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The LIMA II seen awaiting the HANSA BERGEN which is entering the Annabaai in Willemstad (Curacao) - Photo : Els Kroon (c)

IN MEMORIAM

Schemering en avondbel,
en daarna wordt alles donker!
Laat het alsjeblieft geen droevig afscheid zijn,
als ik scheep ga.
Want ook al zal de vloed mij meevoeren tot ver
buiten het bereik van onze Tijd en Plaats,
ik hoop mijn Loods persoonlijk te ontmoeten,
als ik de laatste boei ben gepasseerd.

Gisteren bereikte mij het droeve bericht dat

Capt. JAAP GROOTVELD

is overleden

Scheveningen, 27 juni 1937

Groningen, 13 juni 2011

Jaap is thuis, en de familie brengt deze dagen graag in besloten kring door.

De dankdienst voor zijn leven wordt gehouden op zaterdag 18 juni om 11.00 uur in de Nieuwe Kerk,
Nieuwe Kerkhof 1, 9712 PT Groningen.

Aansluitend vindt de begrafenis plaats op begraafplaats Selwerderhof, Iepenlaan 204, 9741 GH Groningen.

Na afloop is er gelegenheid tot samenzijn en condoleren in café De Sleutel, Noorderhaven 72, 9712 VM Groningen

Correspondentie adres:
Emmasingel 1002, a/b 'Rival', 9726 AT Groningen

******* JAAP, RUST ZACHT *******

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
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Dockwise **BLUE MARLIN** seen outbound from New York bound for Nigeria

Rederijen moeten meebetalen aan beveiliging

Rederijen die willen dat militairen hun zeetransport beschermen tegen piraten in en bij de Somalische wateren, moeten diep in de buidel tasten. Ze moeten een vast bedrag betalen voor salaristoelagen en verblijfs- en transportkosten. Ook moeten ze zorgen voor adequate medische faciliteiten aan boord. Dat staat in het beleidskader over **Vessel Protection Detachment** dat minister Hillen van Defensie naar de Tweede Kamer heeft gestuurd. In het kader staat niet wat het vaste bedrag is. Het resterende deel van de aanvullende kosten betaalt Defensie. Ook de gewone kosten zoals salarissen, en uitrusting worden door de overheid betaald. **Bron : Wereldomroep**



Boskalis **BKM 103** seen moored at **PT Worldwide Equipment** in Batam (Indonesia) – Photo : **Piet Sinke** ©

SEE THE LOADING OF THE TUGS ONBOARD FAIRSTARS FJELL

<http://www.youtube.com/watch?v=zu4i1Rkq30g>



Photo : **Glenn Kasner** ©

Most of the tugs identified with reasonable certainty:

Loaded on the Portside (stern > bow)

TORRENTE 40 - IMO 9513311 - ex TEKUN 24266 - Kian Juan Dockyard, Miri (Yd 129)

TORRENTE 63 - IMO 9513309 - Kian Juan Dockyard, Miri (Yd 128)

TORRENTE 18 - IMO 9513294 - ex TEKUN 24263 - Kian Juan Dockyard, Miri (Yd 127)
TORRENTE 13 - IMO 9513282 - ex TEKUN 24262 - Kian Juan Dockyard, Miri (Yd 126)
BRUMBY 369 - IMO 9588990 - ex SURYA RATNA 18 - Hung Seng Shipbuilding, Sibü (Yd 13)
BRUMBY 346 - IMO 9557549 - ex SURYA RATNA 16 - Hung Seng Shipbuilding, Sibü (Yd 9)
BRUMBY 1288 - IMO 9557915 - ex KIM HENG 1288 - Tuong Aik Shipyard, Sibü (Yd 2709)

Loaded on the stern

BRUMBY 1200 - IMO 9564695 - ex KIM HENG 1200 - Tuong Aik Shipyard, Sibü (Yd 2913)
BRUMBY 119 - IMO ??

Loaded on the Starboard Side (stern > bow)

BRUMBY 1388 - IMO 9564126 - ex KIM HENG 1388 - Yi Bros Shipyard, Sibü (Yd 128)
BRUMBY 337 - IMO 9542518 - ex SURYA RATNA 15 - Hung Seng Shipbuilding, Sibü (Yd 2)
TORRENTE 31 - IMO 9513270 - ex TEKUN 24261 - Kian Juan Dockyard, Miri (Yd 125)
TORRENTE 45 - IMO 9513268 - ex TEKUN 24260 - Kian Juan Dockyard, Miri (Yd 123)
BRUMBY 195 - IMO 9556947 - ex MARINA SYNERGY 2 - Tang Tiew Hee, Sibü (Yd 42)
BRUMBY 191 - IMO ??
TORRENTE 69 - IMO 9513323 - Kian Juan Dockyard, Miri (Yd 130)



The **KOTA LAYANG** seen arriving in Rio de Janeiro – Photo : Jaap van den Heuvel ©

New Deepwater Discoveries in Brazil

Petrobras, Brazil's National operator has recently disclosed new local and international O&G discoveries. The discoveries in Brazil are all in deepwater. In the Espírito Santo Basin the hydrocarbon accumulations were found in the Cretaceous reservoirs of a well known as Brigadeiro, down at 1,900 meters and located within the BM-ES-23 concession area in Block ES-M-525, 115 km off the coast of the State of Espírito Santo in southeast Brazil.

This new deepwater discovery at the very promising Espírito Santo Basin, was confirmed through wireline logging and fluid sampling, in the reservoirs located at around 4,200 meters. Petrobras is the operator of block BM-ES-23 (65%), which is also composed of Shell Brasil Petróleo (20%) and Inpex Petróleo Santos (15%). Although this is not a pre-salt reservoir, it raises expectations for new deepwater pre-salt finds at this Basin.

In North Brazil at the BM-PA-MA3 Block in the Pará-Maranhão Basin, Petrobras and its new partner Sinopec have found an important reservoir at 2,060 meters. Although Petrobras had already discovered serious indications of hydrocarbons in this same block last March, this new discovery points to the probable existence of a previously unknown O&G frontier in this area. It was also the first discovery in the Block since Chinese operator Sinopec joined in the partnership with a 20% share, which obviously is turning out to be a good deal for the Chinese investor. This same area, located in the equatorial margin of the country, close to where the Amazon river meets the sea, contains other

interesting blocks, which will be on offer during ANP's 11th bidding round scheduled to take place in the second semester of this year. This new discovery should help raise greater interest from local and foreign investors in this exploration area. Another important aspect of these new discoveries is that it shows that Petrobras is not only maintaining its commitment to aggressive deepwater exploration but also continues to systematically redraw the map of potential O&G provinces in Brazil. It is interesting to note that a deepwater discovery was made by Repsol in an unexplored area between the Campos and Santos Basins, where many specialists believe that important new pre-salt reservoirs will also be uncovered. **Source : SeaCurrents**

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No updates on Libyan-registered tug boat

The Armed Forces of Malta (AFM) was unwilling to disclose any information yesterday about the tug boat which it intercepted just off Delimara last Sunday night. The tug boat, **Almergheb**, is registered in Tripoli and is 29 metres long and nine metres wide. Reports emerged that the vessel was on its way to the Libyan rebel capital of Benghazi, but bad weather led to its diversion to Malta. Following the AFM's interception, the tug boat berthed in the Grand Harbour. A crew of six Libyans are believed to have been onboard the vessel. The police have since failed to disclose any information about the crew, confirming only that none of the six are illegal immigrants. It is expected that their journey to Benghazi will resume once they receive the green light from Maltese authorities. **Source : The Malta Independent**



Above seen the Damen Stan Tug 2909 **AL MERGHEB** berthed at Wine Wharf Platform, Grand Harbour, Malta on Wednesday 15th June, 2011. She was delivered in April 2008 from Damen Galati to the Socialist Ports Co, Libya and based in Tripoli. **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)**

ToxicWatch Alliance Warns of Dumped Toxic Ships

According to a report from The Times of India, discarded cargo vessel **MV Wisdom** that has run aground at Juhu beach has alarmed environmental groups which have demanded strict norms to prevent such ships from being dumped in Indian waters. ToxicWatch Alliance (TWA) has demanded that no ship under tow should be allowed to enter Indian waters between May 15 and August 15 due to inclement weather during that time. **Source: The Times of India**



The Chinese Rescue/Salvage tug **BEI HAI JIU 108** seen arriving at Tianjin on June 4th - **Photo : Simon Smith ©**

Pirates Target Ships in Channel Handling 17% of Oil Trade

Somali pirates, driven north by monsoon rains, will probably attack more tankers navigating the Strait of Hormuz, which handles 17 percent of the global trade in oil, according to AKE Group, an adviser to insurers. Pirates from the East African country tried to hijack an oil tanker and a container ship as close as 60 miles to the waterway in the past month, according to John Drake, a senior risk consultant at Hereford, England-based AKE. The tankers will be targeted because they generate the most ransom, he said. A secondhand supertanker is worth about \$82 million and a cargo of 2 million barrels of oil about \$200 million. Ransom payments have risen 36-fold in five years, averaging \$5.4 million a ship, and hijackings reached a record last year, according to One Earth Future Foundation, a non-profit group based in Louisville, Colorado. The raids are adding at least \$2.4 billion to transport costs because vessels are being diverted onto longer routes to avoid attacks off east Africa. "Pirates are making a lot of money from captured oil tankers," Drake said. "They are the ships that are yielding the most ransoms." The strait, connecting the Persian Gulf and the Gulf of Oman, is deemed by the U.S. to be the most important chokepoint for oil supply. Shipments through Hormuz accounted for 17 percent of oil traded in 2009, according to the U.S. Energy Department. The Middle East is the world's largest region for loading crude oil.

The attacks over the past month were the closest ever by pirates to Hormuz of any reported, according to Cyrus Mody, the London-based manager of the International Maritime Bureau. The London- and Kuala Lumpur-based organization has been collating data on attacks since 1992. "These attacks could be a one-off, or maybe they are testing the waters," said Mody. "There's no doubt they have the ability to move around quite significantly." As well as monsoon weather conditions, the pirates may be moving nearer to the Persian Gulf to evade naval patrols closer to their own coastline and in the Gulf of Aden, Drake said. About 30 anti-piracy ships are deployed daily in the region by groups including the European Union and NATO. The European Naval Force patrols about 2 million square nautical miles, or an area 10 times the size of Germany. Somali pirates have widened the zone in which they operate over the last three years to find easier targets and avoid the warships. They ranged as far south as Madagascar last year and to within about 100 miles north of the Maldives in the east, reports from the IMB show. Strikes by Somali pirates surged to a record this year, with 154 vessels attacked and 21 hijacked, according to the IMB Piracy Reporting Centre. **Source: Bloomberg**



The **FU SHENG** (Tian Jin), passing the Bund in Shanghai on the Huangpu River.

Photo : Karen de Koning - Boodt, Navingo BV.

The advertisement is split into two main sections. On the left is a photograph showing a red metal truss structure, part of the P-Trap system, extending from the side of a ship into the blue sea. On the right is an orange background with white and black text. At the top, it says 'Now it's your turn to surprise pirates'. Below this, it describes the P-Trap as a simple and cost-effective defence that creates a safety zone. It mentions that the Royal Dutch Navy, the Netherlands Coastguard, and the Royal Netherlands Sea Rescue Institution have successfully tested the system. There is a small logo for 'Seatrade AWARDS 2011' and the word 'Finalist'. The 'P-Trap' logo is prominently displayed in large white letters. At the bottom, contact information for Westmark BV is provided, including a phone number and email address, along with the website 'www.PTRAP.com'.

Bermuda shipping register is the safest

Bermuda's shipping register has the best three-year safety record, according to a European port state control organisation. The Paris MoU rates registries each year, based on the number of inspections and detentions in a rolling three-year period. According to a story in Lloyd's List, the organisation uses a three-tier classification, of white list for the safest, a grey list for those with average track records and a black list for those considered to carry medium or high risk.

The white list of 42 registries for the 2008-2010 period was topped by Bermuda, which recorded 270 inspections and zero detentions. Second-placed Germany had 1,388 inspections and 14 detentions. Sweden, the UK, the Netherlands, France, Denmark, Finland, China and the Isle of Man made up the rest of the top ten. Bottom of the table was North Korea, just behind Libya, Togo and Sierra Leone. Bermuda is part of the Red Ensign Group of shipping registries. The UK's Maritime and Coastguard Agency (MCA) gave the Island's Department of Marine Administration and the Department of Marine and Ports a glowing endorsement after they visited in late 2008.

At that time, assistant director of corporate governance and risk at MCA, Andrew Cherrett, said: "We are very pleased with the quality and standards of survey and certification of Bermuda's international fleet which includes many of the world's top cruise ships, and of the level of cooperation between the Department of Marine Administration and Marine and Ports which is among the highest we have seen." The MCA regularly monitors the Red Ensign Group shipping registers of the UK Overseas Territories and Crown Dependencies to review the quality and standards. Bermuda

operates a category one register, which allows registration of unlimited ship type and tonnage within conditions agreed with the UK. **Source: Royal Gazette**



MSC SABRINA making her first visit to Port Chalmers to exchange containers. **Photo : Ross Walker ©**

Indonesia Still a Problem for Bulk Carriers Loading Coal

Self-heating incidents involving coal cargoes have been problematic for centuries. It was a much-feared hazard in the days of wooden sailing ships, and has continued on since the advent of modern steamships. The problems associated with carrying coal by sea are today much better understood, says Karl Lumbers, a Director of Thomas Miller P&I Ltd, Managers of the UK P&I Club:

"When coal cargo oxidises, it spontaneously generates heat and toxic gases such as carbon monoxide. This can lead to flammable atmospheres in the hold, depletion of oxygen in those spaces and corrosion of metal structures. Lower quality coals such as lignite are more prone to this process than higher quality coals such as anthracite. "Understanding the quality of coal being shipped and how to monitor it is fundamental to reducing the risk of self-heating, and possibly the outbreak of fire."

The UK Club believes one country whose coal exports present a real threat to ships and seafarers is Indonesia and it further notes that incidents have become increasingly frequent in recent years. It has therefore published a simple checklist entitled How to monitor coal cargoes from Indonesia. This is being distributed to all Members of the UK Club and can be downloaded in .pdf format from its website - www.ukpandi.com

The problem is primarily related to the nature of the coals, and may be exacerbated by the way they are handled prior to and during loading. Coal shipped from Indonesia is likely to contain a significant proportion of lower-rank coals in the sub-bituminous and lignite (brown coal) categories. In general terms, lower rank coals are more susceptible to self-heating than the high rank coals. Brown coals tend to release more carbon monoxide into the sealed cargo holds than bituminous coals and anthracite. It should be noted that lignite is listed separately in the cargo schedules under the Bulk Cargo Shipping Name (BCSN) system as "BROWN COAL BRIQUETTES", which are manufactured by compressing dried brown coal particles into blocks. The UK Club stresses that shippers' descriptions of the cargo, eg "steam non-coking coal in bulk", may not reflect the nature and properties of the coal being presented for shipment. Detailed recommendations for the safe carriage of coal are contained in Appendix 1 of the International Maritime Solid Bulk Cargoes (IMSBC) Code, which became mandatory worldwide on 1 January 2011 and which should be familiar reading for all deck officers serving on bulk carriers and other types of ship that carry bulk cargoes, even if only occasionally. The new UK Club checklist is intended not as a substitute for reading the full IMSBC Code – it has after all been designed to fit in a pocket – but as an 'aide memoire' for the guidance of shippers, shipowners, charterers, surveyors, ships' crews and other parties involved in the loading and carriage of cargoes of coal. Its main focus is the potential hazard of self heating.

The schedule in Appendix 1 of the Code refers to the BCSN "COAL (bituminous and anthracite)". As material hazardous in bulk (MHB) it is placed in Group B (and A). Group B cargoes possess a chemical hazard; coal may create flammable atmospheres, may heat spontaneously, may deplete the oxygen concentration and may corrode metal structures. When the cargo oxidises (generating heat) it releases the toxic gas carbon monoxide. It follows that extreme care

should be taken at all times if crew members are required to inspect the cargo while at sea. Group A cargoes are defined as those which may liquefy if shipped at moisture contents in excess of their transportable moisture limit (TML). This can in extreme cases cause a ship to capsize with very little advance warning. Indonesian coals are likely to have high moisture content, eg 30 to 40 per cent. It is a country where humidity levels are usually high and where rainfall can be intense. Furthermore, it is common practice to transport coal to the load port in open barges. Thus stability issues may arise as well as the risk of self-heating. **Source: UK P&I Club**



Tidewaters **SASI TIDE** seen off Cape Town – **Photo : Aad Noorland ©**



Chinese ship wreckage spotted off Orissa coast

Wildlife officials have spotted the wreckage of a Chinese ship along the Orissa coast, officials said Wednesday. The medium-range fishing vessel, believed to have sunk off the Sri Lankan coast earlier this year, was spotted within the Gahirmatha marine wildlife sanctuary area in Kendrapada district, some 200 km from here. "The site was about five km north of Wheeler Island," Divisional Forest Officer Manoj Mohapatra told IANS. India maintains a missile-testing facility on Wheeler Island. Mohapatra said not a drop of oil was found on the ship and there was no pollution concern "but officials are examining if there is any security concern". "It seems to be a completely wrecked ship which was abandoned long back. The ship has no property (on board)," he said. **Source : deccanherald**



The **FINNPULP** seen in Travemunde – Photo : Cees de Bijl ©

NAVY NEWS

Nieuw stationsschip in Caribisch Gebied



Wederom zal een amfibisch transportschip de komende maanden als stationsschip voor de Koninklijke Marine varen. **Hr.Ms. Johan de Witt** is aangekomen gisterenmorgen om 9 uur in Willemstad. Met een lengte van 177 meter is de **Johan de Witt** het grootste Nederlandse marineschip. Net als haar zusterschip **Hr.Ms. Rotterdam**, die zij als stationsschip aflöst, kan de **Johan de Witt** een volledig bataljon mariniers en materieel vervoeren. Daarnaast beschikt het schip over uitgebreide commandofaciliteiten. Naast maritieme presentie bestaat de belangrijkste taak van het stationsschip uit het uitvoeren van counterdrugsoperaties. Het schip wordt hiertoe ingezet voor zowel de Koninklijke Marine als voor de Kustwacht voor het Koninkrijk der Nederlanden in het Caribisch Gebied. De **Johan de Witt** is ook inzetbaar voor humanitaire hulpverlening en rampbestrijding. Het amfibisch vermogen en de grote capaciteit van het

schip om personeel en evacués op te vangen en te vervoeren, maakt het schip uitermate geschikt voor de uitvoering van deze kerntaak. Daarnaast kan de **Johan de Witt** voorzien in een primaire levensbehoefte: drinkwater.

Voorafgaand aan de uitzending naar het Caribisch Gebied onderging het schip een intensief opwerkprogramma, waarbij de nadruk lag op het uitvoeren van maritieme en amfibische operaties, patrouilles op zee, boardings en brandbestrijding. Ook humanitaire hulpverlening en rampenbestrijding kwamen aan bod.



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Chinese patrol ship departs for Singapore



Haixun 31, one of China's largest patrol ships, left South China's Guangdong Province for a two-week visit to Singapore, the first time China's maritime safety authorities have sent a large patrol ship to visit a foreign country.

The Chinese delegate aboard will hold talks with Singapore maritimes officials on sea rescue, anti-piracy and port management, said an official with the provincial maritime affairs bureau. The trip is expected to promote cooperation in maritime affairs as well as in marine economy and environment, said the official. The 3,000-tonne ship will stay in

Singapore for six days. The Chinese delegate prepare for a two-week visit on **Haixun 31**, one of China's largest patrol ships, to Singapore in Zhuhai, South China's Guangdong Province, June 15, 2011. **Source : Xinhua**

More women at sea in submarines

Minister for Defence Science and Personnel Warren Snowdon has cleared the way for more women to serve in Navy submarines by formally approving shared female and male accommodation on board every boat. Mr Snowdon said the move, which was a recommendation of the previous Chief of Navy Vice Admiral Russ Crane, is a major step forward for women in the Australian Defence Force and has the full support of new Chief of Navy Vice Admiral Ray Griggs and his leadership team.

"This move will ensure that our female submariners access the same training and career-progression opportunities as their male crewmates. "The Australian Government believes it is important that the nation's defence forces be representative of the community it serves and it's committed to ensuring that female military personnel have opportunities for career progression and development." Mr Snowdon said women had been serving onboard Australian Navy submarines since 1998 but, until now, females had to sleep in female-only six-berth cabins.

"A lack of dedicated bunk space on board has occasionally led to female submariners missing out on postings because of bunk limitations, which has, in turn, denied the submarine force qualified specialists. "These limitations have also meant that only two of our three operational submarines have been able to accommodate females," Mr Snowdon said.

Successful trials have already been conducted over several years across the submarine force with officers and senior sailors. Strict rules apply to maintain the dignity and privacy of all people involved. Currently 44 of the Navy's 560 submariners are female, which equates to 7.8 per cent. A submarine community forum will be held on 23 June in Rockingham, Western Australia, to inform the broad submarine family of the implementation plan for the initiative and gather feedback on its implementation. This will provide opportunity for families and spouses to gain more information and to have their questions answered. The first fully integrated junior sailor messes will begin in July 2011 on board all commissioned submarines. Of the three services, Navy has the largest percentage of women serving in its ranks at 18 per cent.

"It should be pointed out that 97 percent of Navy positions, including combat-related positions, are already open to females, but this latest measure is a significant step in the right direction," Mr Snowden said. "At this stage, only clearance diving remains a restricted employment category." **Source : Garry Luxton**

Indian Navy warship to escort MV Suez to Oman port

An Indian Navy warship will escort the Egyptian merchant vessel **MV Suez** to Salalah port in Oman with 22 crew members including six Indians, two days after it was released by Somali pirates. **MV Suez** was released by pirates on June 13 and is now "safely proceeding" towards Salalah with 22 crew members, including six Indians, and will be escorted by an Indian Navy Godavari-class frigate to Salalah, government sources said here.

The ship at the moment is being escorted by warships of European Navies present in the region and will be under the escort of the Indian Navy tomorrow morning and will reach Salalah on June 17 ship, they said. On the possibility of the ship being attacked again by other pirate groups, the sources said the Indian Navy had recommended that the owners of the ship provide a tug for technical support and a 'Vessel Protection Detachment' to be deployed on the **MV Suez** for protecting it from pirates but they have not adhered to it. Sources said the navy is coordinating with other navies in the region and closely monitoring the situation during its passage to Salalah. Somali pirates had released the crew members after ransom was paid to them. The pirates had taken the crew members, including Pakistanis, Egyptians and a Sri Lankan, hostage after capturing the vessel **MV Suez** last year. **Source : DnaIndia**

Warship HMS Invincible broken up in Turkish port



Ripped apart and broken up, this is what's left of the Falklands War veteran **HMS Invincible**.

The former Royal Navy warship, which served for 25 years, rests in the Turkish port of Aliaga where its metal is being melted down and sold. Launched by the Queen in 1977, the 22,000-tonne aircraft carrier has served in conflicts including Iraq and the Balkans.

Invincible is the sixth ship in the Royal Navy's history to bear the name. It was laid down at Vickers' shipyard in Barrow in 1973. The warship served in the 1982 Falklands War, deploying

Harrier fighter aircraft against Argentine forces and the Duke of York was based on board as a Sea King helicopter pilot. Decommissioned in 2005, it left Portsmouth in March for the last time before travelling to Leyal Ship Recycling, based near Izmir, Turkey. It will take up to eight months to dismantle. Leyal has been involved in the scrapping of several Royal Navy ships - the destroyers **Cardiff**, **Newcastle** and **Glasgow** and auxiliary ship **RFA Oakleaf**. **Source : BBC**



Several Royal Navy Type 42 destroyers seen laid up at Fareham creek awaiting their final fate.

Photo : Peter Hollands ©

SHIPYARD NEWS



Two large shearlegs seen installing equipment on a new drilling vessel at the DSME shipyard in Busan (Korea)

Photo : Denis Brouwer ©



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ST Marine Wins \$139m Shipbuilding Contract

According to a report from Channel News Asia, mainboard-listed ST Engineering said its marine arm, ST Marine, won a shipbuilding contract worth about \$139m. The contract awarded by a wholly-owned subsidiary of Swire Pacific is for the building and outfitting of four Anchor Handling Tug Supply vessels. **Source: Channel News Asia**



Stella Wega at Scheldepoort Ship Yard / Flushing, for maintenance.

Photo : Huug Pieterse - www.shipspotters.nl ©

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The newbuilding TSHD **CONGO RIVER** seen moored in Rotterdam-Waalhaven – Photo : Michel Kodde ©

NOL signs letters of intent to build 12 new ships

NOL Group signed letters of intent to build 12 new container vessels. The ships, all to be built in South Korea, would include:

- Ten **14,000-TEU** vessels to be constructed by Hyundai Samho Heavy Industries Co., Ltd; and
- Two **9,200-TEU** vessels to be constructed by Daewoo Shipbuilding & Marine Engineering Co.

NOL also said it is upgrading a 2010 order placed with Daewoo for ten 8,400-TEU ships. These vessels will now be upgraded to 9,200-TEUs of capacity each and will employ new, more efficient design and technology. The total consideration for the new vessels and upgrades would be about US\$1.54 billion. The ships are scheduled for delivery in 2013 and 2014. The 14,000-TEU ships would be NOL's largest and most fuel efficient. NOL said they will be deployed in its Asia-Europe Trade. The 9,200-TEU vessels will likely be employed in the Trans-Pacific Trade. NOL said it is investing in new, larger vessels to reduce unit capital and operating costs, meet future growth needs and replace older and smaller chartered vessels that will be returned to their owners in the charter market. When delivered, the new vessels will enable NOL's shipping line, APL, to provide more efficient, reliable service to customers. The ships will include features designed to conserve fuel and reduce environmental impacts. NOL said the letters of intent are subject to contract signing with the shipbuilders. **Source: NOL**

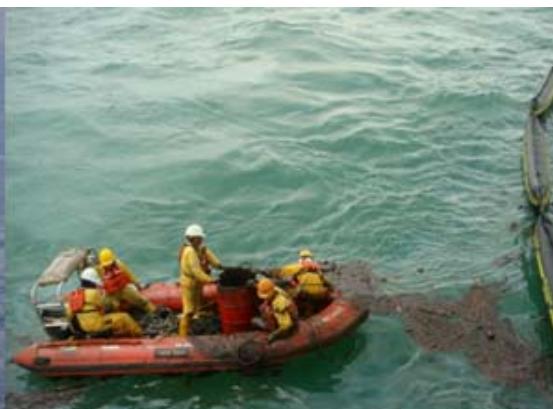
Rolls-Royce wins Brazilian supply vessel order

Rolls-Royce has announced that it has won a £15 million order to design and equip two offshore service vessels for ship owner Brasil Supply. The vessels, of the Rolls-Royce UT775 E design, will be chartered by Brazil's state oil company Petrobras and are designed specifically for carrying fluids and solid cargo to and from offshore oil and gas platforms.

They will be built by Estaleiro Ilha SA in Brazil, for delivery in 2013, and feature a fully-integrated equipment system from Rolls-Royce, including ship propulsion, deck machinery, and vessel control systems. Atle Gaasø, Rolls-Royce, General Manager Sales - Offshore Service Vessels, said: "This is an important contract for Rolls-Royce, and reflects our strong position in the Brazilian offshore industry. "The combination of our leading edge ship designs together with fully integrated equipment systems is able to meet the demanding requirements of the offshore sector.

"These latest vessels feature a range of advanced equipment, which will enable Brasil Supply and Petrobras to operate safely and efficiently in the challenging sea conditions off the coast of Brazil." Rolls-Royce opened a state-of-the-art Marine Service Centre in Niterói near Rio in 2009, providing round the clock support to customers throughout the region. **Source : Offshore Shipping Online**

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Knud E. Hansen books Canada ferry design order



In partnership with Fleetway, Inc., Denmark's Knud E. Hansen A/S recently signed a contract with the Government of Newfoundland and Labrador in Canada for the basic design of a series of six ferries for operation on the intra-provincial south shore routes off Newfoundland. This is the second such arrangement in which Knud E. Hansen has been involved, with the basic design well underway for an 80m RoPax ferry for year-round operation on the Fogo Island route off the coast of Newfoundland.

The new south shore ferries will be developed in close consultation with the end user to ensure that when built the ferries are customized for the routes, conditions and requirements of the operators. This goes against the current

trend for mass-produced designs which loosely fit broad requirements built around major equipment. A constant dialogue will be maintained between Knud E. Hansen A/S, Fleetway and the Government of Newfoundland and Labrador throughout the design process to ensure that all requirements are met. Attention to end user requirements is particularly important for vessels operating in the sometimes-harsh Canadian climate. Like the Fogo project ship, the new vessels will be ice strengthened and designed for year-round operation.

The south shore ferries are a series of six sister vessels specifically designed for the routes. The operating areas for these small but versatile ferries have a reputation for being rough, requiring vessels with excellent sea keeping and maneuvering abilities. The 41 m steel ferries will have a passenger capacity of 36 with a multi-use cargo deck and cargo hold and a service speed of 12 knots. The vessels will be designed to accommodate persons with a disability, and will meet all Transport Canada and Government of Newfoundland and Labrador Marine Safety regulations. The south shore vessels will be built locally in Newfoundland and Labrador, benefiting those in the community that will also use the ferries.



The Fogo Island Ferry has a capacity of 64 cars and 200 passengers with a service speed of 14 knots in open water and 4 knots in sea ice. This vessel is being designed to utilize green technology and carries a number of additional class notations reflecting this. The Fogo ferry is being designed to meet all Transport Canada, and Government of Newfoundland and Labrador Marine Safety regulations and will be classed with the American Bureau of Shipping (ABS). Source : MarineLog



The **POSH COMMANDER** seen anchored off Singapore – Photo : Hans Bosch (c)

AP to get another major port

The Visakhapatnam Port will get a major face-lift with the Union Ministry of Shipping giving the green signal for investing a whopping Rs 2,600 crore for taking up nine projects, including modernisation of the port. While five projects have been cleared and four are under processing, the Visakhapatnam Port Trust (VPT) authorities are aiming at completing all the projects by 2013. It has also been decided to develop Bheemili as a satellite terminal for the Visakhapatnam Port.

Union minister for shipping GK Vasan, who was in the city to attend a two-day 13th meeting of Maritime State Development Council (MSDC), said the VPT has shown an impressive 40 percent growth in cargo exports.

The Ministry of Shipping is open to the proposal of setting up another major port in AP. The State government officials are in touch with the Ministry over finalising the location for the port. "The chief secretary of AP has proposed two sites on the east coast and a final decision will be taken after our technical committee does a feasibility study," he said.

With increased threat perception, the MSDC has decided to up the security at all the ports to International Ship and Port Facility Security (ISPS) standards. While all the 12 major ports and 53 non-major ports are ISPS compliant, the remaining non-major ports will be made ISPS compliant on priority basis within a fixed timeframe, the minister said.

At the meeting, attended by ministers from Orissa, Gujarat, Tamil Nadu and Kerala apart from senior officials from all the maritime states, all the ports dealing with export and import of cargo were asked to install Vessel Traffic Management System (VTMS) manned by qualified and trained personnel to deal with the security aspect. The MSDC has also asked all the ports to give priority for berthing of Navy and Coast Guard vessels. The Ministry of Shipping will take up with the Ministry of Environment and Forests and the State governments to expedite various port projects.

The Tier-I pollution control equipment has been made mandatory at all the ports to combat oil pollution in the ports. As a security measure, the delegates at the MSDC meeting have agreed to install radioactive material detectors in all major ports. The Council also suggested all the maritime State governments to install the radioactive material detectors in their ports. Replying to a query, secretary (Shipping) K Mohan Das said the ministry has agreed in principle to a request made by the shipping industry for deploying armed guards on ships to prevent attacks by the pirates. He said a final decision will be taken only after discussing the issue with the defence ministry and concerned departments due to increasing attacks by pirates. **Source : Siasat**



The dredger **VICTOR HORTA** seen during her first year trials whilst passing Hoek van Holland

Photo : Kees Torn (c)

Thoresen takes delivery of new bulker

Thoresen Thai Agencies (TTA) has taken delivery of a 53,350 dwt bulk carrier from Japan's Oshima Shipbuilding, the Bangkok-listed firm announced Wednesday, Seatrade Asia reports. The vessel Thor Fortune was acquired by TTA at a price of JPY4.1bn (\$50.8m), bringing the company's fleet to 19 with an average size of 35,704 dwt compared to 29,444 dwt at the end of 2010. Thor Fortune is owned by Thor Fortune Shipping, a wholly-owned subsidiary of Thoresen Shipping Singapore, which in turn is a subsidiary of TTA.

"This most recent addition to the Thoresen fleet reaffirms the company's long-term strategy to own and operate a modern and competitive dry bulk shipping fleet with low operating costs," TTA said in a statement. TTA is currently embattled in a shareholders' brawl with threats of a major shakeup in senior management and change in business directions. **Source : PortNews**

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Royal Boskalis lands dredging, reclamation contracts in Nigeria

Dutch firm Royal Boskalis Westminster has been awarded a series of port dredging and land reclamation contracts in Africa, Worldcargonews reported. Nigerian state governments and port authorities have awarded the company contracts worth a total of €90M. The firm highlighted a contract from Prodeco International Ltd for land reclamation and dredging at the Federal Lighter Terminal and the Federal Ocean Terminal of Onne Port in the Niger Delta.

The work, which is part of a project to increase the capacity of Onne, is expected to take up to three years. Royal Boskalis already undertakes work in Nigeria for the oil and gas industry. All of its other Nigerian contracts relate to work in the Niger Delta, which is attracting great investment as the federal government seeks to encourage development in the troubled region in order to pacify militant groups opposed to the operations of oil and gas companies. Royal Boskalis will dredge canals in the area in order to open it up to trade. The company is also currently lengthening the breakwater at the port of Point Noire in the Republic of Congo, otherwise known as Congo-Brazzaville.

A total of 250,000t of local quarried material and 25,000t of X-blocs will be put in place by the end of 2012. The project is being undertaken for the port authority of Pointe Noire, but will benefit the private sector consortium that is developing a new container terminal at what is Congo-Brazzaville's biggest port. The Dutch firm will also start work on expanding Tanger-Med in Morocco in June next year. An estimated 5M m3 of material will be sourced offshore and backfilled behind the quay walls.



Iskes **BRENT** seen enroute Rotterdam – Photo : Kees Torn ©

Hanjin Shipping changes partner and fleet for FMX service

South Korea's Hanjin Shipping is renewing its current Far East-Middle East (FMX) service starting 7 July from the port of Busan. Hanjin Shipping's partners, STX and Sinokor, who have been operating in the FMX service, will be replaced by a new partner NYK. The current fleet of six 4,500-5,300 teu vessels will also be replaced by six 6,200-6,500 teu vessels, of which five will be deployed by Hanjin Shipping and one by NYK. "The trade from the Far East to the Middle East has great potential and we will continue to invest to strengthen our presence in the market," Hanjin Shipping commented. The port rotation for the FMX service is Busan, Kwangyang, Shanghai, Ningbo, Yantian, Singapore, Colombo, Jebel Ali, Dammam, Bandar Abbas, Karachi, Port Klang, Singapore, and back to Busan. **Source : Seatrade Asia**



Ezion secures \$73m oil rig charter contract

Ezion Holdings' joint venture firm has secured a charter contract valued up to \$73m over a four-year period to provide a jack-up rig to a European oil major. Atlantic Labrador, a joint venture between Singapore's Ezion and Europe-based offshore service firm Treatmil, will acquire, refurbish, upgrade and mobilise the upgraded accommodation jack-up rig to the North Sea by end-2011. Singapore-listed Ezion owns a fleet of 29 vessels consisting of tugs, ballastable barges, offshore support vessels and self-propelled barges that are used in the provision of offshore marine logistics and support services to the offshore oil and gas industries. **Source : Seatrade Asia**

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.... PHOTO OF THE DAY



Above seen SEACASTLE Singapore Pte Ltd. 68.126 dwt Container Ship “**MSC BENEDETTA**” (294 x 32 m) on her 1st special survey at Cernaival Shipyard in Algeciras Port. **Photo : Enrique Pérez (c)**

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