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**VSMP Pavois (Gendarmerie Maritime) seen in Le havre**

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## EVENTS, INCIDENTS & OPERATIONS

### RT LEADER AND RT CHAMPION CHRISTENED



In the port of Rotterdam **KOTUG** latest fleet additions **RT LEADER** and **RT CHAMPION** were christened last Monday during the famous **KOTUG's "Haringparty"** which was held at the Wilhelminakade (Cruiseterminal) in the city centre.



Photo top + left : [Rik van Marle](#) © photo below : [Joop Bartels](#) ©



Above seen the **RT LEADER** getting christened by [Marie-Louise Vlaming](#) Manager Vopak Terminals Vlaardingen



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## Fred Olsen ordered OCTOPUS suite of products for two Windcarrier Jack-up vessels

The Norwegian company Fred Olsen Windcarrier has ordered **OCTOPUS-Onboard** and **OCTOPUS-Office** for two new build Jack up vessels; the Brave Tern and Bold Tern. Fred Olsen Windcarrier meets the increasing demand for offshore wind turbine installation vessels and provides her clients with efficient installation of wind farms offshore.



Martin Eilander, Amarcon's Manager Installation & Support, is excited with the order from Fred Olsen: "We are thrilled to be a part of the rapidly growing windmill installation market. The potential of this market is huge." Part of the functionality onboard the Fred Olsen vessels shall be the OCTOPUS-DP functionality forecast. This extension within OCTOPUS-Onboard was first launched in 2010. The OCTOPUS-DP forecast functionality gives offshore vessels the possibility to make optimum use of a safe time window for their weather-sensitive operations. A forecast is given if the vessel is capable of maintaining her position and heading in changing environmental and weather conditions, hours and days ahead. This forecast is shown on a screen

on the bridge of the vessel, in a way that is easy to understand for the crew. Martin Eilander continues; "When planning operational windows with OCTOPUS-Onboard, the complete sequence of the different stages of the installation work will be considered, based on weather forecasts. This is important because each stage has its own working limitations and required duration of good conditions." Next to the traditional functionality, customized new features for Fred Olsen are added to the software. The effect of the Voith Schneider propellers on the roll motion calculation in OCTOPUS-Onboard is implemented. The roll damping effect of the propellers is then taken into consideration and is shown on the user interface."

Fred Olsen will not only make use of OCTOPUS during the actual offshore windmill installation: When using OCTOPUS-Office, engineers at the Fred Olsen onshore office can use this sophisticated software for evaluation of ship behavior in waves and to determine operational limits for the Brave and Bold Tern. This can all be done within a few mouse clicks.

The installation of OCTOPUS-Onboard on both vessels is planned for June and October 2012.

For more information about Amarcon, please visit [www.amarcon.com](http://www.amarcon.com)

## Aankomst British Trader - eerste LNG-tanker - in Rotterdam

Zeer waarschijnlijk arriveert op maandagochtend 13 juni - tweede pinksterdag – tussen 0.00 uur en 04.00 de **British Trader** bij de Gate terminal (havennummer 8450) te Rotterdam. Het is de eerste LNG-tanker die ooit in de haven is aangekomen. Het Havenbedrijf Rotterdam heeft extra veiligheidsmaatregelen genomen om dit soort schepen veilig en efficiënt te ontvangen. Zo heeft de haven nu een apart ankergebied gereserveerd; mogen LNG-tankers alleen arriveren tussen 0.00 en 04.00 uur en zullen bij de eerste vijftien aankomsten vier sleepboten wordt ingezet.

In september wordt de Gate terminal officieel in gebruik genomen. Vanaf dat tijdstip zullen zeer regelmatig LNG-tankers in de haven van Rotterdam arriveren.

Meer informatie over de **British Trader** zie google en de volgende films op You Tube

<http://www.youtube.com/watch?v=CAs7StO-xMs>

<http://www.youtube.com/watch?v=cW2GN3SDvcw>

## Tot zinken gebrachte Ecolution vaart weer



De **Ecolution**, het innovatieve zeilschip van oud-astronaut **Wubbo Ockels**, vaart weer. Het schip meert dinsdag af in Scheveningen Haven. Daar blijft het enkele maanden liggen voor onder meer zeiltesten. De **Ecolution** werd in december vorig jaar bij een werf in Groningen door onbekenden zwaar beschadigd en tot zinken gebracht. De vernieling leidde tot grote verontwaardiging. Volgens burgemeester Peter Rehwinkel van Groningen ging het om een „doelgerichte actie“. De daders zijn nooit gevonden. Het politie-onderzoek werd onlangs stopgezet.

Photo : Jan Oosterboer ©

De reparatie van het 25 meter lange hypermoderne zeilschip is nog niet helemaal klaar, aldus

Ockels. Zeilen kan het schip nu wel, maar het elektrische deel moet helemaal worden herzien. „Alles wat elektrisch is, ligt onder de vloer en is nat geworden toen het tot zinken werd gebracht“, zegt Ockels. Na Scheveningen vaart de **Ecolution** terug naar Groningen, waar de komende winter de verdere herstelwerkzaamheden worden uitgevoerd.

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## Dockwise Requests more Leeway from Netherlands Government to Counteract Pirates

Dockwise urges the Netherlands government to allow for better protection on its vessels to counteract piracy in the Gulf of Aden and the Indian Ocean. As the ability of governments to offer military protection is limited, the ability for ship owners to employ additional private protection is of the utmost importance. Despite several appeals, private protection onboard Dutch vessels could meet with legal impediments. Other nations do allow for such added protection measures. Dockwise eventually may be forced to have its vessels sail under a different flag if restrictions are not eased imminently.

On the growing piracy problem André Goedée, Dockwise's CEO, comments: "As an oil and gas service provider, our vessels - which as a consequence of their specific nature have been labeled by experts to be very vulnerable to pirate attacks - have to enter pirate-infested waters most months of the year. At this point we are not allowed to protect our employees adequately against pirates, while other nations do allow for added security measures. Our clients, too, request added security measures for their employees and cargoes on-board. In the interest of our employees and because of the increasing pressure from the industry itself, we may be forced to seek other alternatives - such as bringing the vessels under a different jurisdiction and flag - if regulations are not adapted quickly. We would regret having to take such a decision, but we are left with no choice should the Dutch government remain idle."



Dockwise **TREASURE** seen loaded with the **MAERSK RESILENT** moored in Rotterdam-Caland Canal  
Photo : Henk Bons ©

Dockwise has directed attention to the piracy problem through various channels in the recent past. Territorial protection by means of patrolling naval vessels or having military personnel onboard for personal and object protection are desired solutions. However, in view of the size of the area and the sheer number of vessels that pass through this area, the navy cannot be expected to respond to each distress call in time. Unlike in other nations, Dutch law does not allow for armed private security companies to be contracted. The protection of vessels by means of armed escort vessels - contracted by the cargo's owner - in some isolated cases can be a solution, but many cargo owners are unable or not prepared to contract private security companies. Although it is clear that a long term sustainable solution to the piracy problem necessitates a much wider and structural approach including international engagement of people and authorities in the relevant areas, the improvement of prosecution and imprisonment of pirates, coordinated attacks on mothervessels and many other measures, a solution for the dangerous problems that ships face this very moment is required in the very short term. Dockwise makes an urgent appeal to the Dutch government to pro-actively seek an effective solution to the problem of vessel protection, including the ability to contract adequate private security. Dutch vessels must be able to offer the same level of security to employees and clients as those vessels that sail under flags of other nations.





Above seen the tug **FAIRPLAY 31** with the **RAMBIZ** passing Vlissingen enroute the Thorton Windfarm  
Photo : Ton Versteeg ©

## VLCC's steal the spotlight in the tanker market

With one of the most crucial OPEC meetings starting tomorrow, tanker owners are hoping for some good news in a long time. OPEC's decisions will determine the course of the oil market in the coming weeks, since the possibility of additional cargoes could very well be translated to higher earnings for tankers, not to mention higher oil demand, on the back of hopefully lower prices. For the time being, VLCCs appeared to be the "stars" of the previous week, significantly improving their fortunes. In its weekly report, Barry Rogliano Salles (BRS) said that "as we anticipated in our previous report, the VLCC market improved substantially in the Middle East Gulf last week. Due to several holidays, several requirements came together in a short period of time and, combined with a more balanced position list, this created a more bullish attitude on behalf of owners. Furthermore, the announcement of a likely increase in production of 500,000 bbls per day by Saudi Arabia (about 6/7 VLCCs per month) will have added to the euphoric sentiment for some. Rates for discharging East were done at about WS55 (+ 3 points), providing a daily return of about US\$10,500 (which at least covers Opex). Western discharge options also increased somewhat, with WS40 being achieved for USG discharge (+ 3 points). However it remains to be seen if this trend will continue in the current spot market for July liftings. In the Atlantic basin, stability prevailed, with rates still being locked in at WS55 for both West and East discharge" said the shipbroker. In the Suezmax market, the report said it was another quiet week with limited activity. "By the time people returned from Bank Holiday in the US and UK, the number of spot positions had grown again. Furthermore we only saw fresh cargoes by Tuesday/Wednesday and Owners were forced to repeat last done levels several times. On the other side, bunker prices remain very high, making owners' lives even more complicated. From West Africa the market remained stable at the WS70/72.5 level for USG and Usac discharge respectively; no signs of improvement are expected in the near future. On the basis of a round voyage, Wafr/Usac with current market of 130,000t at WS72.5 is returning about US\$9,000 per day. The same weak market has been recorded in the Med, and rates have dropped a few points more since last week. Activity was slow and tonnage availability plentiful, making it easy for charterers to squeeze owners further. Daily returns for a round voyage Black Sea/Med basis 135,000t at WS75 are about US\$5,500 per day" said the Paris-based broker. The same more or less applied in the Aframax market, with rates seeing a downward correction as anticipated. "Liftings from Sidi Kerir were fixed as low as WS80-82.5 (TCE US\$5,500 per day) basis 80,000t. Black Sea rates remained a little higher at WS87.5 (TCE US\$6,600 per day). The outlook remains weak-to-flat even though rates are unlikely to fall further as returns are already close to "zero". The northern markets suffered another very quiet week, and therefore charterers managed to keep rates at a very low level. It remains to be seen if the bottom has been reached. Currently 80,000t cross-Cont pays WS100 and 100,000t ex Baltic is at WS77.5" said the report from BRS. In the clean tanker market, there was a noticeable drop in activity in the MEG this week, and a general slowdown across most segments in the Middle East market. Charterers are less present on the spot market having covered the bulk of their requirements. However cargoes are still being quoted

(many shorthauls) leading to a gradual decrease in rates in the MEG market. "An influx of medium and longhaul requirements next week could act as a stabilizing agent.

Cross MEG cargoes fixed at US\$310,000 lumpsum end week. Activity seems to be picking up down to east Africa, where rates were in the region of WS295 for 35,000t. Meanwhile 35,000t naphtha MEG/Japan is fixing at WS150. The LR2 are slightly more stable and settling at the same level as last week with 75,000t at WS120, while the LR1s 55,000t naphtha MEG/Japan are settling around WS135, a loss of 5 points compared to last week. The Med cpp market suffered from an extremely slow week due to the UK bank holiday on Monday plus Ascension Day which affected many other European markets. There were few cargoes on offer whilst tonnage availability was plentiful and growing day by day. Freight rates came down very heavily with both Black Sea and cross Med being done at WS175, and they are bound to fall further in the coming week. In NWE the clean market was mainly active on the TC2 route to the US for the longhails, and the fall in rates stabilised around WS145 basis 37,000t UKC/TA, while the Wafr bound route remained very quiet. Shorthauls were fixed at WS165 basis 30,000t Baltic/Cont and WS200 basis 22,000t cross UK/C" concluded BRS. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **WEST PEGASUS** arrived off Curacao whilst enroute from the builders (Jurong Shipyard) to Gulf of Mexico -  
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)



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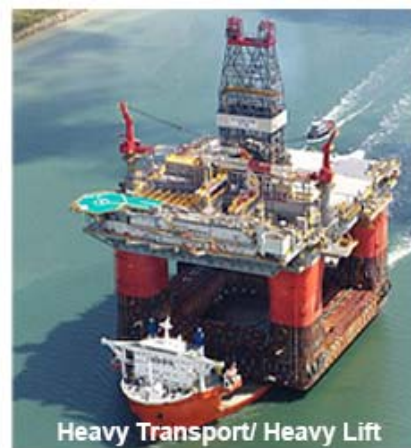
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## Wista Turkey hosts conference in Istanbul

WISTA Turkey, under the chairmanship of Nuvara USLU ERDONMEZ, hosted 55 shipping women, coming from all around Europe and Mediterranean countries for the 3rd WISTA-MED conference held in Istanbul. Apart from the name of the conference, the participants of the WISTA-Med (Mediterranean) Conference were not only coming from Greece, Spain, France, Italy and also UK, Holland, Norway, United Arab Emirates and Nigeria. WISTA Turkey passed this very first examination with a great success that can be understood from the pleasant comments of the attendees in return. Conference programme started with the fantastic Bosphorus cruise and dinner on the boat on 13th May Friday night and followed with the conference on Saturday morning. The Conference started with the opening speech of the WISTA Turkey president , Nuvara USLU ERDONMEZ, welcoming all attendees and thanking to all, for their support during the last two(2) years since WISTA Turkey was established and mentioning the importance of the month May .In May 2009, before the official establishment in July , WISTA Turkey hosted all WISTA International ExCo members in Istanbul; In May 2010 WISTA Turkey sponsored 5 disabled youngsters for the tall ship race between Istanbul and Lavrion and introduced them "the sea" . And this year , with the help of the WISTA Med Conference, the importance of the month May has been strengthened , she said.

After Nuvara USLU ERDONMEZ's warm welcome speech Captain Alev TUNC; who is a well known shipping authority in Turkey and a valuable Board Member of Chamber of Shipping, welcomed WISTA members and mentioned the increasing number of the shipping women in the sector and the positive effects of this pleasant improvement.

After his motivating speech Captain Alev TUNC invited keynote speaker Prof.Dr. Güldem CERIT who is the Dean of Maritime Faculty of 9 Eylül University . Before her informing and interactive speech , Professor CERIT thanked WISTA Turkey for this great opportunity , she told that it is so wonderful to be with this group of powerful shipping women who determines maritime industry. Professor continued her speech with the changes in maritime businesses in terms of technology, structure, strategy & people and mentioning the ways of increasing involvement in managerial levels by promoting gender equality and empowering women seafarers . With the contribution of the all participants including Capt Alev Tunc, she also pointed the differences of women and how the industry can benefit from these special features.

Conference has been carried on with presentation of Mr Bahadır TONGUC- vice president of Turkish Shipbrokers Association . Main content of the speech was establishing and maintaining non- governmental organizations (NGOs) . His well informing speech went through with pointing the details such as identifying the area of peculiar needs, finding people of similar mind and internal&external partners with a clearly stated objectives. Followed by the advantages and disadvantages of NGOs , leadership qualities have been analysed and stressed to the importance of the respect for every individual of the team. After Mr.TONGUC , Berit BLOMQUIST , the former president of WISTA Sweden started her presentation and invited all WISTA Med attendees to the 31st WISTA International Conference and Annual General Meeting that will be held in Stockholm this year in September. She explained the full three (3) day conference in detail and asked everyone to be in the Welcome Reception that will be in the House of Nobility . After these distinguished speakers , WISTA Turkey President Nuvara USLU ERDONMEZ thanked each and every member of WISTA Turkey that made the whole conference program so memorable and successful and she told that " our teamwork is just a simple proof how WISTA works and with the participation of all these valuable shipping women actively working in the whole cluster of Shipping and Trading , the connections among WISTA members are getting stronger ". After the conference 80 shipping women continued the program and took the guided tour arranged privately for them for Hagia Sophia and Grand Bazaar whole afternoon. Gala dinner on Saturday night, took place in one of the most famous restaurants of Istanbul and 80 shipping women enjoyed the night till late hours and appreciated for the great hospitality of WISTA Turkey. [Source: WISTA Turkey](#)

## Spare Middle East Tankers Drop to 4-Month Low as Demand Gains

The supply of oil tankers competing for Middle East crude, the world's biggest cargo-loading region, fell to its lowest in almost four months as demand strengthened, vessels cut speeds and some ships stayed in the Atlantic Ocean. The excess of vessels seeking cargoes over the next 30 days declined to 9 percent from 12 percent a week ago, according to the median estimate of six shipbrokers and two owners surveyed by Bloomberg News today. That marks the lowest supply relative to their expected demand since Feb. 15. An increase in Persian Gulf shipments to U.S. refineries over the past several months left some vessels seeking cargoes in the Atlantic Ocean, limiting their availability in the Middle East, said Jeff McGee, a London-based analyst at Simpson, Spence & Young Ltd., the world's second-largest



shipbroker. Reduced sailing speeds may also have lowered supply, he said. Frontline Ltd., the world's biggest operator of supertankers, has dropped 36 percent in Oslo trading this year as growth in the supply of vessels outpaces demand. Chairman John Fredriksen said last month ship prices would collapse within two years, at which point he would become a buyer of the vessels again. **Source: Alaric Nightingale, Bloomberg**



To implement a model for assisting seafarers and their families with the humanitarian aspects of a traumatic incident caused by a piracy attack, armed robbery or being taken hostage to be offered as an integral part of the Emergency Response Procedures of shipping companies and manning agencies in cooperation with partners involved in seafarers' welfare (maritime, union, faith or secular based agencies), company representatives and other bodies as appropriate.

**Seafarers' Helpline for anyone affected by the Piracy Issue:**

**Seafarerhelp : 00800 7323 2737**

**Available in various languages 24 hrs a day**

**email: [help@seafarerhelp.org](mailto:help@seafarerhelp.org)**

**text: +44 7624 818405**

## **Maersk Line CEO calls for change**



The **MAERSK BRANI** seen inbound to Melbourne, Port Phillip Bay off Portsea 6-6-2011

Photo : **Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com)** ©

Maersk Line CEO, Eivind Kolding, addressed the container shipping and logistics industry as the keynote speaker at the TOC conference in Antwerp, Belgium. His message was clear and simple: If container shipping is to secure its licence to operate in the future, the industry needs to change now! Containerisation – often referred to as the engine of

globalisation - revolutionised world trade. The potential it unlocked by efficiently connecting producers and consumers across the world enabled both shipping lines and their customers to develop their businesses in ways that previously had seemed impossible. However, container shipping, is also the story of an established business model that often disappoints customers: one in every two containers is late, shipping lines are complex to do business with, and the industry, even while being the most environmentally-friendly transportation mode, still lacks transparency and common goals.

With examples from the automotive, aviation, portable music players and mobile phone industries, Eivind Kolding told the conference that just because an industry is established it may only be a "few years from being completely overtaken" by new technology. And, that market and customer behaviour is forcing companies to "never lose sight of what customers really want" - including the needs that they are not even aware of. "The container shipping industry stands on the brink of an era-defining moment and we face some fundamental challenges. However, why not see these as fantastic opportunities? What if we could guarantee that cargo would be on time, every time? What if placing a shipping order was as easy as buying an airline ticket? What if the shipping industry was known for beating environmental expectations - not struggling to meet them?" Eivind Kolding asked in conclusion and inviting the industry to initiate the debate. **Source: Maersk Line**



Above seen the wreck removal operation with 4,000ton lifting capacity shearleg "YOSHO" lifting up forward half hull of the wreck ex. "BOHAI CHALLENGE" which went aground on breakwater of Kanazawa Port, Japan in January 2011. **Photo : Y.Fukushima ©**

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## CASUALTY REPORTING



## BLACK PEARL II GEKAPSEIZED



Afgelopen zondag (05-06-2011) heeft eigenaar **Rik Bons** (12) zijn klassiek getuigde "**Black Pearl II**" te water gelaten. Dit gebeurde op de rivier de Merwede nabij Sliedrecht. Gekozen was voor een rustige ceremonie met slechts enkele toeschouwers. Na een korte toespraak en het wensen van een behouden vaart werden de trossen los gegooid voor haar maiden-trip.

Haar "behouden" vaart was echter slechts van korte duur. Haar "maiden-trip" heeft niet langer mogen duren dan



17 seconden. De Black Pearl II kapseide en kwam met haar mast vast te zitten in de onderwatervegetatie. Onbereikbaar voor redding en/of salvage heeft Rik afscheid moeten nemen van zijn geliefde **Black Pearl II**. Photo's : **Henk Bons** ©

## Search for 18 missing in Indonesia ship accident

Rescuers were searching Tuesday for at least 18 people missing after a passenger ship capsized off Indonesia's Borneo island, with another 18 people already confirmed dead, an official said. The ship was hit by strong winds and high waves in the sea off South Kalimantan province on Monday, local port authority official Hariyono told AFP. "Rescuers have recovered 18 bodies. Today they will pull the ship ashore and dive in the area to look for 18 reported missing. This number could rise," he added. The ship was carrying four crew members and around 100 passengers,



he said. "It was raining very heavily yesterday so weather might have caused the accident. We're also investigating if (it was) over capacity," Hariyono said. The Indonesian archipelago of more than 17,000 islands is heavily dependent on maritime services but the industry has a poor safety record and fatal accidents are common. Up to 335 people were killed when a heavily overloaded ferry sank off Sulawesi island in January last year.

## Death toll from Indonesian ferry sinking rises to 21

Twenty-one people died and 11 were missing after a ferry carrying more than 100 people sank in bad weather off the Indonesian part of Borneo island, an official said Tuesday. Seventy-three people survived the accident off Kotabaru in South Kalimantan province on Monday, a spokesman for the Transportation Ministry said. Earlier reports said the boat was carrying 50 people. Source: dpa

### NAVY NEWS

## Accident leaves Canada without operational submarines

**Canada's only fully operational submarine hobbled back to CFB Esquimalt after hitting the ocean floor Saturday.**

The accident means all four of Canada's subs are not in any shape to sail: **HMCS Victoria** is back in the water but is undergoing extensive testing, **HMCS Windsor** is undergoing repair and maintenance in Halifax, and **HMCS Chicoutimi**, which suffered a fatal fire in 2004, is at Victoria Shipyards. Officers on board the **HMCS Corner Brook**, which was alone deep in the waters of Nootka Sound off the central east coast of Vancouver Island, were being put through their paces during advanced submarine officer training. The 12-day exercise, scheduled to wrap up Friday, abruptly ended around noon last Saturday following the grounding.

"They brought it to the surface right away, did some safety checks and after discussions they started heading home," said Gerry Pash, Canadian Navy spokesperson. Two of the 60 sailors on board suffered minor bruising in the accident.



**HMCS CORNER BROOK**

"It's like being in a car and you don't have your seat belt done up. It doesn't take much to get bumped," Pash explained. Typically a sub carries up to 53 personnel, but **HMCS Victoria** personnel were on board for refresher training. The boat arrived back at the base late Sunday night, and Monday morning navy divers entered the water to assess the damage to the sub's hull, said Pash, adding that no diesel fuel leaked out and no water leaked into the vessel. Still, an investigation will follow. "That's all going to part of the (military's) Board of Inquiry," Pash explained.

**Corner Brook** arrived from CFB Halifax in early May to help prepare **Victoria** personnel for their upcoming return to sea in the fall, before it was to begin an extensive maintenance period at Victoria Shipyards. It's too soon to tell if **Corner Brook** will begin that session earlier than planned because of the accident. "An assessment will be made, decisions will be made as to whether the damage can be repaired," Pash explained, adding that important questions now need answers: "Can she go back and do the training we wanted to do while she was still available to do it?"  
Source : bclocalnews

## HMS Albion: strong but silent support to strike ops in Libya



**HMS Albion**, Flagship of the Royal Navy, has been diverted from her long planned Cougar 11 deployment to join international efforts to increase pressure on Colonel Gaddafi to end his persecution of the Libyan people. The 18,500 tonne assault ship is serving as a floating headquarters, from where Commander UK Task Group (COMUKTG) Commodore John Kingwell and his staff are coordinating Royal Navy warships currently involved in NATO's Operation Unified Protector.

While the focus of the world's media has been on the Army Apache Helicopters taking off from the deck of HMS Ocean to strike at targets ashore, the crew of **HMS Albion** have thrown themselves into the role of supporting their sister ship. The frigate HMS Sutherland, together with Royal Fleet Auxiliaries Fort Rosalie and

Wave Knight have also provided unsung support contributing intelligence and close protection and by ferrying critical stores and personnel backwards and forwards to the operational zone.

What actually is **HMS Albion's** role in supporting the maritime strike operations? Probably the best person to explain is Leading Seaman 'John' Major who works in the Combined Operations Room he feels that the easiest way to understand **Albion's** role is to see the Flagship as the conductor of an orchestra. He is proud of his ship and says:

"**Albion** can do anything from building the intelligence picture, providing detailed meteorological and oceanographic analysis or even just making sure that all the ships are in exactly the right place at the right time. **Albion's** ship's company and COMUKTG Staff ensure that the task group remains ready for anything".

Able Seaman 'Hazel' Kiely adds: "**Albion's** Principal Warfare Officer co-ordinates the position of ships and supporting aircraft, making sure that it is safe to move the ships towards the coast and potentially into the range of Gadaffi's artillery and missile batteries. The Warfare Team on the front desk work flat out to build the surface and air picture, nothing should approach the task group that is not identified and classified".

While the cutting edge combined operations room is a hive of activity elsewhere on the ship everyone has a part to play. AB 'Gangsta' Smith joined the RN in 2007 and this is his first experience of serving in an operational environment. He says: "From the bridge at night we could see the explosions ashore and we know that this will have an effect on Gadaffi's forces".

The upper deck gun crews also play a crucial role as AB(WS) 'Stella' Canarella explains: "We are trained to deal with the threat from a small rigid inflatable boat carrying an improvised explosive device. We know that keeping an armed watch out here on the upper deck could save the lives of our crew mates".

When **HMS Ocean's** communication and management systems have been modified to take over the Flagship's role, **HMS Albion** will leave to continue her original deployment East of Suez, leaving Commodore Kingwell and some of his team behind to support the continuing strike effort. Source : HMS Albion

## Purchase of Submarines Considered Urgent

Rizal Darmaputra, a military analyst, supports the Indonesian government's plan on purchasing battle submarines. "It is very urgent," he said, contacted yesterday. He said that the addition to the naval force will fortify the Indonesian military, particularly since Indonesia consists mostly of sea water. In addition, Indonesian waters is a lane used by

international shipping companies. A military submarine could become an effective pressure when Indonesia comes into conflict with other nations.



Rizal pointed out that Germany during World War II and the Soviet Union during the Cold War were feared by other countries because of their submarines. During peacetime, these vessels can be positioned in the outer islands and international crossings, such as the Lombok Strait, and the Makassar Strait. But, he admitted that budget issues often prevented the military from acquiring its equipment.

The government has allocated more than US\$1 billion (around Rp8.6 trillion) for the Indonesian Navy's (TNI-AL) purchase of submarines. The budget has been set aside since 2005. In the initial stage, two out of six required submarines have been

ordered. Ideally, Indonesia should have 10 submarines. The Navy only has two: the **Cakra** and the **Nanggala**, which were bought in the 1980s. The **Cakra** is currently under maintenance which is expected to complete by January 2012.

Vice Adm. Susilo, the Defense Ministry's Defense Facilities Division chief, said Indonesia is being prepared to manufacture its own submarines by 2020. The technology transfer plan will begin this year. "This year, at least 150 engineers will be sent to manufacturing countries to begin the transfer of technology process," he said yesterday.

Silmy Karim, a Defense Industry Policy Committee (KKIP) spokesman, said the committee and the Defense Ministry will encourage the introduction of several policies to support growth in the national defense industry, one of them will be duties exemption of imported spare parts for the production of defense industry components. **Source :** **TempoInteractive**

## SHIPYARD NEWS



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## Kaliningrad region to start new shipyard construction this year

Construction of a new shipyard in the town of Svetliy (Kaliningrad region) is scheduled to begin in 2011, the press service of the regional government said. The shipyard project is implemented in accordance with the agreement signed this February by the Governor of the Kaliningrad region Nikolai Tsukanov, head of the Federal Agency for Fishery Andrei Krainiy and representatives of some companies, investors and developers. The shipyard will build modern vessels at competitive prices for Russian fishermen, the regional government said. **Source :** **PortNews**





The new Shipyard **DE HAAS** in Maassluis built **RWS 78** commenced yard trials – Photo : Jan Oosterboer ©

## Rongsheng wins order for 14 Panamax vessels

Jiangsu Rongsheng Heavy Industries has won orders worth \$500m to build 14 panamax bulker newbuildings. According to reports, the China Ship Fund has ordered ten vessels while Golden Union of Greece has ordered four newbuildings of 76,000dwt each, Shiptechnology reports. China-based container carrier Centrans Ocean Shipping Logistics Group is said to have ordered the panamax vessels on behalf of the China Ship Fund. The vessels are expected to cost between \$31.5m and \$32.0m each and are scheduled for delivery from 2012 through 2013. Source : PortNews

## ROUTE, PORTS & SERVICES

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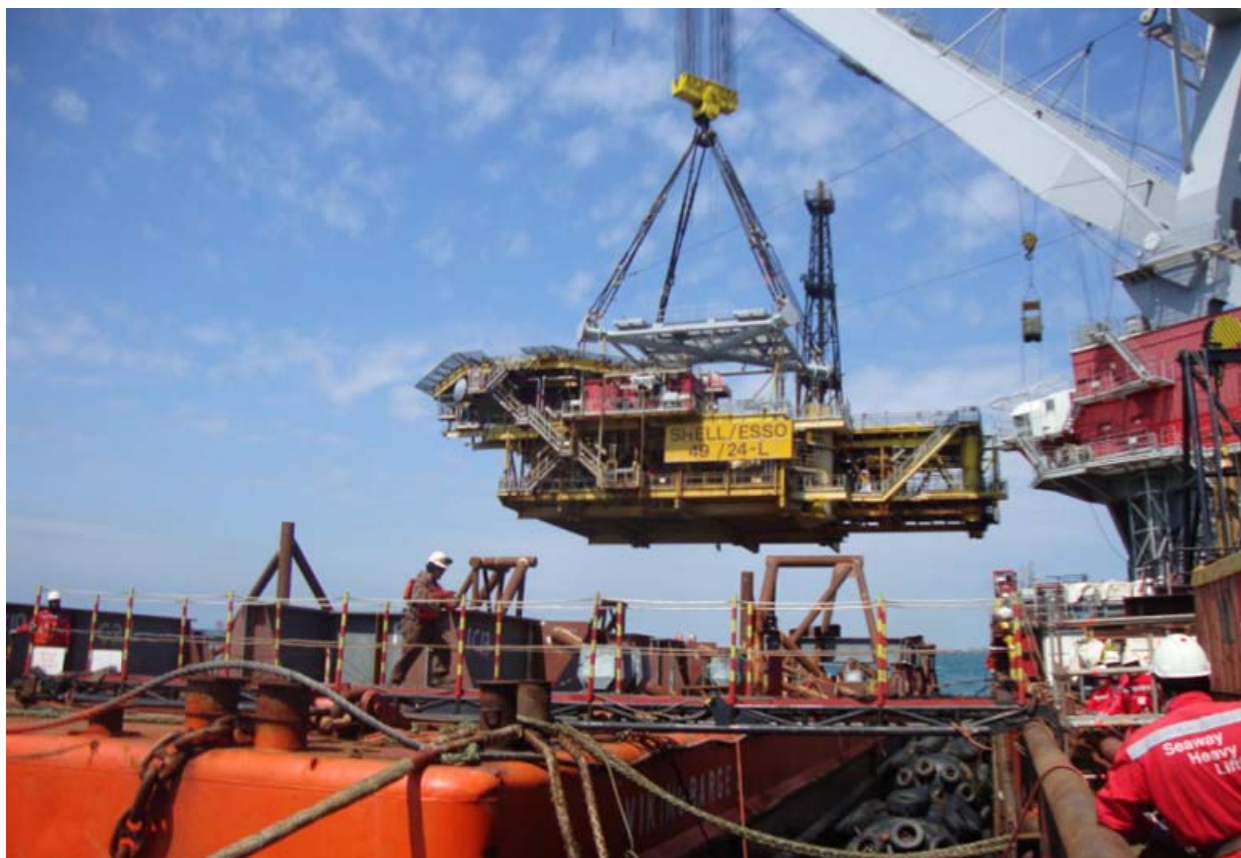
## Imtech system integrator onboard Amels 6503

Recently Imtech received the order for Amels yard number 6503, a 65 meter yacht, the third in the Limited Editions 212 series. Previously Imtech was also involved in the development of build number 6501 and 6502. Imtech will

provide engineering, installation, system integration and commissioning for the switchgear and panels, lighting, alarm & monitoring system, fire detection system, cable trays and transits and the delivery of various components such as batteries and chargers, shore transformer, clean net converter, tank and bilge sensors.

Over the last decennia the complexity of yachts and the technology on board has increased. Therefore the need for a system integrator became vital. For a yard it is important to have a subcontractor taking the responsibility to interface and integrate all systems into a well designed platform. The aim is to deliver a yacht which is fully functional at all times, easy to operate, to service and to maintain.

Rob Luijendijk, Managing Director Amels, explains "Following our successful cooperation with Imtech on the first and second AMELS 212, we like to continue our relationship on the third AMELS 212. To us, Imtech is a reliable partner who is very determined to work on for continuous improvement which results in world-class quality in superyacht building." By focusing on the complete life cycle of the yacht, and linking its knowledge of the new building (design and engineering) phase with the operational phase, Imtech Marine can create smart solutions in accordance with the customer's requirement in the most effective way. This starts with an early involvement in the conceptual ships design. Imtech Marine has an extensive global service network to support yachts around the world.



Removal of the 1500 Mton Shell [Inde Lima](#) Topside by [Stanislav Yudin](#) onto [Viking barge 3](#)

## **Indian Registry appointed as Recognised Organisation by Liberia**

THE Liberian Registry has accorded the status of Recognised Organisation to the classification society IRS (Indian Register of Shipping), to act on behalf of vessels operating under the flag of Liberia. Captain J C Anand, Chairman of IRS, says, "This recognition by Liberia is a matter of great significance and prestige to IRS, coming as it does from one of the world's leading flag states, which has an enviable reputation for quality and service and an outstanding safety record. The Liberian Registry and IRS look forward to working together so that IRS can discharge its delegated authority, in accordance with the registry's established high standards." Scott Bergeron, Chief Operating Officer of the Liberian International Ship & Corporate Registry (LISCR), the US-based managers of the Liberian Registry, says, "The Liberian Registry adopts a proactive approach to the service which it provides to the record numbers of ships which fly



the Liberian flag. This involves using our own highly trained staff to carry out audits, inspections and certification and, where appropriate, delegating authority for those activities to Recognised Organisations which we know and trust. Subsequent to IRS's admission to IACS as a full member, we conducted our own audit of IRS's systems and procedures and are satisfied with their competence and capability to provide statutory services in accordance with Liberia's robust standards. "India is a global economic power which generates increasing demand for shipping. It is a very important market for the Liberian Registry. As we increase our market share in India, we have great confidence in IRS's ability to work alongside us to help maintain the quality of our fleet to the highest standards and beyond."



The **ACERGY FALCON** busy with loading an 250 ton reel lift whilst moored at Velsen Noord. The reel is for the **K18 Wintershall** project. - Photo : Geert Woord - Seamar Services b.v. (c)

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## **Ship accident averted in Visakhapatnam port**

A major ship accident was averted at the oil jetty in Visakhapatnam port on Monday as a huge oil tanker lost its balance and tilted to one side during oil loading.

According to sources, the incident took place when oil was being loaded into **Pratibha Neera**, an oil tanker. During loading, sea water which is kept on one side of the ship is discharged in proportion to the oil loaded to keep the ship balanced. But due to some technical problem, the ship got tilted while discharging the salt water, sources said. The port and HPCL authorities immediately stopped the loading of cargo and the ship was brought to anchorage. The port



safety wing authorities would take a decision on the ship on Tuesday. If the ship tilts any further, chances of oil spillage are high, the sources added.



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STEMAT's **INGE J** seen operating in Stockholm where the vessel is already working for two years on the Stockholm Metro Tunnel project and still a few years to go. **Photo : Wouter Knaack (c)**

## Costa Rican container terminal gets the green light

Port Strategy reports that construction of the contested new container terminal in Costa Rica's Limón province has been pegged for an early 2013 start. Despite previous legal disputes, the project has been given clearance by a specially convened tribunal.

The concession remains highly controversial and has been criticised by the Atlantic port authority trade union, while the National chamber of banana producers has filed an official complaint, claiming the government did not have proper

technical, financial and environmental studies in place. They also claim that tariff costs will rise 130 per cent. The project, costing at US\$992 million, is expected to be financed through a syndicate of banks.

## Port Hedland development plan unveiled

Port Hedland in Australia will see the massive development of nearby Finucane Island if BHP Billiton gains governmental approvals. As Port Strategy reported, BHP Billiton is seeking government approvals for the comprehensive development of its outer harbour facility in Port Hedland, which includes landside infrastructure and marine development.

The plans are for a 4km access jetty and 2km wharf to the north of Finucane Island. Jetty conveyors will move ore material from a station on the island to a transfer deck, then on to the wharf conveyors and into four shiploaders servicing eight shiploading berths. The mining company is also seeking approval for a plan to allow the passage of recreational water craft under the elevated jetty trestle at controlled locations. The project, which will require dredging to create new berth pockets, basins, channels and links to the existing navigation will create 54m cubic metres of dredged material. Further, the development will require extensive material handling infrastructure and hinterland links along a proposed infrastructure corridor which will extend from the stockyards at Boodarie to the jetty on the northern shore of Finucane Island, crossing a creek via an elevated causeway. The PER/Draft EIS will be available for public comment for a period of eight weeks. **Source : Dredging News Online**



## MARITIME ARTIST CORNER



The latest work of **FRANS ROMEIJNSEN** is the **BLITAR** operated by the KRL in the past  
**Galerie Markant – [www.galeriemarkant.nl](http://www.galeriemarkant.nl)**



## .... PHOTO OF THE DAY ....



KOTUG's **RT LEADER** seen during an demonstration after the tug was christened last Monday in the port of Rotterdam - **Photo : Joop Bartels** ©

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