

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 116



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Above seen the crewboat CMS SEAJAGUAR during the operation with the general cargo ship STEVNS PEARL offshore Valletta, Malta on Sunday 24th April, 2011 to disembark the American photojournalist MICHAEL CHRISTOPHER BROWN that was seriously injured in Misurata, Libya while covering escalating violence of which documentary maker Tim Hetherington and photographer Chris Hondros were killed on Wednesday 20th April, 2011.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

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The **OLEG STRASHNOV** seen loading monopoles in the port of Vlissingen – Photo : [Thijs Vink](#) ©

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The **CONTINENTAL SPIRIT** seen anchored off Singapore – Photo : Piet Sinke (c)
Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

The Hijacking Of The MV Zirku: A Case Study In Shipping Security – Analysis

THE CRUDE OIL TANKER MV **Zirku** was hijacked by Somali pirates at dawn on 28 March 2011 just outside the Gulf of Aden approximately 250 nautical miles South East of the port of Salalah in Oman. The **Zirku** is just eight years old and about 105,000 deadweight tonnes – not large for a crude oil carrier. It is under the United Arab Emirates (UAE) flag, and the crew is a multinational one of 29 (1 Croatian, 1 Iraqi, 1 Filipino, 1 Indian, 3 Jordanians, 3 Egyptians, 2 Ukrainians and 17 Pakistanis). At the time of the hijacking, the **Zirku** was on its way from Bashayar in Sudan to Singapore. It was attacked by two pirate skiffs firing RPGs and small arms. The ship took evasive action, increased speed, fired rocket flares and activated fire hoses, but the pirates still managed to come alongside, board and seize the ship. All this may seem just another example of the recent successes Somali pirates have had with hijacking ships. However, several aspects of the **Zirku** incident make it an interesting case study in shipping security from which lessons might be learned.

Location of Attack

The **Zirku** was hijacked near the Gulf of Aden regarded recently as relatively secure due to the extensive coalition naval presence in these waters. Most recent pirate attacks have been further out in the Indian Ocean. The ship was just outside the Internationally Recommended Transit Corridor (IRTC) through the Gulf of Aden, but still well within the High Risk Area designated by the Best Management Practice (BMP) guidelines available to ships to deter piracy off Somalia. Other recent pirate activity had been reported near where the **Zirku** was hijacked. The evening before, a pirate attack group of one dhow and a skiff had been reported about 120 kilometres to the northwest of the **Zirku** attack; at dawn the previous morning, another crude oil tanker successfully evaded an attack near where the pirate group was later reported. On that occasion, a skiff approached the tanker at high speed from a “mother ship”. The

tanker sounded the alarms, increased speed and contacted coalition naval forces while the crew mustered in a secure citadel. The pirates aborted the attack after an onboard security team fired warning shots at the skiff. The **Zirku** should have been aware of this recent activity near its course. Extra vigilance was required particularly at dawn – a time when many pirate attacks occur. However, it is surprising that coalition naval forces had not neutralised the nearby pirate attack group after it had been reported. Initial reports suggest that the **Zirku** was doing most of the right things. It had registered with the Maritime Security Centre – Horn of Africa (MSCHOA) established by the European Union to provide a manned monitoring service for vessels transiting through the Gulf of Aden. It was also reporting to the UK Maritime Trade Operations (UKMTO) office in Dubai – the primary point of contact for merchant vessels transiting the area to liaise with military forces in the region. It is not known, however, whether the **Zirku** had adopted any of the physical measures to avoid boarding recommended by the BMP guidelines, such as using razor wire to block off access points to the ship.



Ship Vulnerability Issues

Several factors may have made the **Zirku** more vulnerable to attack. Together these highlight some key issues with maintaining the security of shipping passing through piracy prone waters off the Horn of Africa. First there is ship's speed. The **Zirku's** operational speed is reported to be 12.5 knots – relatively slow even for a crude oil tanker. This is well below speeds regarded as necessary

for a ship to avoid boarding. As a slow, high value target, the **Zirku's** owners may have considered having additional security personnel onboard. The BMP guidelines do not recommend armed guards but having these onboard did protect the other tanker the day before the **Zirku** attack. A second factor may have been the multinational nature of the ship's crew. The International Safety Management (ISM) Code requires that ship's personnel should be able to communicate effectively and that a working language be established for a ship. For the **Zirku**, this was probably English although it was not the first language of any of its crew. Any lack of the ability to communicate effectively would be a serious deficiency during an emergency, such as an attempted boarding by pirates.

The Port State Control (PSC) record of the ship is another issue. The last PSC inspection of the **Zirku** was by the US Coast Guard in San Francisco in August 2010. Six deficiencies were found, including one operational deficiency. This is a lot, particularly for a relatively new ship, and could indicate some deterioration in the standard of the ship. PSC involves the inspection of a ship by port authorities to check compliance with required international standards of safety, maintenance, operations, crewing and security. It is the most effective way of determining that a merchant ship is properly prepared to go in harm's way in waters where piracy is prevalent.

Lessons to be Learned

None of this is to suggest that the **Zirku** was a sub-standard ship but there are some danger signals. It is hugely important that all ships comply with the BMP guidelines in all respects when passing through high risk piracy areas off the Horn of Africa. Ships should monitor communication networks closely for warnings of pirate activity along the ship's track. While armed security guards may not be required for most shipping traffic passing through the high risk areas off the Horn of Africa, slow moving, high value targets such as a large, loaded tanker, may be an exception. Sam Bateman is a Senior Fellow in the Maritime Security Programme at the S. Rajaratnam School of International Studies (RSIS), Nanyang Technological University. He is a former Australian naval commodore with research interests in piracy and maritime terrorism. **Source: RSIS**

Oil protester charged by police

Police have laid charges against the skipper of a protest boat who was arrested while disrupting an oil survey ship yesterday. Elvis Teddy, the captain of **San Pietro**, was arrested for breaching the Maritime Transport Act after police boarded his boat yesterday morning amid protests against Brazilian company Petrobras's search for oil. Mr Teddy was charged with operating a vessel in unsafe manner under section 65 of the Maritime Transport Act, a police spokesman

told NZPA today. He was released on bail last night to appear in court in Tauranga on Friday. Police said they were still reviewing evidence and may lay further charges. The maximum penalty for the offence is up to 12 months in prison or a fine of up to \$10,000. **San Pietro**, manned by local iwi, was stationed, along with three other protest boats, in front of the survey ship **Orient Explorer** in the Raukumara Basin, off the coast of Gisborne, police said.



File photo of the **ORIENT EXPLORER**– Photo : Andrew Mackinnon - www.aquamanships.com (c)

After repeated warnings the three other boats moved away but the **San Pietro** stayed and deployed buoys and fishing lines in the path of the survey ship, causing "grave safety concerns" for the ship's master, Superintendent Bruce Dunstan said. After further warnings police, who had been stationed on nearby navy ships, boarded the **San Pietro** from inflatable boats. Mr Teddy was arrested and taken back to the navy warship **HMNZS Taupo**, and returned to Tauranga police station.

Mr Dunstan said the arrest followed a "blatant safety breach". Mr Teddy's lawyer, Dayle Takitimu told Radio New Zealand he would challenge police claims the protesters acted dangerously. **San Pietro** was stationary and more than 1.5 nautical miles, or 2.8km, from the **Orient Explorer** when it radioed the ship to advise it of its location, Ms Takitimu said.

Because the survey ship was moving, under collision regulations it had to give way to the **San Pietro**, she said. Before yesterday's arrest, tribal leader Rikirangi Gage radioed the captain of the **Orient Explorer** and told him he was not welcome in the waters. "We are defending tribal waters and our rights from reckless Government policies and the threat of deep sea drilling, which our hapu have not consented to and continue to oppose." **San Pietro** is owned by East Coast iwi Te Whanau a Apanui and is part of the flotilla including Greenpeace and the Nuclear Free Flotilla, in its third week of opposing deep sea oil drilling. The Maori Party is working on a bill that would force the Government to consult iwi before granting licences for offshore oil exploration. Petrobras is operating under a five-year licence granted by the Government and the Maori Party, which has a support agreement with National, has been accused of not doing enough to back iwi. Petrobras could not be reached for comment.

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The **SUBITO** enroute Amsterdam (Westharbour) – Photo : Ruud Coster (c)

Margate's RNLI lifeboat goes back home

When the neighbours knock on your door and say they are planning to do some major work, it is sometimes better for everyone if you move out for the duration. With that work now complete, the volunteer crew of Margate's RNLI lifeboats moved back home Monday 18 April as life gets back to normal and their new neighbours open for business. In August 2010, progress with construction of Turner Contemporary next to the town's lifeboat station, reached the stage where extensive work laying the new roadway around the area commenced, resulting in the area being inaccessible for six months or more. A condition of the project was that the operational effectiveness of the lifeboat station remained unaffected and the RNLI, together with the builders, R Durtnall and Sons, Thanet District Council (TDC) and Kent County Council (KCC) came up with the solution whereby both the all-weather and inshore lifeboat would be relocated to a temporary site on the main sands close to the clock tower.



Above seen Margate's RNLI all-weather lifeboat returns home following the completion of Turner Contemporary, 18 April 2011 Photo : Peter Barker/RNLI (c)

For the last eight months therefore, the station has operated from the temporary boathouse (renamed beach house) and with Turner Contemporary now open to the public it has been possible to return home.

The lifeboats operated successfully from the temporary site with builders R Durtnall and Sons meeting all the costs involved for the RNLI. Following the operational success of the temporary move, the RNLI, together with TDC and KCC are now exploring the feasibility of building a permanent lifeboat station in the area on the main sands.

Paul Hodson, Margate lifeboat operations manager says: 'While the temporary facilities were understandably basic, the important thing was that we were able to maintain 'business as usual', with our response times considerably improving while operating directly from the beach. The area around the boathouse has now been transformed, and we look forward to sharing the opportunities that will hopefully follow with the opening of the gallery. We are grateful to all involved, particularly R Durtnall and Sons who have helped to ensure the vital life-saving services we provide have been unaffected by the temporary move'

- Margate lifeboat station has been operating since 1860. To learn more about the lifeboat station go to www.rnli.org.uk/margate
- A video of a Mersey class lifeboat in rough seas can be viewed at www.rnli.org.uk/who_we_are/press_centre/videos/video_detail?articleid=321824&category=®ion=&listing=
- A photo of Margate's Mersey class all-weather lifeboat *Leonard Kent* and the D Class inshore lifeboat can be viewed at www.rnli.org.uk/rnli_near_you/east/stations/MargateKent/gallery



The **GIOVANNI BATTISTA DE CARLINI** seen anchored off Singapore - Photo : Piet Sinke ©
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FPSOs spearhead drive into deeper water



The **FPSO ASENG** seen fitting out in Singapore – Photo : Piet Sinke (c)

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Explorers and producers of offshore oil and gas are busier than ever before and their workload is not only increasing, it is becoming more complex. Energy demand worldwide fuelled by fast-growing emerging economies continues to rise inexorably, while the drive to diversify energy sources has shown how difficult it is to build the market share of renewables. Oil and gas will remain key sources of energy for the foreseeable future. New oil and gas developments are needed to not only cater for this rising demand but also replace the production from those many existing fields whose output is now declining. As most onshore reserves have been exploited to a considerable extent, explorers and producers are increasingly relying on offshore oil and gas fields for their new supplies. Offshore oil production, for example, is set to grow from 21 million barrels per day (bpd) in 2008 to 27 million bpd in 2013, a 23% increase over the five-year period.

As with current onshore oil and gas projects, developing new offshore fields is presenting greater challenges than was the case in the past. Projects now being implemented are normally located in deeper, more remote and more environmentally harsh waters than was previously the case. The first choice for exploiting offshore oil fields has proved to be the floating production storage and offloading (FPSO) vessel and the popularity of the concept has grown in tandem with the increasing complexity of oil field development work. There are 250 floating oil production units presently in service, up from 117 units five years ago, and of the current total 155 are FPSOs. Furthermore, according to data compiled by International Maritime Associates Inc., 35 of the 49 oil production floaters now on order are FPSOs.

Flexibility and their proven safety record are two key reasons why FPSOs are in favour. Both newbuilding and tanker conversion FPSOs can be customised to meet the requirements of a particular field while there is sufficient deck space for the required topsides units and storage capacity enough to enable development of the deposit in a way that is commercially attractive to all the participants. The offshore oil industry has also fine-tuned its FPSO mooring and cargo transfer techniques to ensure smooth operations in most marine environments. Furthermore, because FPSOs are self-propelled marine units, a vessel can be unhooked once a project is complete and sailed to the next field for which it is earmarked. Such redeployment, which might well be delayed because the charterer has exercised the option of extending the original contract period, invariably entails a visit to a repair or fabrication yard for any modifications which may be required for the new project. The demand for FPSOs is expanding at the rate of 5-10% per annum at the moment. In addition, the size and complexity of the latest generation of FPSOs is increasing in conjunction with the move into deeper waters and the development of more challenging fields. The greatest depth of water at which an FPSO is currently operating is 2,500 metres while the highest throughput on such a vessel is 600,000 bpd.



The **ARMADA PERWIRA** seen fitting out in Singapore for Bumi Armada – Photo : Piet Sinke (c)

A case in point is the development of the deepwater fields in the Santos Basin and pre-salt deposits off the coast of Brazil. Brazil and West Africa are currently the world's major users of FPSOs, each accounting for 23% of the in-service fleet. However, Brazil is dominating the production floater orderbook; 19 of the 49 floaters on order are earmarked for use off Brazil. Another recent development of interest is the decision by the Bureau of Ocean Energy Management, Regulation and Enforcement (BOEMRE), a US Government agency established in the aftermath of the blowout on the Deepwater Horizon rig in April 2010, to allow the first FPSO in the US Gulf to commence operations. The vessel in question has been ready for some time but the **Deepwater Horizon** disaster delayed implementation of the project.

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The worldwide demand for additional FPSOs, either through tanker conversions or newbuildings, is being enhanced by the fact that several in-service vessels are nearing the end of their useful working lives. The IMA data shows that of the in-service units three have been stationed on a field more than 20 years, eight for more than 15 years and 27 for more than 10 years. The consultancy expects that at least half of these units are redeployment candidates, particularly the 15 that have operated in the North Sea for more than 10 years and two that have operated off Australia for more than 10 years.

Charterers seeking to employ FPSOs over the long-term are anxious to engage with contractors with exemplary safety and environmental records, proven technical competence and financial strength, an established track record and credentials, links with key yards and subcontractors and a wide-ranging service portfolio. Customers of FPSO services are being facilitated in this quest through the major consolidation that has taken place in the sector in recent years. Despite the overall expansion of the FPSO fleet, the number of such contractors now stands at 12, down from approximately 30 in 2008. The remaining operators of FPSO vessels also offer their clients a lease option, covering both financial and operational arrangements. A key indicator of the vitality of the FPSO sector is the growth in overall investment, currently running at a rate exceeding 15% per annum. Another new and notable feature of today's FPSO statistics is the appearance of liquefied natural gas (LNG) FPSOs for the first time. IMA lists four LNG FPSO projects as being likely to materialise by 2016 in its latest report.

Amongst the fossil fuels, gas is currently the most favoured due to the ample supplies available and, hence, the competitive price of gas compared to oil. The exploitation of offshore gas over the current period is set to develop at a rate double that of oil. Offshore gas production is expected to top 1,000 billion cubic metres in 2013, 47% ahead of the 700 billion cubic metres achieved in 2008. Offshore gas has traditionally been exploited by means of pipeline links to shore but the more remote and marginal nature of many of the fields now being investigated favours an offshore solution. However, while several LNG regasification vessels are now in service, they tend to be employed in protected, nearshore waters and the first LNG producer vessel is yet to make its appearance.

The LNG industry has been hard at work over the past decade, developing the sophisticated shipboard LNG liquefaction and cryogenic cargo transfer technologies that will enable safe and secure LNG FPSO operations to become a reality. The first final investment decision for an LNG FPSO is imminent and that milestone is likely to open the floodgates.

Of the initial four LNG projects identified by IMA, three will be developed in the Australasia region while the final scheme is likely to come together off the coast of Brazil. The latter FPSO will be utilised to exploit the gas streams of several new oil FPSO projects planned for the deepsea pre-salt fields offshore from Rio de Janeiro. The world of FPSOs is about to take on a new dimension. Editor's Note: Mike Corkhill is a technical journalist and consultant specialising in oil, gas and chemical transport, including tanker shipping and chemical logistics. A qualified Naval Architect, he has written books on LNG, LPG, chemical and product tankers and is currently the Editor of both LNG World Shipping and LPG World Shipping. Feature articles written by outside contributors do not necessarily reflect the views or policy of BIMCO. Source: Bimco



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Above seen the **ZIM ROTTERDAM** departing Felixstowe with tug **SVITZER SKY**
Photo : Andrew Moors - RNLI Harwich lifeboat ©

Somali pirates release Greek-owned ship

Somali pirates have freed a Greek-owned, Cyprus-flagged ship they seized in January after receiving a ransom, pirates and a piracy monitoring group said, Reuters reports. The pirates said they had released **MV Eagle**, a 52,163 deadweight tonne merchant vessel and its crew of 24 Filipinos that was seized in January about 500 miles south-west of Oman, while it was en route to India from Jordan. Pirates said they received a \$6 million ransom for the ship's release.

"We have received our \$6 million The ship has just started to sail away from our zone with a warship," a pirate who gave his name as Kalif told Reuters by phone from the coastal town of El-Dhanane. The amount could not be verified but Ecoterra, an advocacy group monitoring piracy in the Indian Ocean, confirmed a ransom was paid.

"After having received a hefty ransom for the old bulk carrier, Somali buccaneers released the Greek-owned and Cypriot-flagged MV Eagle. Vessel and crew made their way to safe waters," it said in a statement. Two decades of conflict in Somalia have allowed piracy to flourish off the lawless nation's shores. Pirates typically do not kill crews held hostage in the expectation of receiving a ransom for a vessel's release.

Separately, Somali government officials said they were caring for 14 Iranian sailors who were released after a botched naval rescue earlier in the week in which three pirates and one Iranian seaman died. It is yet to be determined which nation's navy carried out the rescue attempt, as well as what vessel was involved. Pirates are holding around 11 Iranian fishing vessels, according to information from Ecoterra.

"We have 14 Iranian crew in Galkaayo and we want to hand them over to Iran," Ahmed Mohamed Basto, the spokesman of Galmudug state, a regional administration in central Somalia recognised by the Transitional Federal Government. "We are contacting Iranian embassies so that they go with them."

Pirate gangs are making tens of millions of dollars in ransoms. Despite successful efforts to quell attacks in the Gulf of Aden, international navies have struggled to contain piracy in the Indian Ocean owing to the vast distances involved.

The economic cost of piracy has been estimated at \$7 billion to \$12 billion per year, with shippers facing rising insurance costs that threaten to raise commodity prices. **Source : PortNews**



Above seen a overview of the **Terschelling Offshore Quay**, with at the front, the buoy laying vessel "**Terschelling**", then the salvage vessels "**Friendship**" and "**Good Hope**" from **Friendship Offshore BV**, in the background the training vessel **Octans** of the **Willem Barentsz School**. The building of the school can be seen in the background as well.

Photo : Alfred van Nouhuys ©

Seoul among largest anti-piracy donors

The Korean government has anchored itself as a major player in the global campaign to wipe out piracy in the waters off Somalia, pledging \$500,000 towards an international anti-piracy fund, Seatrade-asia reports. Seoul's Foreign Ministry says the announcement was made at the UN Group on Piracy off the Coast of Somalia's government-civilian high-level meeting held in Dubai this past week. And Korea's contribution, ranking fourth after the Netherlands, United Arab Emirates and Germany, will be spent to reinforce judicial systems in Somalia and neighbouring countries

Source : PortNews

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Italian supply ship seized in Libya released

An Italian supply ship and its 11-member crew, seized in Libya last month, have been released unharmed, the vessel's operator and the Italian foreign ministry said on Saturday, Reuters reports. The ship was released by authorities in Tripoli late on Friday and made contact with an Italian naval vessel taking part in the NATO-led blockade of Libyan waters, Mario Mattioli, chairman of the operator Augusta Offshore said.



Above seen the Italian Navy Commandante Class OPV **ITS COMMANDANTE BETTICA P492** that is currently escorting the offshore tug/supply ship **ASSO VENTIDUE** that left Tripoli, Libya on Friday 22nd April night a month after she was hijacked on March 22nd at Tripoli, Libya.

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

"We are very happy that the crew has been released. The last month has been a very uncertain time for us and even more for the crew and their families," he said in a statement. The **Asso 22**, a supply vessel which had been working for a client of Italian oil group Eni (ENI.MI), is crewed by eight Italians, two Indians and a Ukrainian.

It was detained on March 19, shortly before western aircraft began imposing a no-fly zone on Libya to prevent forces loyal to Muammar Gaddafi from harming civilians.



The **SCHOKLAND** seen outward from Ijmuiden photo : H. Blomvliet (c)

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US submarine Emory S Land sails into Goa

Submarine Tender **USS Emory S Land (AS 39)** arrived in Goa on April 22 and docked at berth No. 8 of the Mormugao port as part of the US Navy's theater cooperation and goodwill mission. Land will provide tended support services to **USS LaJolla (SSN 701)**, a Los Angeles class fast attack submarine, which will be moored outboard the tender. Designated a forward deployed expeditionary submarine repair tender, the mission of **Emory S Land** is to provide intermediate level expeditionary maintenance and repairs and logistical services to submarines and surface ships operating in the US Navy's fifth, sixth and seventh fleet areas of responsibility. "We will be providing tended support services to La Jolla to ensure all systems are fully operational and capable when she returns to operations," said lieutenant commander Tobias Lemerande, **Emory S Land's** repair officer.

Land's repair department will perform minor equipment adjustments as well as manufacture and provide some quality-of-life items to the crew's eating and living spaces that will help make the submarine's sailors' lives a bit more comfortable. "Our visit will not be all work and no relaxation," said command master chief Paul Sweeney. "The crew will be participating in community relation projects and participating in sightseeing tours and activities." Crew members will participate in a tree planting project as well as a basketball game with a local club team. The ship will also be providing a limited number of tours and will be hosting a reception. "We are very excited to be here in Goa," said captain Eric Merrill, commanding officer of **Emory S Land**.

"Our crew is honored to have the opportunity to visit Goa and further strengthen our partnership between our two navies and governments." Land's crew looks forward to taking part in community activities and experiencing India's cultural sights. For many, this is their first time in India. "I'm enormously excited to experience a different culture, potentially riding elephants, and participating in community relations projects," says master-at-arms 2nd class John Dunn, who works in the security department aboard Land. **Source : Indiatimes**



Above seen the decommissioned Malaysian KD **Rahmat (F 24)** The ship was ordered in 1966 as the **KD Hang Jebat**.

The design emphasised simplicity and economy but had an unusual machinery layout with a gas turbine and two diesels driving two propellers via a gearbox. It was the first Malaysian naval vessel equipped with a missile (Seacat) system the ships design served as the basis for the **HTMS Makut Rajakumarn** built for the Thai Navy by Yarrows.

Photo : Capt. Jelle de Vries (c)

MoD accused of misleading MPs over safety of submarine reactors

THE Ministry of Defence (MoD) has been accused of misleading MPs about the risks of the reactors that power Britain's nuclear submarines suffering Fukushima-style accidents. In a parliamentary answer earlier this month, the defence minister, Peter Luff, failed to respond directly to a question from the SNP's defence spokesman, Angus Robertson, about the emergency cooling systems used on the submarines. Instead Luff is accused of making a reassuring statement disguising the fact that the reactors have cooling systems that, according to a senior MoD safety expert, renders them vulnerable to a major loss-of-coolant accident. It was the disabling of the back-up cooling systems at the Fukushima nuclear plants in Japan by a tsunami that caused radioactive fuel to leak.

"The MoD and nuclear industry are notorious for putting secrecy ahead of public safety, and this episode combines the worst of the two," Robertson told the Sunday Herald. "It is unacceptable for MPs to be misled in this way." Robertson asked if British submarines have "systems for the safety injection of coolant into the reactor pressure vessel head" in the event of an emergency. Luff replied on April 5, 2011 that "all submarines in the Royal Navy have passive core cooling and the ability to add coolant into the reactor pressure vessel if necessary". But what Luff didn't say was that there are no systems for automatically injecting coolant into the reactor. The lack of such systems was highlighted in a 2009 report by the MoD's nuclear safety regulator, Andrew McFarlane, which the MoD has tried to keep secret.

The report revealed that, according to McFarlane, British submarines were twice as likely as US submarines and civil nuclear power stations to suffer loss-of-coolant accidents.

The nuclear consultant, John Large, who has advised governments on submarine reactor safety, argued that there was "no doubt" that MPs had been misled. "It is absolutely vital that any coolant loss from the reactor is immediately and adequately made up," he said. "Not having a means of achieving this puts the Royal Navy's current reactor designs at much higher risk of catastrophic failure."

John Ainslie, the co-ordinator of the Scottish Campaign for Nuclear Disarmament, accused Luff of deliberately concealing a major design weakness. The type of coolant system was critical, he said, because "it makes the difference between a minor mishap and a disaster like Fukushima". The MoD declined directly to answer the allegation that parliament had been misled. McFarlane's report concluded that it would be "unacceptable" to use the current reactor design in the submarines being considered to replace those that carry Trident nuclear missiles. Though no decision has been announced, it looks likely that they will use reactors with an improved cooling system. **Source :** HeraldScotland

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The **BORCOS TAHIRAH I** seen for final outfitting at Grade One Shipyard in Lumut, Malaysia

Photo : Capt. Jelle de Vries ©

STX Finland, Viking Line sign agreement for a cruise ferry

STX Finland Oy and Viking Line ABP have signed an agreement for the construction of an environmentally friendly, new generation cruise ferry for Viking Line. The agreement includes an option for a sister ship. The contract price is about 240 million euros. The ship will be built at Turku shipyard and will be delivered to Viking Line at the beginning of 2013. The signed agreement represents approximately 2600 man-years employment, STX Europe press release said.

The new cruise ferry will be the most environmentally friendly big passenger vessel to date. The vessel uses LNG as fuel and it has no marine emissions and its aerial emissions are extremely low. The vessel has been specially designed to operate in the delicate and shallow waters of the Finnish and Swedish archipelago. The wave forming and noise generation have been minimised.

The cruise ferry is about 214 metres in length with a gross tonnage of 57 000. The ship is planned to have capacity for 2800 passengers and will be operated by a 200-member crew. The vessel, which is full of innovative and new solutions, has 880 passenger cabins. It has 1275 lane-metres for trucks and a separate car deck with approximately 500 lane-metres for passenger cars. Additional room for passenger cars can be found on the hoistable car decks.

The President of STX Finland Oy, Juha Heikinheimo says, "The signed agreement is an indication of the competence that the Finnish shipbuilding cluster has as a builder of innovative and highly environmentally friendly ships. I am delighted that we get the opportunity to build at Turku Shipyard a cruise ferry for our domestic shipping company Viking Line to operate between Turku and Stockholm." The design of the new ship will start immediately at Turku shipyard, and the actual building of the ship starts during fall 2011," continues Heikinheimo **Source : PortNews**

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The **INFINITY** seen outbound from Amsterdam – Photo : Erwin Willemse (c)

Cosco, Hanjin Add Prince Rupert Services

Canada's West Coast port of Prince Rupert will add two new weekly trans-Pacific services in May, one by China Ocean Shipping Co. and the other by Hanjin Shipping. That will bring to four the number of weekly calls at Canada's newest container port. Cosco is adding Prince Rupert to its South China Express service. Prince Rupert will be the last North American port call outbound before the vessels return to Asia. Hanjin is adding Prince Rupert to its Pacific Northwest Express service. Prince Rupert will be the first call inbound from Busan, South Korea. The vessels will arrive on Saturdays and will then call in Seattle, Portland and Vancouver, B.C., before returning to Busan. This will be the first service at Prince Rupert involving Hanjin vessels, said port spokesman Maynard Angus. Hanjin has been a partner with Cosco in the existing services, but does not contribute vessels. Angus said it is not immediately certain how much volume the two new services will bring to Prince Rupert. The port last year handled about 340,000 TEUs. However, the new services will have an impact on the local economy as the International Longshore and Warehouse Union Canada has put out a call to hire additional workers, Angus said. Prince Rupert began container operations in October 2007. The port, located about 500 miles north of Vancouver, can handle 500,000 TEUs a year under its present configuration. Environmental studies are proceeding and the master plan calls for expansion projects that could eventually increase the annual capacity to 2 million TEUs. Prince Rupert is a gateway for the U.S. as well as Canada, with about one third of its volume being Canadian cargo and two thirds U.S. cargo. The Canadian National Railway

provides intermodal service from Prince Rupert to Chicago, Memphis and New Orleans. Source: Journal of Commerce



At **ASL Marine** in Singapore, the supplier **Rush River** has been re-named **SMS River**.

Photo : **Jacco van Nieuwenhuyzen (c)**

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Sri Lanka shippers could face higher freight rates

Sri Lankan shippers could see the cost of shipping goods to key markets rise as shipping lines are expected to follow Hanjin's recently announced rate hike with the peak season for cargo getting underway. Shipping lines on the main East-West trade route are struggling to raise rates to cope with rising oil prices and overcapacity caused by the deployment of bigger ships ordered before the global economic crisis.

Hanjin Shipping last week announced a "rate restoration" for Asia-Europe trades from May 15, 2011 with rates from the Indian subcontinent, South East Asia and the Middle East to Europe going up by 150 US dollars a 20-foot container. The line, which does not make direct calls at Colombo port, said it was forced to raise rates despite "our utmost efforts to reduce costs" in order to maintain service quality and schedule reliability in the midst of "hiking operation expenses." Other shipping lines have either raised rates or announced plans to do so as shippers begin to move goods to key markets for the winter buying season. But analysts said it remains to be seen whether the lines could make the rate hikes stick given the sharp increase in capacity caused by the deployment of bigger ships on the trade lane. Freight rates have fallen in recent months owing to competition and analysts have warned that shipping lines could make losses if they remain at current levels. The lines could take advantage of rising cargo volumes or take ships out of service as they did soon after the global crisis of 2008. Source: LBO

The Sidoarjo mud flow



Long distance photo made of the mud erupting from the earth – **Photo : Piet Sinke (c)**

The **Sidoarjo mud flow** or **Lapindo mud**, also informally abbreviated as Lusi, a contraction of Lumpur Sidoarjo (lumpur is the Indonesian word for mud), is a mud volcano in the subdistrict of Porong, Sidoarjo in East Java, Indonesia that has been ongoing since May 2006. The biggest mud volcano in the world was created by the **blowout of a natural gas well drilled by PT Lapindo Brantas**, although company officials contend that it was caused by a distant earthquake. A magnitude of 6.3 earthquake occurred in Yogyakarta at ~06:00 local time 27 May 2006, approximately 250 kilo-meters South West from Sidoarjo.



The mud is pumped by small dredgers into the Porong River at present – **Photo's : Piet Sinke (c)**



Seven minutes after the earthquake a mud loss problem in the well was noted. After two major aftershocks, the well suffered a complete loss of circulation. A loss of circulation is when drilling mud that is pumped down a shaft does not return to the surface but is lost into some opening or a fault system. This mud loss problem was finally stopped when a loss circulation material was pumped into the well, a standard practice in drilling an oil and gas well. A day later the well suffered a 'kick', an influx of formation fluid into the well bore. The kick appears to have been killed within three hours. The next day, 29 May 2006, steam, water and mud began erupting 200 meters away from the well, a phenomenon that is now known as the Lusi mud volcano. At its peak Lusi was spewing up to 180,000 m³ of mud per day, but it still averages approximately 30,000 m³ (1 million cubic

feet) of mud per day. It is expected that the flow will continue for the next 25 to 30 years. Although the Sidoarjo mud flow has been contained by levees since November 2008, resultant flooding regularly disrupts local highways and villages. Further breakouts of mud are still possible.



Above and below seen in Esbjerg last week, when the jack-up rig **Energy Endeavour** left Esbjerg after more than one year of being stacked (laid up). It was towed from Esbjerg by the Swedish anchor handler **Njord Viking**, which was delivered from Zamakona in 2010. This anchor handler and a series company sisters will eventually also change flag to Danish as a number of other Swedish vessels has done over the past year. The Swedish government has rejected to make any changes for the shipowners in terms of open register, tonnage tax or other kind of frameworks that ease up the economical burdan for the owners. **Energy Endeavour** (ex **Maersk Endeavour**) was towed to a position in the Danish sector of the North Sea to commence a drilling for Maersk Oil and Gas. During the tow-out and positioning **Njord Viking** as assisted by the German tugs **Bugsier 21** and **Ems**. Photo's : **Bent Mikkelsen (c)**





The **BELUGA FINESSE** seen in Rio Grande – Photo : Marcelo Vieira (c)

Hong Kong looking for new cruise terminal operator

The Hong Kong Tourism Commission is inviting tenders for the operation and management of the new cruise terminal currently under construction at Kai Tak, Hong Kong, Bairdmaritime reports. The scope of the 10-year tenancy includes the operation and management of the cruise terminal at the former Kai Tak Runway, comprising the Apron Area and the Cruise Terminal Building. Source : PortNews



The TSHD **LELYSTAD** seen operating at the Elbe river – Photo : Crew Geopotes 14 (c)

BREAKING NEWS: THE COUNTDOWN BEGINS!

Celtic Link Ferries are proud to announce the acquisition of a new vessel for its Rosslare- Cherbourg route. The new ship will take over from its existing ship the **Norman Voyager** in October 2011. This audacious move further reinforces Celtic Link Ferries commitment to offering an affordable and reliable all-year service between Ireland and continental Europe.

The new vessel will have more bars, more restaurants, more play areas than ever before. Cruising to France inexpensively will once again get even easier with Celtic Link Ferries. Celtic Link Ferries will continue in their quest of breaking down prices, which will allow passengers to travel to France cheaper than ever before! Celtic Link Ferries will continue to question and disobey commonly accepted pricing ideologies and offer people the absolute best priced way of travelling between Ireland and France.

Celtic Link Ferries will soon be running a competition in order to establish a name for the new vessel. Keep an eye on www.celticlinkferries.com for more details!



The bulk carrier **Carl Oldendorff** arriving at Dunedin to load logs for Inchon. - Photo : Ross Walker (c)

BOEKBESPREKING

Door : Frank NEYTS

“Bijbel voor Bootonderhoud”

Bij De Alk & Heijnenen Watersport verscheen onlangs een prachtig boek onder de titel “**Bijbel voor Bootonderhoud**”, samengesteld door Pat Manley & Rupert Holmes. Maar al te vaak leidt het verwaarlozen van preventief onderhoud of het uitstellen van noodzakelijke reparaties aan romp of dek, zeilen, motor of tuigage tot hoge kosten, flinke irritatie en veel werk. Dat hoeft niet meer met dit boek in de scheepsbibliotheek. Want elke watersporter vindt in deze “Bijbel voor Bootonderhoud” tal van onderhoudsadviezen en tips om het schip in een tiptop conditie te krijgen en te houden. Deze zeer complete gids helpt de booteigenaar met stap-voor-stap instructies het noodzakelijke onderhoud te verrichten, maar ook meer ingewikkelde herstelwerkzaamheden en reparaties uit te voeren. Duidelijke schema's en tekeningen, prachtige instructieve foto's en heldere uitleg ondersteunen de schipper bij het onderhouden van zijn schip, of dat nu een sloep, zeiljacht, open boot of motorboot is. Een aanrader!

“**Bijbel voor Bootonderhoud**” (ISBN 9 789059 610866) werd als hardback uitgegeven en telt 304 pagina's. Het boek kost 39.90 euro. Aankopen kan via de boekhandel of rechtstreeks bij de uitgeverij De Alk & Heijnenen Watersport, Postbus 9006, 1800 GA Alkmaar, Nederland. Tel +31.(0)72.511.39.65. internet: www.alk.nl. In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Ermbodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

OLDIE – FROM THE SHOEBOX



The Swedish motorvessel **MAGNE**, passing the Parkkade in Rotterdam in February 1967, heading for sea. This nice ship was built in 1948 by Öresundsvarv AB in Landskrona, Sweden for AB SVEA (Edman.Högberg) of Stockholm. She was a regular visitor of the Port of Rotterdam in that time. In the engine room was an ATLAS DIESEL, 2sa, 5 cylinders of 1600 HP, which made 13 knots. Unhappily she sunk after a collision with the Swedish freighter **KIRIBILLI** in February 1968 near the Dutch coast in position 51-39 N and 03-20 E in the Middeldiep on the Steenbanken, 8,3 miles NW of Westkapelle. **Photo : Capt. Frank Haalmeijer ©**

.... PHOTO OF THE DAY



Above seen the 91,439 dwt ton bulk carrier "**SHIRAMIZU**" which went aground on shallow sandy seabed inside Soma Port, Fukushima Pref., Japan, laden with 73,000 m.tons of fuel coal for Soma Thermal Power Station, due to Tsunami following the earthquake hit Tohoku area of Japan on March 11th 2011. Hull seen bent at a position in way of No.4 Cargo Hold with stern portion being hang down. Bunker removal operation will be commenced shortly with Japanese Salvor (**Nippon Salvage**). **Photo : Fukushima (c)**

RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE

DE HONG	-	AHTS	OMNI ANDRA	-	Offshore Support
KSP SOLAR	-	Harbour tug	MAJU TAURUS	-	Harbour Tug
BOURBON LIBERY 118	-	AHTS	OZREN TIDE	-	AHTS
FUGRO SYNERGY	-	Survey vessel	STX HERO	-	Product Tanker
CHINA VENTURE	-	Offshore support	BALTIMORE HIGHWAY	-	Car Carrier
EVA SCHULTE	-	Product Tanker	YM VANCOUVER	-	Containerliner
EMERALD EXPRESS	-	Product Tanker	PETRA FRONTIER	-	AHTS
PETRA ADVENTURER	-	AHTS	18 HEAVEN	-	Bunker Tanker
SEA FORCE	-	Product Tanker	CREST RADIANT 7	-	AHTS
ARDMORE SEAFARER	-	Tanker	ALAM BAKTI	-	Tanker
ASIAN KARAT	-	Car carrier	ASIAN LEADER	-	Car carrier
ARMINIA	-	Container vessel	AULAC VENUS	-	Tanker
BRITISH UNITY	-	Tanker	BRITISH LIBERTY	-	Tanker
CALM SEA	-	Tanker	BLACK SEA	-	Tanker
AXIOS	-	Tanker	BLUE DIAMOND	-	Tanker
BUNGA KELANA DUA	-	Tanker	CARINA	-	Tanker
CONTINENTAL SPIRIT	-	Tanker	CASTOR VOYAGER	-	Tanker
EPISODE	-	Bunker Tanker	FORWARD PIONEER	-	Tanker
FLORES SEA	-	Tanker	GENMAR GEORGE T	-	Tanker

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