occurred alone in the Arabian Sea. About 26 ships are still in control of the Somali pirates while others have been set free for ransom. He said there are over 5000 officer-level crew, that is, master mariners and 2nd officers, in the ships from home and abroad while 3500 Bangladeshi mariners are working.

Source: The Financial Express

LETTER RECEIVED FROM A READER :

FATIGUE NIGHTMARES

A recent feature article [source: Feature BIMCO] has reference.

The article makes particular reference to a ship grounding and a collision, the casualties are not specified as to ship's names, managers and or Owners, although there is one reference to a "German flag cargo ship". One of the primary causes of the casualties is reported to be fatigue and in the case of the collision, the investigators have deemed the two watch system to be 'inadequate'. Brilliant deduction that, everyone who has been at sea knows that the two watch system is inadequate, mind numbing and leads to sleep deprivation and exhaustion and even more so when coupled with cargo work on coastal ships. The question of the reams of required paperwork by the navigation department during these periods has not even been considered at this stage with regards the abovementioned casualty. The investigators further found that they were unable to exclude the possibility of the watchkeeper being affected by fatigue, this in spite of evidence indicating excessive working hours. It is always a mystery why Owners will spend some USD 50 million + on a ship and then place a reduced manning crew on board. Of course investigators will never admit to fatigue being the main cause of a casualty as this would suggest complicity in agreeing with the Flag States' Minimum Safe Manning requirements which allow for reduced manning levels, which result in excessive working hours. Bear in mind also, that 'flags of convenience' also include flags that allow registry for commercial reasons. The fact that someone may have the capacity to work long hours and still be effective is rubbish, there can be no deviation from the standard, as how long is long hours and who will be the judge of how long is long. The rules state X number of hours regardless of who the individual is and these hours should be adhered to.

The article refers to a certain cautiousness in the conclusion that while fatigue has been acknowledged as a potential risk it remains difficult to measure. That is why you have standards and fixed allowable working hours. No deviations, no exemptions, work is work and while physical work may affect individuals in different ways, when combined with mental effort this may produce error-inducing fatigue. One standard has been defined. Completing a coastal voyage on the US east coast or the rivers and ports of Europe will soon explain vividly to the investigators how working hours can soon mount up, how sleep becomes the most important aspect of ship life and how fatigue can affect judgement. Caffeine, nicotine and energy drinks will only enhance wakefulness for a short time. Of course, it is always the Master and OOW who is at fault when there is a casualty involving navigation, notwithstanding the pressures placed on the ship and crew by various bodies and the fact that Owners can get away with reduced manning levels. The rest of us are fortunate in that we can point fingers at the officers and crew and apportion blame from our desks after the casualty.

It is always about the blame, investigators appear to be timid when it comes to recommendations apart from increasing paperwork and inspections when the solution is so simple. Apart from the blame game, solutions should be investigated to prevent a similar occurrence and acted on, flag states have the authority to deal with this problem. Do flag states not talk to each other? Flag states and statutory bodies appear to reduce manning but increase workloads without any apparent thought to the consequences.

What happens then, is that the ship's staff, under the weight of more and more regulations, increasing paperwork, fear of detentions spend more time on completing the required documents without concentrating on the real work which is SAFE navigation of the ship. In order to combat the excessive working hours and rest periods which are required in terms of STCW, one statutory authority has taken a unilateral stance "to ensure safety of shipping and the environment".

In terms of their mandate, this is what they are supposed to be doing and one has to only read their mission statement to see that they should be carrying out these duties anyway. The irony seems to be lost on this statutory authority that while examining records and correlating them with other records on board a ship to check on WORKING HOURS, they may be keeping a second mate awake who should be RESTING. It is easy to sit in an air conditioned office, carry out an investigation remembering that generally statutory casualty investigators go home at night. Their biggest problem may be that they will be late for the train. How many commercial surveyors have been on board a ship and found the chief officer has been awake for 2 days, he is dog tired, unshaven and overdosed on coffee and cigarettes and still has to deal with agents, cargo planners who keep changing stowage plans, ensuring that the ship is

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patrolled properly, the gangway is manned at all times and has to accommodate flag state and PSC surveyors' demands, never mind the fact that the ship was subjected to a PSI at the last port one month ago in the same memorandum of understanding zone! All this with a reduced manning crew of 17 persons.

How many ships have been boarded by commercial surveyors when the ship is in the Mediterranean Sea [and other zones] and found that she has been subjected to four or five PSI in the last two months. The ship trades to West Africa and is again boarded in every port by PSC surveyors. Ships are subjected to Port State surveys, P&I Condition surveys, H&M surveys, cargo suitability surveys, vetting surveys, flag state surveys, the list goes on and all of these surveys take time and contribute to working hours. Of course, all of the above surveys are necessary at some stage. The Master and Chief Officer's dream is to do them all at once, preferably after dry docking before the ship starts trading again. Whether you are on watch at sea, on deck during cargo work, in the office doing paperwork, these are all classed as working hours. Regardless of the current duty, stress levels, which do in fact lead to fatigue do not really change when serving on a hard working ship due to deadlines. Similarly, the Master is bombarded by telephone calls from Managers, Owners and charterers by Sat or mobile phone, who seem to forget at times that they and the ship are on opposite sides of the world. **Broken sleep is a contributory factor to sleep deprivation. Sleep deprivation leads to poor health.** Officers and crew are sometimes stuck in aircraft for 20 hours flying to join a ship, board on arrival with the ship sailing immediately. There is another classic contributory example of fatigue. Unfortunately, Masters, Chief Engineers, ship's officers and crews are sometimes treated as criminals these days and are targets for various bodies that see the ships as milk cows and are easy targets when things go wrong, people who should know better hiding behind 'we complied with legislation so we are not to blame'. Then change the legislation!

The report continues in the vein that 'smartcaps' are under experiment at a number of universities and academies. These 'smartcaps' are also under experiment in the airline industry and on long haul road transport. The latter two industries are markedly different from shipping in that large airliners fly close to mach 1 and are flying on the limit of defined aerodynamics, one small mistake and the aircraft is history. Large trucks operate in close proximity to other road users and at speeds approaching 50 mph + and reactions must be instantaneous. There are numerous incidents involving aircrew when a flight cannot depart because the aircrew have exceeded their hours. Passengers then all wait, the airline informs everyone that there is no aircrew, and there will be no deviation from the rules, tough, deal with it. 12 hours later when the aircrew are refreshed, the flight departs.

Imagine the howls from Owners, Managers and Charterers if the Master reports that all the officers and crew have reached the maximum working hours and therefore cannot sail for 12 hours so that everyone can rest. Under pressure the ship sails, the watchkeeper can hardly keep his/her eyes open, is so fatigued that he/she falls asleep on his/her feet and the ship becomes a casualty. The working hours schedule should not be related to how many hours in the week, but how many hours in the DAY! We do not need 'smartcaps' or biomathematical models to work out what the problem is here. The ship's staff and in particular the navigation department are TIRED and will make mistakes when they are fatigued. Due to workload, excessive hours, stress and constant demands from Owners etc, they are relying on the electronic navigator and trying to keep up with the demands of the last port, paperwork, future cargo plans, passage plans, chart corrections and the like that they forget to look out of the window. There are always reports on why there is such a shortage of qualified sea going staff to man ships. One of the reasons is not hard to find.

The solution is simple:

Place additional watchkeepers and crew on board the ship to spread the work load. Ban 'two-watch' systems, stop increasing the paperwork load on ship's crews, the current ISM systems are adequate in that they contain all the requirements to run a ship safely, efficiently and with due regard to the environment protection. ISM and operational procedures should be trimmed not increased but of course the opposite is true because of the adverse effects of lowering of STCW certificates of competency standards but that is a subject for another review in time! Owners invest large amounts of money in ships, do the same for your crews!

Signed:

DAVID MICHAEL FIDDLER

Consulting Marine Engineer - [A concerned ex Chief Engineer]

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The **USNS HENSON** seen arriving in the port of Cape Town – Photo : Ian Shiffman ©

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Expert panel to review New Zealand defence science

An independent expert panel has been appointed to review the provision of defence science and technology support in New Zealand, Defence Minister Wayne Mapp announced on 24 December 2010. "Expert advice on scientific and technological issues in defence is essential for the Defence Force to perform the tasks expected of it," Dr Mapp said. "The Defence White Paper identified the need for a comprehensive external review of the Defence Technology Agency and the provision of defence science and technology outcomes for New Zealand. "In the coming decades the DTA will be expected to provide high-quality scientific leadership. This review will ensure that."

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The panel will be led by Rear Admiral (Rtd) David Ledson. The other members are the former CEO of the Ministry of Research, Science Technology Dr Helen Anderson, and scientist and entrepreneur Neville Jordan. The panel will be talking with New Zealand stakeholders such as the security sector, science and business communities, as well as looking to overseas experiences and models of successfully delivering defence science and technology.

Interested parties will be able to make submissions to the panel online from late January, through the Defence Force website. A final report on the findings of the review will go to Dr Mapp in late March 2011. Rear Admiral (Rtd) David Ledson ONZM was Chief of Navy 2004-2009. He joined the Navy in 1967 and underwent his initial training at the Royal Australian Naval College. He has a BA in history from Auckland University and attended the US Navy War College in Newport, Rhode Island. During his career he supervised the Navy's Anzac frigate project in Hamburg, Germany, and served as Chief of Naval Development and as the Defence Force's Director of Resource Policy. He is currently the chair of Maritime New Zealand.

Dr Helen Anderson QSO was a successful scientist for many years before moving into leadership roles. In 2004 she became CEO of the Ministry of Research, Science and Technology, after being its chief scientific advisor. She has been New Zealand's representative at several international forums including APEC and the OECD. This year she was elected a Companion of the Royal Society of New Zealand.

Neville Jordan CNZM is a graduate engineer from Canterbury University. In 1975 he founded MAS Technology Ltd, a telecommunications microwave company, which he developed into a large international operation which was successfully floated on the NASDAQ stock exchange. In 1998 he formed Endeavour Capital Ltd and now invests in New Zealand science and technology companies. He is a Distinguished Fellow of the Institute of Professional Engineers of New Zealand and has received the British Kirby Medal, awarded for "outstanding eminence and distinction in advanced technology". He is the immediate past president of the Royal Society of New Zealand. **Source : defpro.com**



Sailors conduct a foreign object Damage (FOD) walk down January 3rd after an abandon ship drill aboard the aircraft carrier **USS Carl Vinson (CVN 70)**. **Carl Vinson** and **Carrier Air Wing (CVW) 17** are on a deployment to the U.S. 7th Fleet area of responsibility. **Photo : US Navy**

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Aker Philadelphia Shipyard signs tentative agreement to help fund construction of two vessels

As reported by Aker Philadelphia Shipyard ASA in its third quarter 2010 report issued on October 26, 2010, the future of its wholly-owned subsidiary, Aker Philadelphia Shipyard, Inc. , is uncertain.

AKPS indicated in that report that APSI continues to actively seek new orders and capital to finance the construction of newbuild product tankers 017 and 018 ("Ships 17 and 18") and that progress is being made in those efforts. Since then, APSI has signed a tentative agreement with Philadelphia Shipyard Development Corporation (PSDC), which provides a basis to fund the construction of Ships 17 and 18 without buyers and thereby an opportunity to secure the long term future of the shipyard. Pursuant to the agreement, PSDC will purchase certain fixed assets, such as buildings and equipment, from APSI for a purchase price of USD 42 million and APSI will lease-back those same assets from PSDC for a nominal rent of USD 1 per year. APSI will use the proceeds from the asset sales, together with a combination of construction period financing to be arranged with private lenders and its own available funds, to finance the construction of Ships 17 and 18.

The USD 42 million will be provided to PSDC by the Commonwealth of Pennsylvania out of certain capital budget funds which previously had been authorized for use to improve port facilities located in Philadelphia, Pennsylvania. As part of the deal, APSI is obligated to construct Ships 17 and 18 in accordance with their current production schedules. Under the agreement, if those ships are not completed before certain agreed-upon deadlines, as extended for events of force majeure, then PSDC may require APSI to pay liquidated damages of up to USD 70 million (reduced to USD 35 million if Ship 17 is completed). The agreement also contemplates that APSI's obligation to pay the liquidated damages will be guaranteed to PSDC by Aker ASA, which indirectly owns approximately 67.1% of the shares of AKPS. The closing of the transactions contemplated by the agreement is subject to numerous conditions precedent outside of APSI's control, including, without limitation, the arrangement of satisfactory construction financing for Ships 17 and 18, the receipt of various third party consents, and the issuance by Aker ASA of a payment guaranty for said liquidated damages. Additionally, while the agreement has been signed by APSI and PSDC, it will not become effective until the arrangements between the Commonwealth of Pennsylvania and PSDC for funding the USD 42 million have been approved by all necessary governmental parties.

In connection with the agreement, APSI is seeking to ratify a new four-year collective bargaining agreement with the Philadelphia Metal Trades Council, which represents 11 unions at the shipyard. The current labor contract expires on January 31, 2011. It will not be possible to close the transactions contemplated by the agreement without a new labor contract which provides certainty regarding overall cost and performance. As previously disclosed in the company's Q3 2010 report, if APSI is unable to commence construction of Ships 17 and 18, then it would be challenging for APSI to continue as a going concern after delivery of newbuild product tanker 016, which is scheduled to be delivered in May 2011 to a subsidiary of American Shipping Company ASA. In addition, APSI has reduced and will continue to adjust its workforce in line with its current backlog. **Source: Aker Philadelphia Shipyard**

Troubled shipbuilding conglomerate Vinashin yet to agree on 1st payment for US\$600M debt

State media say the Vietnam Shipbuilding Industry Group doesn't yet have an agreement on the first repayment toward US\$600 million it owes foreign creditors.

The company better known as Vinashin defaulted last Monday on the \$60 million payment due as part of syndicated loans arranged by Credit Suisse in 2007. Vinashin chairman Nguyen Ngoc Su was quoted in Monday's online version of Vietnam Economic Times as saying the company has offered to pay the interest. He said he considered that a sign of Vinashin's "goodwill" to pay the debt. Vinashin is one of Vietnam's largest state-owned conglomerates. But it owed \$4.5 billion (86 trillion dong) in debts as of June and the government has said it won't bail out the company. **Source:** Associated Press

Blohm and Voss open up in Singapore

Ship component manufacturer Blohm and Voss Industries (BVI) has opened up in Singapore. The new Singapore business started operation at the beginning of 2011 and offers sales and service activities for its Simplex Turbulo product group. The company was previously represented by an agent. "By taking over our Singapore business and handling it through our own company, we have created an important module that will ensure our greatest possible presence in strategic markets," said BVI managing director Martin Johannsmann. The new Singapore office will be managed by CJ Ng. "BVI subsidiary in Singapore would mean that customers of Simplex Turbulo product group can expect higher service quality in the most efficient way," said Ng. "And of course BVI sales and services is not limited to just Singapore but beyond the region." **Source :** Seatrade Asia

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The North Korean **DA BAK SOL** seen in Rio Grande – Photo : Marcelo Vieira ©

Van Oord selects name for second self-propelled cutter suction dredger

Dutch dredging and marine contractor Van Oord has announced the name for the second self-propelled cutter suction dredger it has ordered. CEO Pieter van Oord recently announced that the vessel will be named **Artemis**. **Artemis** is the Greek goddess of hunting and is "powerful and strong willed."

The new vessel will be a sister vessel to **Athena**, which is currently under construction. **Artemis** will be built at the IHC shipyard in Kinderdijk, The Netherlands, and will be 130m long with installed power of 24,650kW and will be, along with its sister vessel **Athena**, among the most modern and powerful self-propelling cutter suction dredgers in the world. The vessel will be operational mid 2013. Source : **Dredging News Online**



The **MTS PROGRESS** of **TENDERSERVICE MAASMOND** – Photo : Kees Torn ©

Shenzhen port box throughput up 13pc in first 11 months

SHENZHEN's container throughput increased 13.1 per cent to 20.7 million TEU in the first 11 months of 2010 over 2009's corresponding 18.3 million TEU, Xinhua reports.

Overall, the port handled 202 million tonnes of cargo, up 15.6 per cent from the 194 million tonnes in the same period in 2009. Foreign trade cargo amounted to 157 million tonnes, up 20.4 per cent from last year's 143 million tonnes. The city's airport recorded a cargo throughput of 733,400 tonnes during this period, up 34.4 per cent. Aircraft movement recorded 198,800 flights, up 7.8 per cent. Passenger throughput went 9.7 per cent up to 24.4 million persons. **Source : Schednet**



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The NYK operated tanker **Challenge Premier** arrives at Lyttelton to discharge petroleum product from Singapore.

Photo : Alan Calvert ©

Funds guaranteed for Itajai dredging

The Port of Itajai in Brazil reports that funds to be allocated to Itajai Port Complex for the deepening of its approach channel and turning circle from 11m to 14m have been guaranteed by the Federal Government. An international dredging tender officially opened by the Special Secretariat of Ports was concluded on December 17th. Capital

dredging works are expected to commence soon and be fully finished by the second quarter of 2011. **Source :**
Dredging News Online



The damaged **CMA CGM LAPEROUSE** seen moored in Hamburg
Photo : Jacco van Nieuwenhuyzen ©

Great Lakes Acquires L.W. Matteson, Inc.

Great Lakes Dredge & Dock Corporation, the largest provider of dredging services in the United States and a major provider of commercial and industrial demolition services, announced it has acquired the assets of L.W. Matteson, Inc. ("Matteson"), a maintenance dredging, environmental dredging and levee construction company located in Burlington, IA, for \$45 million. The acquisition will be funded with \$37.5 million in cash and a seller note of \$7.5 million.

L.W. Matteson, Inc. has one of the largest fleets of specialized portable dredging and earthmoving equipment on the inland river system. With expertise in dredging, marine construction, environmental and habitat restoration, Matteson is a highly respected contractor serving the upper Midwest, and the Mississippi river system. Great Lakes believes by combining the skills, equipment and resources of the companies, new project opportunities and growth can be achieved.

In addition to the United States Army Corps of Engineers, L.W. Matteson serves many state and local governments and private concerns. Services provided by Matteson include river and lake maintenance dredging, inland levee construction and repair, and environmental and habitat restoration. In addition to long standing relationships with state departments of transportation, the department of natural resources, and numerous prime contractors and engineering firms, L.W. Matteson was named the Outstanding Contractor of the Year in 2004 and 2006 by United States Army Corps of Engineers St. Paul District.

Matteson is expected to generate over \$40 million of revenue with approximate EBITDA margins between 32 and 36% for calendar year 2010. In 2011, the Matteson acquisition is expected to add between \$35 million and \$40 million to

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Great Lakes' revenue with EBITDA margins in the mid-to-high 20% range. The Matteson transaction will add approximately \$25 million to Great Lakes' year-end 2010 backlog.

Jon Berger, CEO, stated "We are very excited about the Matteson acquisition. It fits well into our strategy of growing the Company through opportunities that are complementary to our skill sets. We believe this acquisition provides us the expertise and assets to perform on projects in the rivers, environmental lake dredging and levee repair markets. We expect to see continued strong and growing demand for each of these segments. River dredging is an area that we have had experience in since the early 1990s, and we look forward to expanding our reach."

Bruce Biemeck, President and CFO, commented "We believe this acquisition is a logical extension of our dredging market leadership, by increasing our geographic reach while expanding our dredging related services to include environmental dredging and levee construction and repair. We are looking forward to taking a leadership position in these new markets, where we see significant growth in the near future.

We are impressed with the Matteson's business, which was founded by Lawrence W. Matteson and operated by Mr. Matteson and his son Larry. Their operating methods and innovation have been the basis for building a company that is respected in each market it serves. We are pleased to be associated with the Mattesons and look forward to working with the team to build on the Matteson's established legacy of outstanding performance and customer satisfaction."

Source : Businesswire



Above seen the RNLi All Weather Arun Class Lifeboat **Soldian**, based in Lerwick, Shetland, Scotland on July 20th 1992

She was responding to a call for assistance, the 50ft interisland ferry **Laering** with 36 passengers onboard had grounded on rocks S.E. of the Isle of Noss. After a successful passenger transfer the **Soldian** pulled the Laering clear of the rocks.

Photo : Iain Forsyth ©

Shanghai November trade value breaks records

SHANGHAI's trade value in November increased 35.3 per cent to a record-breaking US\$64.1 billion, Xinhua reports.

Export value also set a new high with \$40.3 billion, up 36 per cent. Import value increased 34.1 per cent to \$23.8 billion. From January to November, Shanghai's trade value totalled to \$618.4 billion, up 34.2 per cent year on year. Export value grew 31.6 per cent to \$384 billion while import grew 38.6 per cent to \$234.4 billion.

Shanghai's trade with the European Union increased 33.7 per cent to \$139.6 billion. Trade with the US rose 30.6 per cent to \$106.5 billion. Trade with Japan valued \$82.2 billion, up 28.8 per cent. Growth of trade with these three markets was slower than average. Meanwhile, trade with ASEAN and Korea grew faster, increasing 49.3 per cent to \$62.3 billion.

Electrical and mechanical product export value went up 33.9 per cent to \$231.1 billion, taking up 60 per cent of the Shanghai's export value total. Value of labour-intensive garments and accessories, textile, furniture, plastics, shoes, toys came to \$95.1 billion, up 22.8 per cent. A substantial increase of 40.9 per cent was seen in hi-tech import value, to \$83.8 billion, two percentage points faster than Shanghai's average import growth. **Source : Schednet**

DryShips Inc. Takes Delivery of Its First Newbuilding Drillship, the Ocean Rig Corcovado

DryShips Inc., a global provider of marine transportation services for drybulk cargoes and off-shore contract drilling oil services, announced today that its 78% owned subsidiary Ocean Rig UDW Inc. successfully took delivery of its newbuilding drillship, the **Ocean Rig Corcovado**. The **Ocean Rig Corcovado** is the first to be delivered of the four sister drillship vessels that are being constructed at Samsung Heavy Industries. The construction of all vessels is progressing well and according to schedule. The vessels are sixth generation advanced capability ultra-deep water drillships, each with a drilling capability of 10,000 feet.

The naming ceremony of the first two vessels, **Ocean Rig Corcovado** and **Ocean Rig Olympia**, was successfully held in December 2010, at Samsung shipyard. George Economou, Chairman and Chief Executive Officer of DryShips, commented:

"The delivery of our first newbuilding drillship represents a new milestone in the realization of our business strategy in the ultra deep water drilling sector. With Ocean Rig UDW's successful private placement offering we have positioned Ocean Rig to be a pure play in the ultra deepwater drilling sector with contracts and a balance sheet that is self-sustaining.

"By the end of 2011, Ocean Rig,, an experienced ultra deep water operator, will have an operational fleet of four state of the art ultra deepwater drillships, plus options to build another four, and two ultra deep water semisubmersible drilling rigs, representing one of the largest ultra deepwater fleets and only pure play entity in the sector.

"The current environment for the ultra deepwater market has improved from the summer low levels we experienced and we believe that rates have turned a corner after bottoming in the third quarter 2010. We believe that the ultra deep water drilling sector has strong fundamentals, as deepwater drilling is the most viable source of new oil supplies. There are positive signs of discovery and long term potential in established and new areas around the world."

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Marathon cancels Noble rig deal



As expected, Noble Corp. on Monday said that Marathon Oil Co. officially terminated its contract for **Noble's Jim Day** ultra-deepwater semi-submersible drilling rig.

In early December, Noble received notice from Houston-based Marathon that Marathon intended to exercise its right of termination if the rig did not begin operations by Dec. 31. The rig would have operated in the Gulf of Mexico.

Noble, an offshore drilling contractor that maintains a large presence in Houston after moving its base to Switzerland, said the four-year contract would have added about \$752 million to its backlog and that the rig was ready to begin operations on the agreed-upon date.

Photo : Kees Bustraan ©

David Williams, Noble's president and chief executive officer, said in a statement that the company was "disappointed by Marathon's actions." **Source : bizjournals**

Hutchison ups stake in container ports

Investment is a good way to deploy cash, analyst says, as its shares jump

The largest global port operator, Hutchison Whampoa Ltd, boosted its stake in Shenzhen and Hong Kong container ports, the world's third- and fourth-busiest, sending its stock 5 per cent higher. Hutchison said yesterday that it had agreed to buy port and property assets from partner China Resources (Holdings) Co Ltd, parent of China Resources Enterprise Ltd, for HK\$5.7 billion (\$942.8 million). Its shares closed up 5.25 per cent at HK\$84.20, the highest level since Nov 12, and outperforming a 1.7 per cent gain on the broader market.

'China Resources has been looking to divest its port operations, and selling to Hutchison is a win-win situation,' said Credit Suisse analyst Cusson Leung. 'The most important mission for Hutchison, going forward, is to seek investment opportunities to deploy its cash. This is the best way to utilise the resources,' he said, referring to the acquisition of port assets.

Hutchison, a ports-to-telecommunications conglomerate controlled by tycoon Li Ka Shing, has completed most of its investments in its third-generation (3G) mobile networks and is now seeing profits from its operations. Deutsche Bank analysts had forecast that the company's 3G business was expected to turn positive in the second half of 2010 with earnings before interest and tax (Ebit) to grow to HK\$3.3 billion in 2011 and HK\$3.9 billion in 2012.

Shares of Hutchison surged about 50 per cent in 2010 on optimism about its telecoms business and expectations of strong growth in its other core businesses, including property, ports and retail. Hutchison said the acquisition included a 10 per cent stake each in HIT Investments Ltd, Splendid Century Ltd, Eckstein Resources Ltd and Hutchison Ports Yantian Investments Ltd, representing all issued shares held by China Resources in these companies.

'We are confident about the prospect of our port business and are happy to have the chance to increase our stakes in these companies,' said Jeremy Lau, a spokesman for Hutchison. The group will also take a 12 per cent stake in a

property firm Omaha Investments Ltd and the shareholder loans of Omaha and Hongkong International Terminals Ltd (HIT), a unit of HIT Investment, which are owed to China Resources, it said.

Before the deal, Hutchison had about 53 per cent of HIT, the biggest container port operator in Hong Kong, managing 12 berths in Hong Kong's Kwai Tsing Container Terminals. The deal also included land and buildings in Hong Kong's Kwun Tong, in east Kowloon.

The move would allow Hutchison to increase its stake in HIT Investments Ltd and some properties, the company said. But it did not provide the company's holdings in the assets after the deal. **Source : Reuters**



The **CAVATINA** seen inbound for Rotterdam with the **MARNEDIJK** outbound in the background
Photo : Marijn van Hoorn ©

Magal Receives \$2.6 Million Order for Seaport Security in West Africa

Magal Security Systems, Ltd. announced that it has received a \$2.6 million order for an integrated solution to secure a seaport in West Africa. This is the second order received within the past few weeks for a port security solution in the region.

Magal S3 will deliver an integrated solution including a variety of security systems, including DTR (taut wire) which will be deployed on a wall running several kilometers along the coastline, gates and access control, radio communications, static and PTZ cameras.

All sensors and communications will be networked to two command and control centers (a main and backup) through Fortis - Magal S3's state of the art Physical Security Information Management (PSIM) system. The system will also integrate sophisticated technologies such as cooled thermal sensors and a remote acoustic hailing device. The contract is expected to be completed during 2011. Eitan Livneh, President and CEO of Magal S3, commented: "We are proud to be delivering this comprehensive solution to this important customer, representing a major portion of the entire port

project. It is also significant as it is our second win, following another order for \$21.4 million for the Mombasa port, reported just a few weeks ago."

Continued Mr. Livneh, "As security is an integral part of international trade, ports are increasingly turning to solutions such as ours in order to comply with the ISPS code (International Ship and Port Facility Security). I believe that Magal is well-positioned to secure additional business in this vertical market and specifically in this region."

OLDIE – FROM THE SHOEBOX



Italian Navy warships, lined up at Fishmarket, Valletta, as the Royal Fleet Auxiliary "**TARBATNESS**" enters Valletta harbour, in mid 70s

Photo : Gejtu Spiteri ©

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.... PHOTO OF THE DAY



The **MAERSK EDINBURGH** seen arriving in Rotterdam – Europoort – Photo : Harry van den Berg ©