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UASC's loaded 2008 built AL RAWDAH ran aground Sunday on Monday night at the Batu Berhanti reef in the Singapore Straits (Indonesian waters) , salvage services have been rendered under LOF 2011 by Smit Singapore Pte Ltd - Photo : Piet Sinke (c)

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A fully loaded submersible heavy lift carrier **STX Rose I** seen en route to Singapore. –

Photo : Capt. Jan Berghuis (c)

OSD to design Boskalis-SMIT cable laying vessel



OSD-IMT, the UK arm of IJmuiden-based Offshore Ship Designers, has been chosen by Samsung and Boskalis-SMIT Engineering to develop the basic design, detailed design and production drawings for a 99 m cable laying vessel. Neil Patterson, managing director of OSD-IMT, says, "This project illustrates perfectly the strengths of the OSD group. We can bring strong offshore

engineering experience in the UK to bear on the basic design, and work with our Shanghai office to develop the yard

drawings. It is a unique new vessel and we will carry out the model testing programme, noise and vibration analysis and impact and damaged stability analysis in addition to developing the design." The vessel combines a large, obstruction free main deck with ample accommodation facilities, allowing for multiple future configuration possibilities. In the current cable laying configuration, the deck has a cable loading capacity of 5,000 tonnes. Under a separate contract OSD-IMT has been tasked by Dales Engineering Ltd, Aberdeen to design and develop the upgrade conversion production drawings for the Farstad-owned UT 755 multi-role 67 m PSV FAR SCOTIA. The new design will provide upgraded existing and new additional accommodation, ROV equipment and associated seating, new A-frame and associated winches/seating, new deck cranes and associated column/stiffening, new workboat and associated davit and seating. Offshore Ship Designers Group (OSD) is a global one-stop resource delivering naval architecture and marine engineering skills to the shipping and offshore energy industries. It draws on an experienced global workforce to provide high quality feasibility studies, conceptual and detailed designs for tugs and offshore support vessels of all types. OSD is based in IJmuiden, The Netherlands, and has offices in Montrose, York, Appledore, Shanghai and Singapore. www.offshoreshipdesigners.com



Philippine crewmembers onboard HAL's **ROTTERDAM** sings "*Lupang Hinirang*" the national anthem and raised the Philippine flag at the forecastle during the Philippine Independence Day 2011 - **Photo : Jan Touw (c)**



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Attempts to tow m.v. Wisdom fail again

For the second day in a row, attempts to haul the ship **MV Wisdom** from Mumbai's Juhu beach into the sea failed on Saturday. The 9,000-tonne cargo vessel, which ran aground near the beach recently, was being towed to a ship breaking yard in Gujarat's Alang. However, it broke away from the tug in rough weather and ran aground near the beach. Operations to put it back in the sea started on Friday, but have not borne fruit so far.

"In Saturday's attempt by the salvage team, the vessel did not respond as expected. Salvors said they will make one last attempt on Sunday in high tide at about 3 p.m. If it is not successful, the next attempt would be made in the next spring tides, about a fortnight from now," a press note issued by the Directorate-General of Shipping said. "Only after it turns substantially can it be moved. On Saturday it turned about 4 to 5 degrees. The salvors are hopeful. They will give it a fresh shot on Sunday. It's been on sand for six days. So, there is ground friction. Now that the ship has moved to some extent, the high tide on Sunday will allow us to put it back in the sea," Satish Agnihotri, Director General of Shipping told The Hindu over phone.

Mr. Agnihotri said there is no oil or cargo on the ship. He ruled out any risk despite the possibility of a 15-day wait if the third attempt fails too. "Beach erosion does not take place in one month," Mr. Agnihotri said. Asked about the probability of having to break the ship in Mumbai itself, he said that was "the last call." "We are not thinking of it as yet. A lot depends on current condition, wind speed and ground friction." **Source : The Hindu**



Above seen the LBY flag and tug **JELYANA** leaving Grand Harbour, Malta on Thursday 16th June, 2011 bound to Benghazi, Libya. **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©**

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Contract Management • Mediation

Product tanker owners see rates plummet, just weeks after they reached highest levels since late 2008

Speaking of rollercoaster rides, medium-range (MR) product tanker owners will have something to tell you these days, as their fortunes seem to be changing week in week out. Less than a couple of months back, time charter equivalent earnings for MRs trading UK Continent-US Atlantic Coast (TC2) were assessed around \$22-23,000/day, their highest level since late 2008. "At the time, these earnings were also well above those for spot trading VLCCs on the key trades in the Middle East. The strength in MRs was underpinned by firm demand to ship products to the US, arbitrage opportunities, weather related delays and tight markets elsewhere in the West" said Gibson in a relative report. The London-based shipbroker went on to note that the situation has changed dramatically in recent weeks. "Charter costs on the TC2 plummeted through May amid diminishing enquiry, with round voyage earnings reaching a low of \$2,500/day in the first week of this month. Although since then the returns on this trade have moved up again to around \$7,000/day, this barely offers any respite to MR owners. These developments were generally repeated in other MR markets in the Atlantic Basin. Earnings for 38,000 tonne clean cargoes in the Caribbean more than halved since early May and a similar degree of drop was witnessed in rates for 33,000 tonne clean shipments from the UK Continent to West Africa. In the immediate future, for any meaningful increases in MR rates in the region, the tonnage glut has to clear first" said the report.

Further on it stated that "however, at the moment the short-term fundamentals for the transatlantic gasoline market do not appear very strong. US gasoline consumption growth remains sluggish on the back of high oil prices. Demand has averaged 9.25 million b/d over the past four weeks, showing a very modest year-on-year increase of just 50,000 b/d. At the same time, gasoline production in the US has ramped up by 0.56 million b/d since early May in preparation to the summer driving season. The combination of higher domestic output coupled with the weak growth in demand has pushed gasoline stocks over the past six weeks from under the five year seasonal average to just slightly below the five year seasonal maximum. For tanker markets these "elevated" inventories could potentially translate into weaker demand for transatlantic gasoline shipments.

However, we are now entering the hurricane season. Although always a wild card, it simply cannot be ignored. A few reputable forecasters agree that this year we will see a significantly more active hurricane season (compared to historical average). The US National Oceanic and Atmospheric Administration predicted between 6 to 10 hurricanes and 3 to 6 major hurricanes. With this wild card in mind, the extreme volatility may return to the MR market in the West and with it the fortunes of owners could well change rapidly again" said Gibson, highlighting a sector that is experiencing violent up and downs, much to the misfortune of those involved. Meanwhile, this week's tanker markets were once again a mixed image. "Hopes for a solid launch into the July VLCC programme in the Middle East Gulf failed to materialise, but there was enough mopping up of plentiful June barrels, and just enough July interest to allow owners to keep their new, slightly higher, rate platform solid, and remain optimistic that Charterers will push harder next week, and give them more leverage to achieve a more significant gain. Rates operate at around WS 39 West and WS 60-ish to the East for the time being. Suezmaxes wallowed in a very tepid bath, but the 'hot tap' still doesn't work. Rates stayed very much at the bottom of their recent range with Owners willing 130,000 in the low WS 70's East and close to WS 50 West - if asked. Aframax managed to hold their reins up at their previous 80,000 by WS 110 mark for Singapore, but they had to tread water hard to prevent slipping under. More furious paddling to stay afloat in the near term.

Charterers in West Africa teased suezmax Owners into believing that they could move rates up a rung or two, but then pulled the rug late week, and largely withheld from further engagement. Rates, as a result, barely moved from 130,000 by WS 65 for US Gulf, though did just manage a '7' in front for European destinations. Next week is another game, and fortunes will run in line with how Charterers operate the tap. VLCCs became bystanders for the second half of the week as differentials against the smaller size stayed unattractive for transatlantic co-loaders, although Owners were willing to swallow 260,000 by WS 52.5 US Gulf if required. Eastern cargoes did pop up now and again, but rates stubbornly stuck at a 'conference' 260,000 by WS 53 for those movements. India, rarely, hardly featured, but in theory levels held at around USD 3.25 million for West Coast India discharge. Suezmaxes in the Black Sea/Mediterranean waited in vain for a busier end to the week, but that scenario is now a hope for next week. In the meantime a thin diet left Owners with little option but to accept a WS 70 level for anything and everything inter-Europe, with lows/mid WS 60's available transatlantic. Aframax found a little extra wind-for a while-and managed to push rates up to 80,000 by

WS 100 cross Mediterranean, before ending quietly, with both sides regrouping for next weeks' conflict" concluded Gibson. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

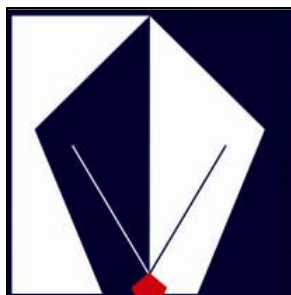


That drilling is not polluting proofs the picture where in between the ROV vessel **GEOGRAPH** and Drilling rig **ENSCO 6004**, lots of fish is being caught **Photo : Capt. John van de Langenberg (c)**

Pak report on MV Suez incorrect: Navy

The Indian Navy officials on Saturday denied the allegations made by Pakistan stating that Indian Navy warship Godavari had brushed Pakistan Navy Ship Babur which was escorting an Egyptian-owned ship **MV Suez**. Indian Navy officials declined the allegations made by Pakistani officials and said that the 'reports of aggression' were 'incorrect' and based on 'misinformation'. "Reports of aggression by **INS Godavari** are incorrect and based on misinformation," Indian Navy said in a statement. Pakistan had lodged the protest through the Indian High Commission in Islamabad, reports said. Meanwhile, **MV Suez** will not be able to reach Oman on Saturday as the ship has run out of fuel, media reports said.

Pakistan Navy Ship **Babur** was escorting **MV Suez** that was rescued from Somali pirates earlier this week after the pirates were paid over two million dollar as ransom for its 22-member crew which include four Pakistanis and six Indians. Earlier, only the Indian Navy had planned to escort the ship to the closest safe port-Salalah in Oman and dispatched a Godavari Class frigate to protect **MV Suez**. But the ship's captain, apparently a Pakistani national, ignored Indian Navy's offer to help. Indian Navy faced flak earlier for its delayed action in reaching assistance to the ship with Indian sailors. Crew members on board the ship that had been hijacked last Aug, had earlier said that even after their release, they were are not feeling safe. The crew on board the ship includes six Indians, an Egyptian and four Pakistanis, along with American, British, Sri Lankan and Kenyan sailors. Pakistan-based human rights campaigner Ansar Burney negotiated with the pirates for the release of the sailors. He raised the money for ransom through donations. **Source : Indiablooms**



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Thome Ship Management Declared Winners of Ship Manager Award at Seatrade ASIA Awards 2011



At a glittering gala dinner held in Hong Kong on Friday, 17 June 2011, Thome Ship Management, the Singapore based company, picked up the prestigious Best Ship Manager Award. Thome Ship Management Managing Director, Capt Bjorn Hojgaard said: "This is our third award in the Best Ship Manager category at the Seatrade ASIA awards. This win recognises our strong desire to continually improve our performance and we believe is a clear acknowledgment from our customers that we are on the right track in doing so. I am very excited to receive this award and I am accepting it on behalf of everyone who has worked hard for Thome– both at sea and ashore."

The majestic ballroom at the Grand Hyatt, Hong Kong was transformed into a glamorous setting for a Who's Who in the shipping industry and served befittingly as the venue for the Seatrade ASIA Awards 2011. The sell-out dinner was well attended by around 500 guests comprising of shipping honchos and professionals. Winning a Seatrade ASIA Award is an honour and distinguishes the winner from others in

the industry; the award is based on votes cast by a panel of senior industry leaders and reflects the high quality standards achieved by the company. The award judges evaluated entries based on the following criteria:

- Cost and operational efficiency
- Safety record
- Commitment to crewing and training
- Anti-piracy measures
- Transparency of client relationships

The Seatrade Asia Awards is designed to celebrate and reward excellence and innovation in the maritime sector across the region over the previous 12 months.

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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The Dutch flagged **SEA SHEPPARD 2** seen in Sydney – Photo : Robin van Singerwood ©

SUCCESSFUL OPENING OF ULSTEIN EXPO



ULSTEIN's new company exhibition, ULSTEIN EXPO, opened its doors to the public on Friday 17 June. The opening was a success, with hundreds of visitors during Friday night and Saturday. Additionally, several groups have already booked guided tours of the exhibition in the coming months.

"We are very happy with the turnout at the opening weekend, and we hope that the exhibition will become a popular attraction for people in and visitors to Ulstein and the region, says CEO

of Ulstein Group, Gunvor Ulstein. ULSTEIN EXPO tells the story of Ulstein Group's past, present and visions for the future through films, audio recordings, pictures, objects and text. It has many modern features and interactive elements. Here you can wander around and learn and experience through listening, reading, watching and touching.

In addition to the opening weekend, the permanent exhibition will be open between 11 am and 2 pm on the following Saturdays this summer: **25 June, 9 July, 23 July, 6 August** and **20 August**.

MV Suez sinks off Oman, the crew rescued

Pakistan's Naval Chief Sunday ordered to transfer the 22 crew members of **MV Suez** to a Pakistani warship when the Egyptian merchant ferry, which was recently released by Somali pirates, began to sink in the Arabian Sea, the News

Tribe reported. **MV Suez** was bound for the Omani port of Salalah when she ran out of fuel and began taking on water in stormy weather.

After getting a distress call from the sinking ship, Pakistan Navy chief Admiral Noman Bashir ordered to shift the vessel's crew members to **PNS Babar**, which was escorting it. The Egyptian owners of the **MV Suez** had abandoned its crew and the vessel. Pakistan Navy sources said that it was yet to be decided whether the crew-member would be brought to Karachi or Gwadar port in Pakistan. Captain Syed Wasi Hasan of **MV Suez** said that the weather had turned threatening due to the monsoons. Pakistan and India have exchanged angry charges over an incident allegedly involving **PNS Babar** and the Indian warship **INS Godavari**. Source : Portnews



Above seen the Damen Stan Tug 2909 **AL MERGHEB** leaving Grand Harbour, Malta on Saturday 18th June, 2011 after she was released from the Maltese Authorities with an Dutch **Chevrolet GMT610** ambulance and X-Ray machine onboard bound to Sfax, Tunisia. Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

CASUALTY REPORTING

The Al Rawdah hits reef off Batam



The **AL RAWDAH** seen hard aground at the Batu Berhanti reef in the Indonesian sector of the Singapore Straits
Photo : Piet Sinke (c)

The **AL RAWDAH** carrying hundreds of containers ran aground and listed after hitting a reef in the waters of the Rock Island Chain, the back Pasture, Sambu Batam, Yesterday (Monday) early morning around 02: 00 am. The 95579 GT Majuro (Marshall Island) flagged vessel which just departed from Port Kelang was enroute China and ran aground when passing the Singapore Straits.

1 crewmember, the ch. engineer Irfan Ahmed (60), died during the incident due to a heart failure, but the engineer had a history of heart disease, The victim was found first by the ship's captain. As many as 27 crew were reported by the agents PT Samudra Indonesia. The crewsmembers are from Egypt, Pakistanis and 15 people from India, one from Iraq and one from Syria. **Source : Tribun News**



NAVY NEWS



The 2006 commissioned French Navy, Signal and Communication Intelligence Ship, "**Dupuy de Lome**" (A759). The 101 mtr long vessel is having a Range of 6300 km, of 3100 tons, and is seen above at Bighi Bay, Kalkara, (Malta) with Valletta at the background. **Photo : Gejtu Spiteri (c)**

Navy to procure new multi role helicopters

Augmenting its fleet of multi role helicopters, the Indian Navy is looking to procure more such choppers for carrying out anti-submarine warfare and Special Forces' operations. In a Request for Information (RFI) issued recently, the Navy has said it intends to procure new Naval Multi Role Helicopters (NMRH) for anti-submarine, anti-surface and Special Commando operations roles.

Interestingly, the Navy has shown its intent to procure these choppers at a time when it is already planning to start the trials for buying 16 MRHs from the two contenders Sikorsky S-70B and European NH-90 next month under a separate tender. Navy officials told PTI that the earlier tender process will continue and the trials would be carried out

as per the original schedule. In its requirement for the next batch of helicopters, the navy stated that the basic chopper for performing all the specified roles should be same with common airframe, engines, avionics and it should be capable of changing roles with ease.

"The NMRH should be of contemporary design with modern, reliable and fuel efficient engines and fully integrated advanced avionics and weapons suite employing the latest concepts for detection, identification, classification of surface and subsurface targets along with the ability to detect air targets," it said in the RFI document. The Navy also wants the chopper to have the air to air refuelling capability for enhanced endurance and reach. The vendors taking part in the contract will also be required to invest back at least 30 per cent of the worth of the contract as offsets into the Indian defence, civilian aerospace or the homeland security sectors.

Possible contenders for the deal include NH-90, Sikorsky and Lockheed martin's MH-60 Romeo, which was not selected for the early tender as it was being offered through the Foreign Military Sales route. The navy at present relies on its fleet of Sea King helicopters which were inducted in two different phases in the 80s. **Source : Indiatimes**

Chinese marine patrol ship visits Singapore

China's marine patrol ship **Haixun 31** arrived in Singapore on Sunday for a five-day visit, the first visit by a marine patrol ship to Singapore. Speaking at the welcome ceremony at the cruise terminal, Captain M. Segar, director of the port division at Maritime and Port Authority (MPA) of Singapore, said the visit, following a visit to Singapore by China Maritime Safety Administration (MSA) Deputy Director Chen Aiping in May, "demonstrates the strong bilateral relationship between MPA Singapore and China MSA."



The **HAIXUN 31** seen moored at the Singapore cruise terminal yesterday morning - Photo : Piet Sinke (c)

"The arrival of **Haixun 31** affirms the solid and growing level of cooperation and understanding between MPA Singapore and China MSA," he said. Liang Jianwei, director of Guangdong Maritime Safety Administration, said the visit was part of the exchange and cooperation programs agreed upon by the maritime authorities of the two countries during Chen's visit in May. The visit is aimed to boost mutual trust, advance friendship, cooperation and mutual benefit, and the members of the Chinese delegation hope to use the opportunity to discuss with their Singapore colleagues the challenges and experience in maritime management, he said.

"We are hoping for the two sides to enhance their communication and exchange, push forward the cooperation and improve our capability in maritime safety services and management, and the ultimate aim is to protect the marine environment and work for a better maritime future for both of us," he said. **Haixun 31** is part of the maritime law enforcement unit of the Guangdong Maritime Safety Administration. The ship is 112.8 meters long and 13.8 meters wide, with a water displacement of 3,000 tons and a maximum speed of 22 knots. With the capacity to carry helicopters, it is one of China's most advanced patrol ships.

The ship left Zhuhai in China's southern province of Guangdong on June 15. It will leave Singapore on June 24.

The MPA said the visit is part of existing exchanges on technical co-operation on maritime safety and marine environment protection between the maritime authorities of Singapore and China. During the visit, the staff of the authorities will be exchanging views on technical issues such as enhancing safety of navigation and port state control, and exploring further co-operation in enhancing safety of life at sea and marine environment protection. The Chinese staff will also be visiting the facilities of MPA such as the Port Operations Control Center and the Integrated Simulation Center. The programs and activities will allow officials from both sides to interact and strengthen mutual understanding, Segar said. **Source : Xinhua**

SHIPYARD NEWS

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Corrosion in Warships

Galvanic corrosion is an issue that has challenged U.S. warships since 1844, when the USS Michigan, the first iron-hulled Navy ship, entered service. Today, two common and robust solutions, impressed current cathodic protection systems and the use of strategically-placed sacrificial anodes, are in wide use throughout the world, particularly in ships where two different metals such as steel and aluminum are utilised in the one vessel. As a specialist in aluminum shipbuilding, having built over 220 aluminum vessels for defence forces and commercial clients around the world since its formation in 1988, Austal is intimately familiar with the management of galvanic corrosion. An electrochemical process, galvanic corrosion occurs when two dissimilar metals, after being in electrical contact with one another, corrode at different rates.

According to company records, galvanic corrosion has not been a factor on any Austal built and fully maintained vessel, and our technical experts are eager to support any request to identify root causes of any corrosion issue in any aluminum naval vessel in service today. The Westpac Express, an Austal-built and fully maintained high-speed catamaran, has shuttled U.S. Marines throughout the Pacific Basin continuously for ten years, with a 99.7% availability over that period.

As Prime Contractor for Jackson, the third Independence-variant Littoral Combat Ship (LCS-6), Austal has a well-developed methodology for the management of galvanic corrosion, which it has deployed globally on behalf of its defense and commercial clients. If selected to provide post-delivery support for the Littoral Combat Ship (LCS) Class Services program, it is a straight forward process for Austal engineers to regularly conduct systematic reviews of the electrical grounding throughout each Austal-built vessel to detect and eliminate stray currents that might cause electrolysis between the stainless steel impeller housing and of the adjacent aluminum structure.

An integral part of any post-delivery support program for a high-performance, high-speed vessel such as the Independence-variant LCS is to provide a cadre of qualified maintainers who can help our Navy partners to deploy temporary sacrificial anodes every time the vessel is moored, and ensure that high-voltage maintenance equipment is properly grounded before use aboard ship. These are services that Austal's skilled aluminum specialists, operating from six maintenance hubs in the Asia-Pacific, North America, South America, Europe and the Middle East, offer Austal customers every day.

With almost 2,200 current employees at Austal's USA shipyard, with a future workforce planned of over 4,000, each and every Austal employee is committed to making the Littoral Combat Ship a success. Awarded a ten-ship contract in December 2010, Austal has eagerly assumed the role of Prime Contractor for the Independence-variant Littoral Combat Ships awarded under the 10 ship block buy contract, and, as a Prime Contractor for those 10 ships, Austal will always stand by its products and our Navy partners.

Damen delivers four more dredgers to Iraq

Damen Dredging Equipment has delivered four cutter suction dredgers to the Iraqi Ministry of Water Resources. The Ministry, which already had several Damen dredgers in their fleet, will use the dredgers for maintenance dredging on the rivers and throughout the central plains.

The cutter suction dredgers all are Damen standard dredgers, two of CSD450 and two of CSD500 type. All of them have been fitted out with various options such as anchor booms, a stern swivel, a jib crane and a non-return valve in the discharge pipe line. An extensive spare parts packages and operator training has also been arranged.

Back in 2008 Damen also supplied four dredgers of the same types, which now all are operating to the Ministry's full satisfaction at various locations in Iraq. The cutter suction dredgers will be used to clean-up and maintain neglected waterways, rivers and lakes. They can work at a maximum dredging depth of -12m respectively -14m and are able to pump 3,000 m³/h and 4,000 m³/h of mixture per hour, respectively. The dredged silt will be re-used on plains in central Iraq.

The dredgers, of standardised and proven design, were built at Damen's production facilities in The Netherlands, Poland and Dubai. Thanks to Damen's philosophy of series production and delivery from stock, the first dredger left the shipyard for Iraq within weeks of having been ordered. All of the dredgers have now arrived in Iraq, transported to Iraq by road.

The project was executed by Damen in close cooperation with their partners Dutch Union Trading (DUT), which arranged for efficient re-assembly and re-commissioning of the modular dredgers on arrival. DUT will also provide warranty services and technical and operational assistance to the Ministry of Water Resources. Said Damen: "This successful cooperation will enable the Euphrates and Tigris rivers and Iraqi lakes to be dredged and maintained more efficiently in the future." **Source : Dredging News Online**

USC builds five warships for the Russian Black Sea Fleet

Currently, United Shipbuilding Corp. is building five warships at its shipyards ordered for the Black Sea Fleet of the Russian Navy, President of USC told journalists at the St. Petersburg International Economic Forum. The order includes 3 submarines of Project 636 and 2 artillery ships, Roman Trotsenko said.

United Shipbuilding Corporation, founded in 2007, incorporates three regional shipbuilding centers: JSC Western Shipbuilding Center (St. Petersburg), JSC Northern Center of Shipbuilding and Ship Repair (Severodvinsk), JSC Far Eastern Center of Shipbuilding and Ship Repair (Vladivostok), as well as leading marine design offices. United Shipbuilding Corporation also has a 50% stake in Arctech Helsinki Shipyard, a joint venture with STX Finland Cruise Oy. **Source : Portnews**

ROUTE, PORTS & SERVICES

Khasab-Bandar Abbas ferry service soon

The state-owned National Ferries Company (NFC) plans to introduce a high speed ferry-based service linking Khasab, at the northernmost tip of the Sultanate, with Bandar Abbas in Iran across the Strait of Hormuz. According to NFC Chairman and CEO Mehdi al Abdwani, the new service — which promises to enhance maritime and trade links between the two neighbours — is expected to be launched before the end of this year.

"We are ready to start services between Khasab and Bandar Abbas as soon as we get the green-light. The service could commence at any time this year," Al Abdwani said in comments to journalists during a cruise hosted by NFC for German and Omani business leaders aboard the high speed ferry Shinas yesterday.

The planned service is a key part of NFC's vision to develop a comprehensive coastal maritime transportation system that will link major towns and coastal communities along the Sultanate's lengthy coastline. Linkages by high speed ferry are also envisaged with Dubai, among other destinations, aimed at boosting tourism, commerce and maritime links.

Significantly, ramp infrastructure is already in place at both Khasab on the Oman side, and Bandar Abbas on the Iranian side, allowing for the launch of services at short notice, the Chairman said. Given the short 62-mile distance between the two ports, up to three daily runs are envisaged by the high speed ferry when the service is operational,

he noted. Commenting on the economical significance of the proposed service, Al Abdwani said: "There is a big potential for trade and business between the two sides. On the Khasab side, we understand there is a major hypermarket under development. State-run tourism development vehicle Omran is also building hotels on the marine front in Khasab, which will support tourism given its tranquil location and beautiful fjords. Besides, certain arrangements are already in place to ease the movement of nationals from both countries." He added that the high speed ferry service would provide an alternative to the present trend of people shuttling between Khasab and Bandar Abbas in small boats — a trend that is not only time-consuming, but also risky. "The trip by fast ferry takes only one hour and 40 minutes, whereas the ride by small boat takes five hours."

In future, NFC envisions Khasab as a 'transit hub' between Muscat and Bandar Abbas, with traders and visitors stopping over at Khasab en route to Iran. The Chairman and CEO also outlined a number of initiatives by NFC to grow its service network for the benefit of coastal communities. One such initiative centres on plans for the acquisition of two new ferries to shuttle between Shannah on the Sultanate's mainland with Masirah Island. As part of the move, which won the Board's approval last week, contracts will be awarded for design and construction of two high-tech ferries, each roughly 45-metre long with a capacity of 300 passengers apiece.

Also given the nod is a proposal to introduce a maritime taxi service that will be deployed off the Sultanate's northern coast and shuttle between the coastal villages of Dibba and Lima in Musandam Governorate. An initial fleet of three water taxis, each of 18 metres length and capable of speeds of 25 knots, is envisaged. Meanwhile, NFC is also gearing to launch a new service between Khasab and Shinas.

Operations will commence as soon as ramp infrastructure in Shinas is completed. NFC's newest high speed ferry Sawqarah will be deployed on the Khasab-Shinas-Khasab route. He said the company's vehicle transportation service, which was launched on the Muscat-Khasab sector, has received a robust response. "After investing in our own ramps which came into operation from March 2011, we are witnessing a big jump in passenger and vehicle traffic on board the high speed ferries. Each trip attracts more than 100 passengers plus 30-35 cars," he added. **Source ; Oman Daily Observer**



Seen on the Neva in St. Petersburg during the famous white nights the Swedish brig "[Tre Kronor](#)" acting in the annual Crimson sails festival on the occasion of high school graduation. **Photo : Anne-Marie van der Meer ©**

Port Otago dredging approved

The Otago Daily Times reports that, despite extensive opposition to Port Otago's Next Generation Project, the company has been granted resource consent to dredge Otago Harbour and dispose of the soil at sea. The independent hearing panel, led by John Lumsden, has just released its decision approving the proposal.

The approval is subject to wide-ranging conditions, involving ongoing monitoring and research into the effects of the dredging and soil disposal and the formation of three consultative groups. Port Otago chief executive Geoff Plunket yesterday hailed the decision as good for the region and "really great news for the city".

"I'm very pleased with the decision. We've spent four years on this, it was well researched and I think our evidence was well presented." There was still an appeal period before the project could begin but it had never been the company's intention to "rush out" and start dredging, he said.

However, the company might do some incremental deepening from the current 13m-deep channel to 13.1m or 13.2m initially. Mr Lumsden said the panel had concluded there were "significant benefits to the proposal and that it would promote the sustainable management of natural and physical resources". Source : [Dredging News Online](#)



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BC Ferries sells QUEEN OF PRINCE RUPERT to Fiji

British Columbia Ferry Services has sold its 45-year old stalwart [QUEEN OF PRINCE RUPERT](#) to Fiji Islands, where she will continue to trade. The vessel is already renamed [LOMAIVITI PRINCESS](#).

She was built in 1966 in Victoria, Canada, as a "cousin" to the Thoresen Viking ferries, with a distinctive Knud E Hansen design profile. With a passenger capacity of 458 (184 beds) and 90 cars, she was used for BC Ferries' northern route Prince Rupert - Skidgate. However, she was replaced due to acquiring [NORTHERN ADVENTURE](#) from Greece, and has been laid up for some time.

Fijian ferries are normally old vessels being picked up on the second hand market. After a fire, the 1964-built **SINU-I-WASA TOLU**, originally Swedish **DANA SCARLETT**, had to be converted to a ro-ro with the upper decks removed. The **QUEEN OF PRINCE RUPERT** has reportedly some good working engines (Mirrlees) but has never before



The **ZIM KINGSTON I** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

More Pipelaying Buoyancy Success for Fendercare Marine



Fendercare subsidiary Hippo Marine has recently been awarded a contract by Subsea 7 for the supply of 80 pipelaying buoyancy modules, each with a net buoyancy of 2100kg and an operational depth rating of 40m. These are destined for use on phase 3B of the Escravos Gas Project being conducted offshore Onne (Nigeria). The order is the culmination of a detailed joint engineering project, which took place within compressed timescales, to develop a flotation solution which has been tailored to Subsea 7's operational requirements for this project -and which includes unique design and construction features such as the use of closed-cell subsea foam and advanced skin reinforcement materials as well as a universal base design. These features will allow these modules to be taken to and used on subsequent projects as required.

The 168,000kg of total net buoyancy (192,000kg of gross buoyancy) was completed within 6 weeks of receipt of order – with the first of these units coming off the production line within 4 weeks. Given the urgency of the requirement, the Hippo facility in Plymouth UK moved to a 24-hour shift pattern over the course of the manufacturing cycle in order to have all the modules completed in time to then be transported to Nigeria for first use during Q2 2011. Over the course of this project, Hippo technical and commercial personnel worked closely with their counterparts in Subsea 7's Paris office, the contract was then drawn up and signed locally between their Nigerian subsidiary Globestar Engineering and Fendercare Nigeria.

Hippo Marine's Sales and Marketing Manager Chris Sparrow commented: "This project demonstrates our ability to not only provide a best-in-class technical solution to the likes of Subsea 7 thanks to our flexible manufacturing technology and our experienced and innovative design engineering team, but also how we will then move heaven and earth in manufacturing to meet our clients' project deadlines. We are extremely happy to have been able to add Subsea 7's Nigerian operation to our list of extremely satisfied flotation customers."

MSC acquires stake in ECT's DDN Rotterdam

The giant container carrier is reported to be buying a 49% stake, or perhaps a 50% stake, in ECT's Delta Dedicated North operation on the Maasvlakte, Worldcargo News reported.



The **MSC ASLI** seen outbound from Rotterdam – Photo : Kees Torn (c)

Delta Dedicated North (DDN) is the first automated facility in Rotterdam and was originally known as Delta Seland. DDN has recently been upgraded by ECT and the surface has been repaved. WCN has been informed that ECT will go out to tender in January 2012 for new AGVs to replace the existing fleet.

Now, according to Nieuwsblad Transport, ECT is selling a major slice of DDN to MSC, the world's second largest and fastest-growing container carrier. Neither ECT nor MSC would comment and NT was unable to confirm whether a 49% or 50% stake is concerned. However, the "fact" of the deal was confirmed by the Port of Rotterdam's CEO, Hans Smits.

A 50% stake would give MSC more control over future investment policy at DDN. The carrier's base in North West Europe is MSC Home Terminal in Antwerp, but this is operating at capacity and the line has been exchanging more cargo at other ports. Currently, MSC moves around 700,000 TEU/year over Rotterdam, mostly over DDN - up from 100,000 TEU less than two years ago. Smits welcomed MSC's new commitment, and said that eventually MSC could pass Maersk Line as the port's biggest liner customer. Source : PortNews

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Sri Lanka considers expanding Indo-Lanka ferry service

Members of the Sri Lankan tourism industry have said the Indo-Lanka ferry service that commenced earlier this week would further be expanded. Head of the Chamber of Tourism and Industry, M.A. Jaufer has told the Daily Mirror that in three weeks' time, the ferry service is to expand into transporting cargo as well.

According to Jaufer, people in many parts of the country have shown an interest in the Indo-Lanka ferry service that currently operates between Tuticorin port in Tamil Nadu and Colombo. Tamil Nadu Chief Minister Jayalalithaa Jeyaram however has called on the central government of India to cancel the ferry service soon after it was launched. The 9-story vessel **Scotia Prince**, flagged off on June 13, currently operates between Tuticorin and Colombo twice a week on the 14-hour journey. It can accommodate 1,044 passengers in 307 cabins and can carry a cargo of 300 tons. Governments of India and Sri Lanka are also working on resuming the Rameshwaram-Thalaimannar ferry service which was discontinued in the 1980s.

The passenger ferry service between Thalaimannar and Rameswaram will commence once the requisite infrastructure is put in place on both sides, India said. **Source : Colombo Page**

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The **CONTAINERSHIPS VII** seen enroute Rotterdam – **Photo : Kees Torn ©**

Welcome to Australia: Kembla the first port of call for cruise ships

The Port Kembla coal loader could replace the Sydney Harbour Bridge as the first taste of Australia for thousands of cruise ship passengers after a new report named the port as an alternative berth to Sydney harbour. While the move

could bring a large boost to Wollongong tourism, linen-clad retirees bound for Sydney from Singapore or the Pacific Islands may be surprised to be greeted by a view of the bulk products berth, rather than the Opera House.

With cruise ships being built bigger than ever, fewer of them will be able to fit under the Harbour Bridge, so the report from the Sydney Harbour Foreshore Authority (SHFA) has considered other passenger options. One of the proposals could involve flashy white liners such as the Diamond Princess or Queen Mary 2 pulling up near the coal loader or BlueScope's industrial dock. Port Kembla, along with Newcastle and Port Botany, are considered "fallbacks" for the larger cruise ships, the SHFA says.

"From a cruise passenger perspective, [Port Kembla] in the short term could be used on an ad hoc basis to berth vessels if required and indeed in the recent past has been seriously considered as a viable 'fallback' by some members of the cruise ship industry," the report says. "The Inner Harbour has sufficient water depth, wharf length and bunkering facilities to accommodate any passenger vessel.

"From a long-term perspective the port could also be considered as a viable option [subject to a more detailed study being undertaken and the Port Kembla Port Corporation approving the business case]." Yesterday, the Port Kembla Port Corporation said matters had not advanced to this stage. "Port Kembla Harbour has sufficient facilities to handle vessels of various sizes, [but] at this time PKPC has not been approached regarding the situation and as such we have not progressed the matter," a spokeswoman said.

However, the report concludes that Port Kembla is not the favoured destination in the opinion of the operators of the cruise lines who would use the fallback port. "Operators have advised at this point in time that this would not be a preferential location for a passenger terminal," it states. It recommends Port Botany as a better option but says the site would need to have a passenger terminal installed.

The SHFA report was completed in January, around the same time a new Sydney passenger terminal was approved at White Bay, west of the Harbour Bridge. **Source : illawarramercury**



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World's largest dredging ships to visit waters of Russia

The world's largest dredging vessels will visit the territorial waters of Russia, the Ministry of Transport of Russia said. The Jan De Nul's cutter dredgers will perform dredging in the framework of offshore gas pipelines construction near Kirinskoye gas and condensate field. These are the **Leiv Eiriksson**, the **Fernao De Magalhaes**, the **Simon Stevin**, the **Willem De Vlamingh** and others.

Kirinskoye gas condensate field is located within the Kirinsky Block of the Sakhalin III project 28 km offshore the Sakhalin Island in the Sea of Okhotsk. **Source : PortNews**

Bureau Veritas classed fleets tops 80 m gt

The Bureau Veritas classed fleet has grown strongly during 2011 and in June passed 80 m gt. Today, 9,663 sea-going vessels and 1,853 inland navigation ships are classed by Bureau Veritas. The growth has been led by the delivery of 320 new vessels and the transfer in of 198 vessels in service since the beginning of the year. Today the fleet is well balanced in tonnage, with 37 per cent bulk carriers, 20 per cent tankers, 8 per cent gas carriers, 5 per cent passenger vessels, 14 per cent containerships and 16 per cent specialised and offshore vessels. Significant new additions to the BV class fleet in the last month include two capesize bulk carriers built in China for Greek shipowner Centrofin Management Inc and for American shipowner Foremost Group, and the two 75,200 dwt bulk carriers Good Luck and Good Wish built in China for Chinese shipowner Pacific Wealth Shipping Co. Ltd. These vessels joined the BV class fleet on the day it passed the 80 m gt mark. On the same day, Greek shipmanager Quintana Ship Management transferred the 82,200 dwt bulk carrier Q Jake, delivered in March 2011, to BV class. Bureau Veritas is a leading international service provider, dedicated to quality assurance, environmental, health, and safety, (QEHS) management services across a wide range of economic activities, including marine, industry and facilities, government services, and consumer products. By far the largest classification and certification society in the world, Bureau Veritas has over 48,000 employees and 900 offices in over 140 countries throughout the world. www.bureauveritas.com for corporate information, www.veristar.com for marine information.

.... PHOTO OF THE DAY



The **SMIT CARIPUNA** seen at Rio de Janeiro June 13th 2011, after delivery of the van Oord dredger **HERCULES**

Photo : Jaap Kiewiet ©

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