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The GRANDE ATLANTICO seen approaching the IJmuiden locks enroute Amsterdam
Photo : Jan Plug ©

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A second attempt failed to load the **BLUE MARLIN** in New York with several Reinauer tugs, as can be seen above
Photo : Will van Dorp ©

Vietnam accuses China of sabotage

AN INCIDENT involving Chinese patrol boats and a Vietnamese oil exploration ship has drawn an angry response from Vietnamese officials as a growing territorial dispute engulfs the two countries. Vietnam's foreign ministry held a rare news conference at the weekend, criticising Beijing over last Thursday's confrontation in the South China Sea - and accusing China of ratcheting up regional tensions.

Officials said three Chinese boats deliberately severed a survey ship's cable in Vietnamese waters - an allegation denied by Beijing, which claims the waters as its own - by sailing through the area. It stressed that its navy "will do everything necessary" to protect Vietnam's sovereignty. Advertisement: Story continues below Yesterday, China's Foreign Ministry spokeswoman Jiang Yu defended the actions of the Chinese vessels as "completely justified" and warned Vietnam about "creating new incidents".

Vietnam's state-owned oil company PetroVietnam later released footage of the incident, which took place 128 kilometres off the south-central coast of Vietnam, and 643 kilometres south of China's Hainan island.

The video was taken by crew on PetroVietnam's vessel **Binh Minh 02** as it towed a submerged, seven-kilometre-long seismic survey cable searching for oil and gas deposits. A boat - clearly marked with China Marine Surveillance on one side - is seen approaching the ship. The captain, Alexander Belov, is heard yelling: "This is **Binh Minh 02** trying to contact you. You are acting very stupidly and dangerously. Stay away of the cable! Stay away of the cable!" He then orders a horn to be sounded several times.

Another shot shows the Chinese vessel further than a kilometre away. "The 84 Chinese marine surveillance ship is cutting through the seismic exploration cable from left to right," the Vietnamese captions on the video say. "The ship then comes back, but by then the cables had sunk deep and so it could not cut any more." Chinese ships have allegedly violated Vietnamese sovereignty many times in the past, but this is the first time they have been accused of deliberately severing cables. Experts say the incident has raised the stakes in the long-standing row about territorial waters in south-east Asia, and has highlighted nervousness about China's growing assertiveness in the region.

It comes just days before a regional security conference in Singapore. Source : smh.com.au



The LNG tanker **AL ORAIQ** seen moored at Milford Haven (UK) - Photo : Dave Medgett ©

Somali pirates attacking year-round -IMO

Somali pirates are now able to attack ships in the Indian Ocean regardless of the weather, the head of the United Nations' maritime agency said, outlining four "nightmare scenarios" unless tougher action was taken. Until now there had been a lull in attacks during the summer and winter monsoons -- which roughly run May to September and November to February -- as stormy weather made it difficult for attackers to operate their frail vessels.

"Now the pirates are not interrupted by the monsoon seasons," said Efthimios Mitropoulos, Secretary-General of the International Maritime Organization IMO.L. "They can do the job 365 days a year," he told Reuters during an international shipping conference last week in Oslo. Without a more robust international response to the piracy threat, crews could refuse to cross the Indian Ocean, crude oil shipments could be diverted, there could be a huge oil spill or a large cruise ship could be seized, he said.

Somali pirates are using oil tankers and other huge ships they have captured as 'mother ships' from which they launch attacks far further out to sea than before. "They use mother ships and they have nothing to fear from the monsoons," Mitropoulos said. The IMO estimated that piracy costs the world economy between \$7 billion and \$12 billion a year.

The United Nations Security Council backed the idea of special courts to try captured Somali pirates in April but put off a decision on the thorny issue of where to locate them. "Forget establishing courts in the region or having better regulations," said the IMO chief. "The solution is stronger political will that would translate by means of (more) naval vessels to support the (existing) efforts."

Pirate activity has continued to escalate with the first three months of 2011 being the worst on record, the EU said, with 77 attacks and hijackings -- up from only 36 in the same period of 2010. Graham Westgarth, head of INTERTANKO, an organisation whose members own the majority of the world's tanker fleet, urged the international community to disable the mother ships.

Hundreds of seafarers, mostly Indian and Philipino crew members, have been taken hostage by pirates after attacks and can be detained for eight months on average, Westgarth said. "Over the last two years, we have had an escalating set of circumstances that could lead ultimately to the politicians having to take some form of political action," he told Reuters. "They have to address the issues in Somalia. They have to decide what they want to do," he said. **Source : Reuters**



The capsized tug **EN AVANT 5** was turned upright by **Mammoet Salvage** and moored in Dordrecht
Photo : Piet van Roon ©

Chinese naval boats threaten fishermen in Vietnam waters

China has opened fire in recent encounters with Vietnamese fishing boats that were fishing in Vietnam's territorial waters, fishermen operating off central provinces told Thanh Nien via radio Wednesday. Captain Le Van Giup, 49, said

over the past 20 days his boat has fished tuna some five nautical miles from the Da Dong Island (East London Reef), which is part of Vietnam's Truong Sa (Spratly) Archipelago, off Khanh Hoa province.

But recently many Chinese fishing boats have showed up in the waters together with three Chinese navy ships which are numbered 989, 27 and 28, all painted in white and equipped with many weapons, Giup said. He said the Chinese ships approached his boat, kept disturbing them and firing on the water near them. His boat was forced to run 20 miles away from the island. The Chinese fishing boats, meanwhile, kept staying next to Giup's boat, and "not allowing us to fish," he said.

Nguyen Dung, 40, from Binh Dinh province, also told Thanh Nien via radio that when he was offshore, many of his peers informed one another that a fishing boat from Quang Ngai province was shot when it was moving near the Chu Thap (Cross) Island, also part of Truong Sa. "Another boat from Binh Dinh was also chased away," Dung said, adding that on his way to Ninh Thuan province from Truong Sa, he saw many Chinese boats operating just over 100 sea miles from the province's coast.

Nguyen Trong Huyen, Chief Commander of Border Guards in Phu Yen Province, said the three Chinese navy ships have so far threatened four fishing boats of the province while they were fishing in the waters of the Da Dong and Chau Vien islands. The boats couldn't help but leave the waters after the Chinese ships fired, he said, adding that both the islands are under Vietnam's sovereignty, but Chau Vien has been illegally taken up by China. Huyen said the incidents have been reported to the provincial authorities and the High Command of Border Guard so that they can ask the Ministry of Foreign Affairs to have interfering measures.

"However, to make fishermen continue fishing without worries, we will call for a meeting with security boats which are still in land to inform them of the invasion of foreign navy ships and fishing boats so they can support and protect one another while fishing offshore," he said. Phu Yen's border guards are frequently in contact with fishermen who are determined to keep fishing, protecting their traditional fishing grounds within Vietnam's territorial waters, Huyen stressed.

In the meantime, authorities in Binh Thuan province have equipped ICOM radio devices on some 1,400 local boats and established eight communication stations which always keep contact with offshore boats. Huynh Quang Huy, chief of the provincial seafood department, said so far local border guards' command has established over 400 groups of fishing boats to fish together. Group members are big boats, supporting one another in terms of information, rescues in case of bad weather, and "especially they lean on one another whenever a foreign boat attacks them," Huy stressed.

Nguyen Van Ca, a 47-year-old fisherman from Tuy Phong District, said: "With group members' supports, finally foreign boats had to run away from our waters. "There's no way we have to be afraid of them when we fish right in our country's waters." **Source : Thanh niennews**



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SA HOSTAGES IN SOMALIA - FALSE RUMOURS, LITTLE HOPE

SY CHOIZIL STRANDED IN KOYAMA, BUT TWO HOSTAGES NOT THERE (ECOP-marine)

Rumours spread by a group linked to the hostage takers of a South African yachting couple and distributed by a Somalia website turned out to be not true. The website had published that - according to unnamed local sources - the South African sailing couple Deborah Calitz and Bruno Pelizzari would suffer from deteriorating health and would be held on an island off the coast of Southern Somalia - not far from the Kenyan border. Though pirates often use such story-lines to terrorize family members directly or through the media, in several neglected piracy cases the ailing health of hostages unfortunately becomes true, like now on [MV ICEBERG](#) and [FV PRANTALAY 12](#) or [MV SUEZ](#) and each such rumour therefore must be followed up for humanitarian reasons.

But already in January this year the brother of Deborah Calitz stated that con artists are plaguing him. "Since the abduction we don't know what to believe. We don't know whether the people calling and claiming to be holding them are actually holding them," said Dale van der Merwe. "We haven't spoken to Deborah and Bruno Pelizzari. There is so much misinformation. We really don't know what to believe anymore," he told the South African Press Agency. Bruno Pelizzari's sister Vera Hecht said the family would pay the ransom if they could, but that it was impossible for them to do so, since they had nothing and the South African government wouldn't give them anything. The next of kind of the two hostages were understandably also getting very worried by the latest reports about the allegedly ailing health of the couple.

Marine monitors working with ECOP-marine, the group engaged in marine protection which also monitors piracy along the East African coasts, could now establish that the pirate gang, which hails from far northern Harardheere, is actually only using the yacht. That attack group had already earlier made a deal concerning the hostages themselves with another group from Brawa (Somali: Baraawe), who is now holding the South African couple, but not on the island of Koyama.

Since no ransom was coming forward and with a plan to now use the sailing yacht as decoy to kidnap wealthy tourists from the plush holiday resorts north of Lamu in Kenya, the gang had sailed the yacht by themselves southwards from Brawa, but got stranded near Koyama Island (Somali: Koyaama) with an engine problem. Since Koyama has a source of fresh water they stay there, terrorizing local people and spreading false rumours.

Local elders of the Bajuni people, a traditional fisher folk whose homeland these islands and the coastal areas south of Kismayo are, and who know about every movement on the sea and along the coast, stated to ECOTERRA Intl. that they are very much afraid of that gang of heavily armed Somalis, who still guard the yacht and obviously are waiting for spare-parts. However, several of the Bajuni leaders and other local fishermen confirmed that the couple is not held anywhere in that zone and definitely not on Koyama Island. The pirated yacht with the hostages plus their skipper on board was in August last year pushed by French naval forces onto the beach near Brawa (in Somali Baraawe) in a botched rescue attempt (see all details below in the case section), which saw only the skipper escape, who by a similarly unreliable source already had been pronounced as being shot dead back then.

Intelligence sources confirmed that actually a short time after the incident last year the couple was brought from Brawa to the southern outskirts of Mogadishu in an abduction move similar to the pattern used by the hostage takers of journalists Amanda Lindhout and Nigel Brennan.

More than thousand miles north we have at present a similar situation concerning the yacht [SY ING](#), whose owners - a Danish family with three children and two Danish deckhands - are also not held on their boat but according to concurrent reports on a pirated merchant vessel, the [MV DOVER](#). Though all local elders and as a matter of fact the whole Somali society is standing united against piracy and especially against any hostage taking of innocent sailors from private yachts, the roving gangs of illiterate youngsters and their organized crime masterminds don't care if they are seen as outlaws. "Psychologically deeply disturbed, the "morian" (young, uneducated gunmen) of the buraad badeed (sea-pirates) only know that their country is in ruins, their society and traditional elders totally impoverished and helpless, their governmental leaders, warlords, big business-owners and religious groups fighting against each other, that foreign forces occupy their land as well as the sea and that their own future is totally bleak," states an analyst. "This desperation makes it also so easy for the criminal gang-leaders to convince the young men that any capture of foreigners for ransom is a golden opportunity and a last straw for them to escape hunger and death in Somalia. The mindset of these gunmen is geared to the mere survival instincts and they do not care by which means they achieve their goals." That the majority of Somalis can not be compared to these gangsters is also clearly demonstrated by the fact that another sailing couple, which was held hostage in northern Somalia's Puntland, could - after they were released against a ransom by their captors and just a couple of month later - though the general and local situation had not changed - return to Northern Somalia, repair their yacht and sail off safely. Today and two years later, however, the general situation on the seas and along the coasts of Somalia has changed dramatically and any hostage situation is much graver, because the criminal gangs have been conditioned into changed behavioural patterns, which make release negotiations much more difficult and hostage situations much more violent and dangerous. **Source : Ecoterra/ECOP**



Above seen the SONANGOL PSV **N'DUVA**, getting loaded in a shed, the Halliburton vessel **STIM STAR ANGOLA** and the tidewater tug **HEIMO TIDE** alongside in Soyo Angola!

Photo : Capt. Christian Schmidt - AfriShore Mosselbay ©

\$7.3m price tag on arrested ship

A 110-metre long container ship moored at Auckland's Chelsea Sugar factory could be yours for just \$7.3 million.

The **Southern Pasifika** has been "arrested" - effectively put up for an enforced sale by creditors of the ship's German owners - and is now sitting idle just north of Auckland's Harbour Bridge. Ship broker Geoff Fraser of Christchurch-based company Working Boats International said the ship had been undergoing repairs at Babcock Fitzroy's workshop

next to the Devonport Naval Base.

But he said the ship's owners - Werse Schiffahrts GMBH & Co - had not paid the repair bill and the High Court took control of the vessel six weeks ago. "When a ship has debts the affected parties have the ability to have the ship arrested by the High Court and then apply for an order for sale to have the ship sold to recover those debts," said Mr Fraser.

It had been moved from the base further up the harbour to a wharf beside the



landmark sugar factory. Mr Fraser said the 6000 tonne ship had some minor issues but was "basically a good ship",

was sellable and could fetch between US\$6-7m, or NZ\$7.3-8.5m. He estimated it would be sold by August but said finding somewhere for it to dock was a problem. "The storage is very difficult for us ... nobody wants it and that makes it hard for people arresting ships to recover money. "Ports of Auckland is geared up for short visits and doesn't want it there, the Navy doesn't want it there which is where it was, and Chelsea are being as helpful as they possibly can but they have boats coming in for the operation of their own business, so we have to move it around a bit which is really expensive.

"Obviously it would be good if it was sold as quickly as possible." The ship was built in China in 2002 and its home port is listed as Suva, Fiji by Ports of Auckland. Other documents show its home port as St John's in Antigua & Barbuda. Mr Fraser said it was not unusual to have ships arrested in New Zealand waters, although one of such size had not come up since Liberian reefer [Annapurna](#) was detained here in 2009. The High Court will determine how creditors will share in proceeds from the sale. **Source : BusinessDay.co.nz**



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The [ATLANTIC CARTIER](#) seen in Hamburg – **Photo : Hans Schaefer ©**

Turkish ship still being held by Georgian authorities

Georgian authorities have yet to release a Turkish ship it is holding even though Tbilisi promised to return the ship to its owner before the Turkish prime minister's visit to the country earlier this week. The owner of the ship "[Afro Star](#)" is negotiating the terms of delivery with Georgian authorities, diplomatic sources told the Hürriyet Daily News on Thursday. The sources said they did not know the content of the negotiations, saying they were technical details.

The Georgian government gave approval for the ship's release on May 24 following an insistent diplomatic initiative taken by the Turkish government. "Since then, the ball is not in our court. The owner of the ship and Georgian authorities are negotiating the terms of delivery," the diplomatic source said. In February, Foreign Minister Ahmet Davutoğlu visited Georgia where he heralded that Georgian authorities had agreed to release the last Turkish ship they

have been holding. The development came after Turkey took the initiative both at the level of the Foreign Ministry and through its embassy in Tbilisi to ensure the ship's release. Georgia finally agreed to return the ship before Turkish Prime Minister Recep Tayyip Erdoğan's visit on May 31. "We are waiting for the formal procedures to be completed for the ship's return," said a Turkish Foreign Ministry diplomat. Some speculation also appearing in the media revealed that the ship was being held at the Maritime Academy in Batumi and was temporarily being used for the training of naval students.

The Georgian Embassy in Ankara declined to comment on the news and did not say when the vessel would be released. Georgia's seizure of Turkish ships and fishing boats in the Black Sea has often created diplomatic crises between the two neighboring countries. The problem especially stems from ships bound for Abkhazia, which declared independence from Georgia in 1999 and was recognized by Russia after the 2008 Georgian-Russian war. Tbilisi sees Abkhazia as a breakaway region. **Source : Hürriyet Daily News**



The **RT HON. PAUL J. MARTIN** seen passing the Welland Canal – **Photo : Jan van der Doe ©**

"Geosounder" Sold to Canada

Marcon International Inc. is pleased to report the purchase of the research / survey vessel "**Geosounder**" (ex-**Geograph**, **Sea Beam**, **Anne Bravo**) by Superport Marine Services Ltd. of Port Hawkesbury, Nova Scotia Canada from DOF Subsea Pte. Ltd. of Bergen, Norway. The 57.9m x 10.2m x 6.4m depth, Panamanian flag vessel was originally built in 1972 by Martin Jansen GmbH & Co. in Leer, Germany and converted in 1987, 1990, and 1996. In 2006 she underwent an extensive upgrade at a cost of about US\$ 2 million. The vessel is powered by a single B&W Alpha 10V23LU diesel developing 920kW or 1,250HP at 800RPM driving a controllable pitch prop. Maneuvering and station keeping was assisted by 450HP CP bow and 600HP CP Ulstein stern thrusters with a Robertson SDP-600 system, HPR 310 and HiPap. "**Geosounder**" is well appointed with lifting gear including an aft 8 tonne SWL "A" frame at 6m height, one Stromme 2 tonne at 10m hydraulic articulating crane, one Heile 18t/m crane plus a 15 tonne "A" frame amidships. Ship's power is provided by one 150kW, three 96kW and two 40kW 440vAC 60Hz generators.

Accommodations are fitted for a maximum of 36 persons on board in 10 single and 13 double cabins with dayrooms, offices, gym, mess and full galley. Vessel was originally classed DNV + 1A1 ICE-C. "**Geosounder**" was delivered under her own power from Norway to Nova Scotia and new owners are planning to put her promptly to work on the Eastern Canadian coast. This is the second survey / research vessel that Marcon has sold to this Buyer. Marcon International acted as the broker for the Buyer and Fearnley Offshore of Oslo, Norway for the Seller. Marcon has brokered twelve sales and charters so far in 2011. Eight additional sales and charters are pending and expected to close within the next 30 days.



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The **VOS TRACKER** seen outbound from Amsterdam – Photo : Erwin Willemse ©

Tanker market governed by OPEC moods at the moment

With next week's highlight being the OPEC meeting to decide on future oil flows, tanker owners are preparing themselves for a rebound in oil supply, which should help bring oil prices down and increase demand, all for the benefit of struggling ship owners. In its latest analysis, shipbroker Gibson said that when oil prices started steadily climbing above the well-established range between \$70/bbl and \$90/bbl in late 2010/early 2011, it prompted suggestions that OPEC would boost crude output, in particular the Middle East producers. These views were further reinforced after the start of the civil war in Libya and a loss of Libyan crude exports. To this end, it was hoped that

higher Middle East crude production would provide a much needed support to the VLCC market. "In part, these projections were correct. Middle East crude production increased markedly by nearly 1 million b/d to almost 21 million b/d between November 2010 and February 2011. Yet, it failed to make a major impact on the VLCC market due to the abundance of tonnage following the ongoing rapid fleet expansion. Time charter equivalent earnings on the key route from the Middle East to Japan (TD3) averaged \$30,000-31,000/day in November and February, but much lower levels in months in between. Since then, there has been a change in the market dynamics. Middle East OPEC output has fallen back by 0.25 million b/d to 20.75 million b/d in April and spot VLCC returns have fallen over the past couple of months, with TD3 earnings averaging around fixed operating costs. However, this data contradicts spot fixture activity, with the number of VLCC fixtures out of the Middle East being very high in April and May. With the OPEC meeting scheduled next week, the industry is speculating whether the cartel will decide to increase crude production quotas and export volumes. There is clearly a pressure on OPEC members, as Brent futures are trading well above the \$100/bbl mark and there are growing signs that higher oil prices are damaging global economic recovery, particularly in advanced countries.

Moreover, the latest available data shows that total OPEC crude production in April was 0.57 million b/d lower than in November 2010 and some 1.3 million b/d below the volumes in February 2011. On this basis, if OPEC agrees to raise quotas, it will be certainly welcomed by VLCC owners. However, the question remains how much extra crude is needed to absorb at first the overtonnaged trading fleet and then to provide employment for further newbuildings entering the industry" concluded the London-based shipbroker's report? Meanwhile, in terms of market swings this week, it's certainly not been for lack of volume that VLCC Owners in the Middle East Gulf have so far failed to make a convincing stride to a new, higher, rate plateau. A worldscale point, or two, have been added to the scoresheet, and there is still potential for something temporarily more significant, but whether that potential becomes realised is quite another matter. Currently rates remain in the high WS 30's West, and around WS 55 to the East. Suezmaxes didn't see anywhere near comparable interest, and rates could only bump along at down to WS 50 West and mid WS 70's East with no early change for the foreseeable. Aframaxs saw some activity, but tonnage lists were long enough to accommodate, and even mean that a little weakness may threaten the current 80,000 by WS 110 level seen for Singapore.

In West Africa, suezmaxes stayed firmly within Charterers grip, and the mere drip feed of enquiry, combined with healthy availability, sent rates a step lower to 130,000 by WS 70 for US Gulf and more bottom feeding to come in the near term. VLCCs existed upon a mainly eastern diet that proved enough to retain stability, but not rich enough to allow for any fat. Rates to the East kept steady at 260,000 by WS 55, with 'easy' dates for Indian cargoes moving at around USD 3.3 million for West Coast and up to USD 3.6 million for the East coast. A knockout start to the week for aframax Owners, and they never really recovered composure, allowing rates to become bogged down at the 80,000 by WS 82.5 level cross-Mediterranean, and more of the same is expected for the near term - at least. Suezmaxes weakened further to 135,000 by WS 72.5 from the Black Sea for European discharge options, and WS 65 for transatlantic movements. There's not much further juice to squeeze, but equally no sign of an early turnaround either. Caribbean aframaxs moved back down to the 70,000 by WS 100 mark upcoast, and there is no good reason to anticipate any dramatic move away from that figure over the coming period. VLCCs kept a steady profile as just enough interest developed to keep a degree of balance. Rates kept flatline at USD 3.6 million for Singapore, accordingly. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**





Iraqi boys hold Bahraini flags near the ship **Rukia** Zanzibar before setting sail for Bahrain with over 90 volunteers and medical supplies at the port in Basra, Iraq's second-largest city, 550 kilometers (340 miles) southeast of Baghdad, Iraq, Friday, June 3, 2011. Shortly after setting sail, the ship was forced by the Iraqi Navy to turn back, officials said.

NAVY NEWS



Several "Lupo type" frigates seen ashore in Pto Cabello in Venezuela with on the right the 1982 delivered **F-26 Almirante José M. García**, looks like that these frigates are ashore already for a long time, in the background is seen the tug **YRIS** (ex. **SMIT BARABADOS**) owned by PDVSA SA. **Photo : John Smit ©**

US to send combat ships to Singapore

US Defence Secretary Robert Gates has said the US military had plans to deploy littoral combat ships to Singapore. Dr Gates said this on Saturday, at the Shangri—la Dialogue, an international security conference held in Singapore. Littoral combat ships are speedy, lighter ships designed to operate in shallow waters. "We're examining other ways for our two militaries to train and operate together to include pre—positioning supplies to improve disaster response,

improving command and control capabilities and expanding training opportunities to help prepare our forces for the challenges both militaries face operating in the Pacific," Dr Gates said.

Singapore's Minister for Defence Ng Eng Hen said: "The US's strong presence and continued engagement in this area has been, and will continue to be a critical force of stability and progress for this region. "In that spirit, we are open to his proposal for forward deployment of the littoral combat ships in this area, so that it allows them to achieve that purpose of having a strong presence, a continued presence in the Asia Pacific region". Dr Ng also hosted his first ministerial lunch at the Shangri—La Dialogue, as defence minister. During informal discussions, the defence ministers agreed that the economic and political weight and modernisation of the military is increasingly shifting to Asia. Thus, Asia will have a more strategic importance in the next few decades. Dr Gates, who said he is stepping down at the end of the month, left Singapore for Afghanistan on Saturday, on a farewell visit. **Source : Channel News Asia**



French military attack helicopters (L) takes off from the deck of the French Navy helicopter carrier **Tonnerre**, to participate in their first military operation in Libya somewhere in the Mediterranean Sea, in this June 3, 2011 photograph released by the French military on June 4, 2011.

SHIPYARD NEWS



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Victoria hopes to land federal shipbuilding contracts

During a government and industry-led tour promoting West Coast shipbuilding this past week, Victoria Shipyards electricians quietly rolled up thick black cables in a nearby warehouse and hoped that a lucrative federal contract will come their way. A federal contract “means a lot of job security for a lot of workers,” Anne Marie Vis said at the Esquimalt yard. “We have built boats before and they have got to give us the chance.” At 25 years old, Vis has the majority of her working life ahead of her. A West Coast win with one of two major contracts within the 30-year, \$35-billion national shipbuilding strategy would provide security for trades workers, plus spread economic benefits throughout the Victoria and Vancouver economies. Seaspan, owner of Victoria Shipyards and Vancouver Shipyards, is the sole West coast company among five short-listed firms bidding on the work.

“There’s definitely (been) a boom and bust here for a long time,” Vis said. Fellow electrician Russ Smith has spent 35 of his 54 years working in shipbuilding, watching the industry rise and fall over decades. A federal contract would be “a big shot in the arm for sure,” and it would “bring the whole industry back.” Victoria Shipyards is anticipating the arrival of **HMCS Calgary** on today, ushering in the start of a five-year, \$357-million contract to upgrade five Halifax-class frigates. This and other contracts, including three cruise-ship refits, are expected to lead to an average of between 600 and 700 workers at the shipyard this year.

Federal contracts are coveted for the economic value and stability they bring to the industry. In winter 2009, ship workers had little work for months, with one union official describing the situation as “dismal.” But now the *Radiance of the Seas* cruise ship is at Victoria Shipyards where a three-week refit is nearly complete, allowing it to head back to work on June 10 to carry passengers to and from Alaska. B.C. Attorney General Barry Penner was the government’s cheerleader for the province’s shipbuilding industry during a tour of the ship this week. B.C. MLAs unanimously voted this week to support Seaspan, which is targeting the combat portion of the federal shipbuilding contract. The bid deadline is July 7 and a decision is expected two months later.

Penner noted that cruise lines spend tens of millions of dollars at Victoria Shipyards. “(It’s) a sign that this shipyard should be in line to get a share of the federal contracts,” Penner said. “I hope this lesson isn’t lost in Ottawa.” George White, Victoria Shipyards commercial building superintendent, said the value of cruise-ship refits has hit \$40 million over the past three years. Royal Caribbean International is investing \$10 million locally on the refit for its *Radiance of the Seas*, including \$4 million to \$5 million at Victoria Shipyards, with the rest on other contractors, said Kevin Douglas, the cruise line’s vice-president of technical projects. The cruise line brings vessels to Victoria Shipyards because it has the equipment, a skilled workforce and is in the right location, said Douglas, noting it makes economic sense to get a ship back in service as quickly as possible.

For Greggs Marine Interiors Ltd. of Victoria, the ***Radiance of the Seas*** is a major contract that allows the company to employ more than 40 workers, plus sub-contractors. The company is building a new pub aboard the ship. “They are manufacturing everything locally,” Douglas said.

Greggs has been working on interiors for navy, cruise ships and other commercial vessels for 40 years. While Steve Galloway, Greggs’ project manager, could not say how much work that company might expect from a federal contract, he’s a booster for the West Coast bid. “In the past, B.C. had a very strong shipbuilding industry,” he said. The massive Esquimalt Graving Dock, owned by the federal government, is a critical factor in being able to attract large projects, he said. The Graving dock, at 357.5 metres by 38.4 metres, is the “largest solid-bottom commercial drydock on the West Coast of the Americas,” the facility’s website states. Meanwhile, delegates to the B.C. Chamber of Commerce’s annual general meeting in Prince George unanimously urged the province to actively support the Seaspan bid. It would create billions of dollars in economic benefit, act as a catalyst for B.C.’s technology sector, open new opportunities for knowledge transfer between post-secondary schools, and foster the next generation of marine industry and technologies, the chamber said. **Source : Victoria Times Colonist**

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Cairns businesses support inlet dredging for cruise ships

CAIRNS tourism operators and inner-city retailers have supported the push to provide a wider passage for large cruise ships in Trinity Inlet, saying it will boost tourist numbers. A \$350,000 study, to be completed by the end of the year, will assess the need to dredge the inlet and determine whether a wider channel would draw bigger ships to the city's new cruise liner terminal.

The Alliance of Cairns Business Leaders has also backed the study, agreeing to support Ports North and consultants from maritime research group BMT WBM, who will undertake the study. "About time," Chamber of Commerce and Industry Queensland president Brett Moller said. "We must get behind (the port's) value to the economy of the region."

Thirty-nine ships will dock at the new \$13.6 million terminal on the Cairns waterfront this year and Quicksilver group sales director Michael Healy said the number could increase if big ships were granted a wider berth. "Any expansion or dredging that takes place and creates a more efficient cruise hub, we would welcome," he said. "The numbers have doubled in recent years anyway, but we think it's a growing and fundamental part of the tourism business."

But before a decision is made about the future of the inlet, Mr Healy said the study would need to ensure any upgrades didn't draw cruise ships away from other ports in the region. "We'd hate to see all the boats come to Cairns and have the other smaller ports missing out." Reef operators want assurances that maintenance costs wouldn't be passed on to harbour users.

"There are a lot of smaller operators who wouldn't be able to operate if they were saddled with additional costs," Mr Healy said. Blue Sky Brewery owner Ben Newman said his Lake St bar was often a "first port of call" for passengers docked in Cairns, adding that the cruise liner terminal was a welcome addition to the city's skyline. Meanwhile, 12BC cafe owner Caz Sydenham said cruise ship passengers could help revive the stretch of Shields St between Cairns Central and the Lagoon. **Source : The Cairns Post**

India Shipping Corp to buy 29 vessels for \$781 mln-exec

State-run Shipping Corp of India has ordered 29 vessels including bulk carriers and tankers for 35 billion rupees (\$781 million), which would boost its fleet by 37 percent, a company executive said on Friday, Reuters reports. The company aims to take delivery of 17 vessels -- including two in July -- in the current fiscal year ending March, Sunil Thapar, director of the bulk carriers and tankers division, told reporters at a conference.

He said SCI, which currently has 79 ships, was formulating a strategy to strengthen its fleet and aims to also buy platform supply vessels and offshore supply vessels. "We are devising a strategy to buy more ships over and above

what have been decided so far," Thapar said. He said SCI's iron ore shipments declined an annual 13 percent to 87.3 million tonnes in 2010/11, following a ban by southern Karnataka state on export of the major steel making raw material.

The state -- supplier of about a quarter of India's iron ore shipments -- had banned the shipments from 10 ports and stopped its transport to other ports for exports in July last year. It lifted the ban this April. China is the top buyer of Indian iron ore but it has recently raised quality concerns. However, Bright Ruby Resources, a key Chinese client for Indian iron ore, said it plans to buy up to 15 percent more from India in 2011 from 8 million tonnes in 2010.

"We are looking at low grade iron ore from Goa," said Victor Wang, vice-president at resource purchase department of Bright Ruby Resources. Goa, located in western India, is one of the biggest Indian iron ore exporting ports.

He said current delivered iron ore prices of about \$176/tonnes in China are expected to ease in one to two months by about \$10/tonne. **Source : PortNews**

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P&O Maritime Services announces the arrival of the CS European Supporter into the Offshore Renewables Cable Installation Market



P&O Maritime Services is proud to announce the arrival of its Multipurpose DP2 Cable Installation vessel, the CS **European Supporter**, to Tyneside in the UK. Following an extensive conversion, the European Supporter has been specially equipped to install inter-array power cables in the rapidly expanding European Offshore Renewables market.

Furthermore, the vessel has retained its capability to install fiber optic cable for the Telecommunications sector and can provide the Oil & Gas industry with a range of Light Intervention, WROV, Construction and Decommission Support Services.

The 106m vessel has the capacity to accommodate 5,000 tonnes of power cable in two static tanks, using a newly installed power cable loading arm. A 60t SWL active heave compensated crane has been installed and the vessel is capable of accommodating a work class ROV in the hanger or the aft deck. A 35 tonne A-frame is available and trenchers & ploughs can be accommodated on the aft deck for cable burial. All cable machinery is housed inside a hanger deck providing a safe environment for the operation and maintenance of equipment. The ship also provides comfortable living accommodation and recreational facilities for up to 60 personnel.

P&O Maritime Services can also offer complete “turn-key” cable installation, burial, maintenance and inspection services to the European Offshore Renewables Sector through its a strategic partnership with Offshore Marine Management (OMM). P&O Maritime Service’s strategy is to develop partnerships with its clients through the delivery of long-term crew transfer, survey and cable installation solutions to the highest industry safety and environmental standards. P&O Maritime Services is committed to working with its clients to develop the next generation of Multipurpose Renewables Support Vessels (MPRV’s) which will provide installation, operations & maintenance services to wind farms as activities move further offshore.

ANEK and Attica joining forces

ANEK Lines and Attica Group have now officially announced the signing of a joint service agreement for the deployment of vessels of the two companies.

The following routes are concerned: Patras - Igoumenitsa - Ancona will have the **HELLENIC SPIRIT**, **SUPERFAST VI** and **SUPERFAST XI**.



The **OLYMPIC CHAMPION** – Photo : Piet Sinke ©

Piraeus - Heraklion will be operated by **OLYMPIC CHAMPION** and **SUPERFAST XII**. The agreement aims to optimise the capacity offered in the Patras - Igoumenitsa - Ancona route and to further improve the services offered in the Piraeus - Heraklion route. The new joint service creates new dynamics for the development of both routes and helps curtail the continuously rising vessel operating costs.

No fleet changes on the routes to Venice with ANEK, and the routes to Bari with Superfast Ferries. The ANEK Trieste route has been reduced to two ships this season, with **LEFKA ORI** and **SOPHOCLES V**. Ferries **KRITI I** and **II** are still sailing on the Crete route. Source : Shippax.se

PRS returns to IACS membership

The Polish Register of Shipping (PRS) announced that as from 3 June 2011, it is once again accepted by IACS Council as a member of the International Association of Classification Societies.

PRS says it welcomes its comeback to IACS, which coincides with the 75th anniversary of the society, with satisfaction. It adds that the process of verification of PRS against the new membership criteria covered a thorough examination of PRS capabilities, activities, organizational structure and quality management system.

The society says that its period outside IACS was not lost time. Company re-engineering, focus on quality performance, rule development based on scientific research as well as shipowners' support stimulated further development and substantiation of PRS class identity. As an IACS outsider, PRS believes it could see safety issues from a different perspective.

PRS goes on to say that its re-accession to IACS coincides with IMO development of a new regime for safety standards that assigns a new role to classification societies. Through their rules, societies will have to transpose to ships the IMO standards defining the required safety level at sea. The new role will require a risk-based approach to the development of the rules. This is a challenge that class societies must face. It believes that IACS, as a forum for the cooperation of classification societies, will find PRS a ready partner to work and share in this important period for safety assurance at sea **Source : The Motorship**



The **EDDA FJORD** seen off Stavanger – Photo : Pim Korver FILM+VIDEO www.pkfv.nl ©



ODFL expands Pacific Promise service to Taiwan

To meet increasing shipping demand from Asia, **Old Dominion Freight Line** has expanded its Pacific Promise™ LCL service to Taiwan's three main ports: Taichung, Keelung and Kaohsiung, Eyefortransport reports. The service is already offered to ten ports in China: Dalian, Fuzhou, Guangzhou, Hong Kong, Ningbo, Qingdao, Shanghai, Shenzhen/Yantian, Xiamen and Xingang.

Launched in 2009 and expanded in 2010, Pacific Promise offers standard guaranteed transit times and simplified rates from the thirteen Chinese and Taiwanese ports to any US destination. The service includes port-to-door tracking of all shipments.

ODFL has seen a yearly increase in shipments from China and Taiwan of more than 30%. Over the next five years, industry analysts predict that shipments to the US from China could increase by 28%, and from Taiwan by 16%.

The service targets importers in a number of categories, including high-value products, time-sensitive goods and seasonal or promotional items. Pacific Promise is also geared toward companies that are shipping from a single origin to multiple destinations, or those that are paying airfreight rates because they cannot entrust their time-sensitive shipments to a traditional LCL service. **Source : PortNews**



The **SMIT LUCAYA** seen moored in Bonaire – **Photo : Ko Rusman ©**

Cruise Shipping Asia is Ready to Set Sail: Key Exhibitors and a Timely Conference Program are in Place.

Cruise Shipping Asia — the most anticipated inaugural cruise industry event of 2011, brought to you by UBM Live, organizers of Cruise Shipping Miami, the world's leading gathering of the Cruise Industry and jointly organized by UBM Asia, debuts in Singapore, November 16-18, 2011. The exhibition and conference will be held at the Marina Bay Sands Expo and Convention Centre in Singapore, the Lion City. Themed the "**Gateway to Tomorrow's Marketplace**," it will combine a world-class trade show that will highlight Asia's huge potential as a booming cruise market with a series of informative conference sessions.

"Cruise Shipping Asia in November is the ideal time and place for the cruise industry to capitalize on the new economic wealth that is coming out of that region," said Michael Duck, senior vice president of UBM Asia. "With the new

terminals, facilities and ports in Hong Kong and Singapore, combined with the fact that Asia is home to the fastest growing economy in the world, it opens up new possibilities and profit centers for the entire cruise industry. We look forward to welcoming exhibitors and attendees looking to unlock the region's vast growth potential."

Cruise Shipping Asia will be the place for businesses interested in entering this next major cruise market or increasing their presence there. Destination management companies, shore excursion and tour operators, port & terminal developers, shipbuilders, design & refurbishment companies, national tourism organizations, ship service and hotel operations providers, food & beverage suppliers, ground handlers, and airlines are targeted to participate in this inaugural event.

Exhibitors at the event include; Singapore Tourism Board, Sembawang Shipyard Private Ltd., Intercoast Shoreside and Port Services, the Ministry of Culture & Tourism of the Republic of Indonesia, Inflat Worldwide, Penang Port SDN BHD, and Latitude 1 Maritime.

"This is not your Asia of Star Cruises 10 years ago," said Michael Kazakoff vice president of UBM Live. "There has been incredible development and big investments in cruise tourism over the past years by the whole region; not only in port and terminal development but on the ship services side, with major initiatives from shipbuilding companies like Daewoo and Samsung to cruise ship refurbishment companies like Sembawang, who has just completed an upgrade program for their repair and refurbishment activities. Add this to the fact that all the major cruise lines are sourcing goods from Asia for their own current new building programs in Europe, and it all creates an exciting and dynamic time to do business in the region."

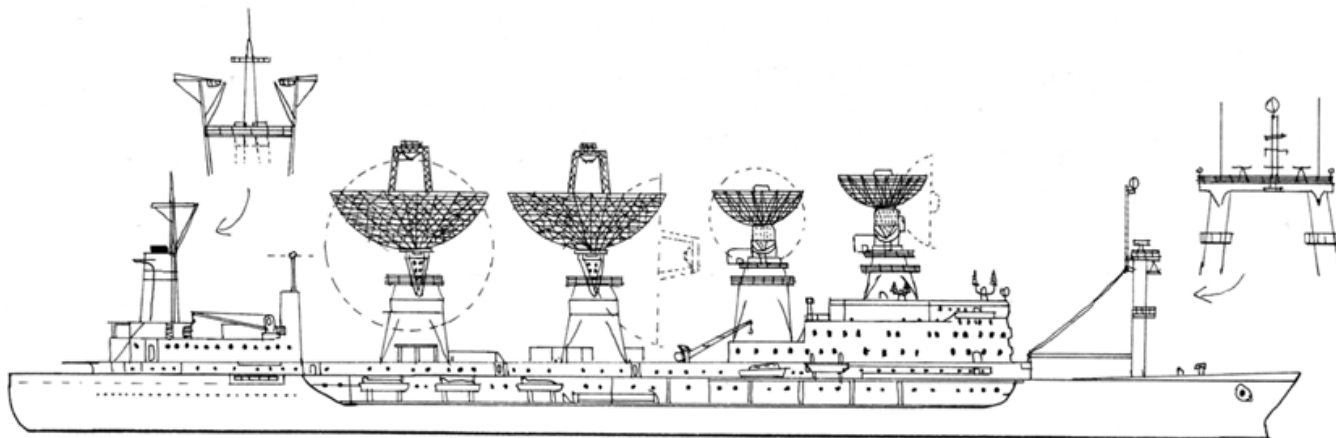
The conference program will feature panels of industry experts discussing the latest developments and opportunities in the Asian cruise market. There will also be essential travel agent training organized by industry leaders to promote cruising as the next holiday option in Asia.

Topics to be covered during the conference include; the Asian State of the Cruise Industry; Destinations: Challenges & Opportunities in the Development of the Asian Cruise Industry; Shipbuilding, Repair & Refurbishment-the Asian Perspective; Terminal Design & Operations; Sourcing for Existing & Future Fleets in Asia; Shore Excursions & Port Services; Regulatory & Staffing Issues; Successfully Designing the Cruise Experience for the Asian Market; Identify Source Markets; and Marketing in the New Age.

Cruise Shipping Asia 2011 will bring together trade visitors from all sectors of the cruise industry including, cruise line owners & operators, tour operators, port and terminal planners, architects, financial institutions, brokers, IT operations representatives, food & beverage procurement professionals, travel itinerary planners, and procurement executives from leading cruise lines who have a presence or a strong interest in capitalizing on the opportunities in Asia.

For more information on Cruise Shipping Asia 2011, visit www.cruiseshippingasia.com

OLDIE – FROM THE SHOEBOX KOSMONAUT YURI GAGARIN



Drawing : [Piet Sinke](#)

The Soviet space program did not just take place in space and on the endless Kazakh plains. They ruled the seven seas with a fleet of high-tech tracking ships of which **Kosmonaut Yuri Gagarin** represented the pinnacle of Soviet technological know-how. **Kosmonaut Yuri Gagarin**, with a displacement of 53,000 ton and two 9500 shp Kirov steam turbines, was launched from the Baltic Shipyard in 1971. With 230m in length and a beam of 31m **Yuri Gagarin** was only slightly smaller than the ill-fated **RMS Titanic**. She had an operation crew of over 300 who lived in relatively luxury (Soviet space scientists and technicians were often treated as royalty – the cosmonauts as gods). Since space flight in the early 70s were high bursts of energy followed by long periods of waiting **Yuri Gagarin** was equipped to cater for this lifestyle. A 10,000 volume library, 120 laboratories/ workshops and a 300 seat lecture hall provided intellectual stimulation on the long journeys. An indoor football field and three swimming pools saw to it that the crew remained fit for their task.



The **KOSMONAUT YURI GAGARIN** seen from the **RFA GREY ROVER** in 1985 by **Rich Fontaine** ©

Besides the main task of tracking Soviet manned and unmanned space flight **Yuri Gagarin** was equipped to carry out its own experiments and research both in the upper atmosphere and space. The nature of their work saw the crew enduring prolonged oceanic journeys and live onboard might have been less glamorous than that of those who worked in the Soviet Union, but when **Yuri Gagarin** entered a friendly port (the USSR had many friends around the world) the space flight mariners had their fair share of celebrity.

General characteristics of **Kosmonaut Yuri Gagarin**

Tonnage: 31,300 DWT

Displacement: 53,500 tons standard

Length: 230 m

Beam: 31 m

Draft: 10 m

Propulsion: 2 steam turbines (Kirov) with electric drive; 19,000 shp, 1 shaft

Speed: 17.7 knots (33 km/h)

Range: 24,000 nmi (44,448 km) at 17.7 knots (33 km/h)

Complement: approx. 160 + 180 scientist-technicians

Sensors and processing systems: 1 Don-Kay and 1 Okean (Navigation); Tracking and communications equipment includes Quad Ring, Ship Bowl, and Ship Globe. Two pairs of Vee Tube/Cone HF antennas.

Kosmonaut Yuri Gagarin served the Soviet space program well throughout the 70s and 80s. She was part of both the Soyuz and Cosmos missions and even tracked the magnificent sole Buran mission (the soviet version of NASA's Shace Shuttle). In 1975 she participated in the Soviet/American Apollo-Soyuz program and archived some international fame.

After the fall of the Soviet Union things did not fare well for the distinguished control-monitoring ship. The previously bottomless budget quickly dried up and within a few years **Kosmonaut Yuri Gagarin** had tracked its last satellite. In 1996 the proud ship was unceremoniously sold for scrap at \$170 a ton. Source : Machine Age Chronicle

BOEKBESPREKING

Door : Frank NEYTS

"Quality Ashore"

Naar aanleiding van de honderdste verjaardag van het **Institute of Chartered Shipbrokers (ICS)** gaf de vereniging een interessant boekwerkje uit onder de titel "**Quality Ashore. A history of the Institute of Chartered Shipbrokers**". Het werd geschreven door Stephanie Zarach.

Het Institute of Chartered Shipborkers streeft nu al een eeuw voor het promoten van professionalisme in de (Britse) handelsscheepvaart. Het is onnodig te zeggen dat de wereld van de scheepvaart gedurende de voorbije honderd jaar een totale gedaanteverandering onderging, zonder schroom mogen we spreken van een revolutie. Het zal dan ook niemand verwonderen dat de 'manier van werken' binnen de sector totaal veranderde en op vandaag nauwelijks nog met deze van een eeuw geleden vergeleken kan worden. Toch handhaafde het ICS doorheen haar honderdjarige geschiedenis haar credo door telkens opnieuw maatstaven te propageren die op het moment van opstellen tot de hoogste professionele eisen binnen de sector behoorden. Dat is op vandaag niet anders. Auteur Stephanie Zarach wist de lezer een boeiend verhaal te brengen. Het is een minder gekend, maar daarom niet onbelangrijk, aspect binnen de wereld van de scheepvaart, dat zeer terecht alle aandacht verdient.

"**Quality Ashore. A history of the Institute of Chartered Shipbrokers**" telt 128 pagina's en is zowel als hardback (ISBN 978-0-901772-01-5) als als softback (ISBN 978-0-901772-02-2) beschikbaar. Het boek is verkrijgbaar bij het Institute of Chartered Shipbrokers, 85 Gracechurch Street, London EC3V 0AA, UK. Tel. +44(0)20.7623.1111, Fax +44(0)20.7623.8118, e-mail: enquiries@ics.org.uk

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.... PHOTO OF THE DAY



Above seen the tug **ITC MISTRAL** and the Tidewater AHTS **STRICKLIN TIDE** in the background. Both vessels seen in Soyo - Angola

Photo : Capt. Christian Schmidt - AfriShore Mosselbay ©