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Above seen the former Pride "Deep Water Clarion", now the Ensco "DS - 4", anchored off of Rio de Janero, undergoing clearance to work offshore Brasil for BP Brasil. One of the newbuilds from Samsung. In the background is the "Norbe VII", another newbuild drillship built by Samsung, also getting ready to work in Brasil. –

Photo : Richard Simpson (c)

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The **GRANDE GHANA** seen enroute Amsterdam – Photo : Simon Wolf (c)

Emu finds Thames Estuary wreck

Sonar imagery of a previously unknown 45m wreck found in the outer Thames Estuary by Emu during recently completed pre-construction surveys for the London Array Wind Farm project and its associated export cable route.

Maritime Journal said Emu of found the wreck in the approaches to Foulger's Gat in the Thames Estuary. Lying in 4.5m of water, its precise identity and circumstances of loss are not known.

Using sidescan and swath sonar imagery aboard its vessel, Discovery, as part of an 11 month series of pre-construction surveys for the London Array Wind Farm project and an export cable route in the outer Thames Estuary 20 km off the Essex and Kent coasts, Emu says the wreck lies just east of part of the proposed cable route.

As a result, a new Archaeological Avoidance Zone has been established and further surveys will be required for re-routing part of the route. Meanwhile, Emu further reports that it is currently undertaking a number of ecological surveys for other undersea cable routes for wind farms and electrical supply developments in the Solent as well as northern and southern sectors of the North Sea.

They involve sampling techniques comprising grab, trawl, video and stills photography for identifying habitat details along proposed cable corridors. Data is being processed and analysed in the company's marine laboratories at Trafalgar Wharf, near Portsmouth. **Source : Dredging News Online**



The **VOS PRECIOUS** – Photo : Capt. Gijs Dijkdrenth – Master Blizzard (c)



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Is Maersk steering the right course?

While the Maersk manifesto is undoubtedly a great PR coup, designed to promote strategy it had always planned to implement, it does sound like there is some meat on the bones, says IFW Chief Reporter Damian Brett. Just over a month ago, there was a whisper that Maersk Line was going to be making a big announcement at this year's Terminal Operators' Conference (TOC) Europe. TOC and Maersk Line's PR machines lurched into action, cranking up the publicity and, as time passed, the whisper turned into a shout, and the "big announcement" turned into an "industry-

changing address” – it had been “hyped into the stratosphere,” as one friend of IFW summed it up. On the morning of 7 June, the container shipping industry waited with baited breath to hear what Maersk Line CEO Eivind Kolding would say.



The **MAERSK PENANG** (ex Nedlloyd Jakarta) seen off Vlissingen – Photo : Willem Kruit (c)

The announcement that followed, depending on your standpoint, was either seen as visionary, impossible to achieve, or the industry's biggest ever PR stunt. Kolding unveiled Maersk Line's The New Normal, a manifesto that called for change in the industry. He demanded: improvements in reliability so that service levels, rather than price, become customers' key concern; improvements in the ease of doing business through the development of online portals, to make it as easy to book a slot on a ship as it is to book a seat on a flight; and an improvement in the industry's environmental performance. However, some in the industry reacted by saying the manifesto lacked detail. Andrew Traill, Policy Director at the European Shippers' Council (ESC) and MD of online forum Shippers' Voice, said: "Maersk's words and intentions sound great ... but then they are just announcing the beginning of a revolution – the detail should be coming very soon, shouldn't it?"

"If Maersk is to beat the cynicism of shippers it must deliver on its pledges to reach 95% reliability, make things less complicated and be more transparent on things like emissions. "Let's give them the benefit of the doubt that they can do it – but they will need to do it fast in order to keep their supporters for this initiative and win over new ones. Tough job." Another industry observer said: "There were three or four interesting stats, but to me, it was like a politician saying 'we need to create more jobs', but not knowing how to do it." However, Maersk Line's Chief Commercial Officer, Hanne Sørensen, tells IFW the manifesto is achievable, and explains how it will meet its goals. One of the questions raised about its manifesto was how Maersk plans to improve vessel reliability (it has a target of 95% of containers being delivered to customers on time) when it sometimes depends on partner carriers' reliability, the weather and delays in port operations. Sørensen says the key to improving reliability is working with terminals and partner carriers. She explains that Maersk runs a project where it places its own experts in terminals to work on improving performance. "Our results so far show we can actually get around 30% improvements," she says. "It's a project that runs for five weeks and then our team leaves and the Port Captain and the terminal need to make sure improvements are sustained."

She says Maersk also discusses performance before agreeing vessel-sharing agreements and before taking on time-charter vessels. So far, the approach seems to be working. Sørensen says: "We are actually further than many think. Our end target for 2011 is 85% reliability and right now, this month, 80% of our cargo is achieving 85% reliability."

Another industry observer has suggested that Maersk's aim of producing a one-stop online portal for vessel booking would be extremely difficult to achieve because the process is far more complicated than booking a flight on an aircraft. He said: "I doubt whether many lines are quite ready to put their rates on the internet and even if they did, I am sure that these would be treated just as starting points for negotiation. "And container shipping is quite complex. For example, you will get a better deal if you are in an area where the carrier has plenty of available equipment and a much poorer deal if you are in a remote area." Sørensen admits the portal will be difficult to develop, but insists it is

possible. She says the first version of Maersk's online booking system will be launched in September. However, she admits it could take up to 18 months before a version capable of offering "one-click shipping" will be available. "We have something that we are pretty sure is good on some basic levels," she says. "It's about improving the booking and getting visibility of your booking. It's got something called an issue resolution centre – somewhere you can log all your problems and we can respond with a solution."



The **MAERSK NECTAR** seen moored in Rotterdam-Europoort – Photo : Jan Oosterboer (c)

"We will measure the traffic on the net to see if it is the right thing, or not, and then we will come with upgrades all the time." The system will also need to provide competitive rates, she admits. At the moment, customers know they can get a better rate if they pick up the phone, she points out, so the portal will need to offer the same. She also knows that "one-click shipping" won't suit everyone. She says customers with a contract will also be able to book using the portal, but notes that big volume customers would probably have an EDI connection with Maersk or book via a platform like INTTRA. She explains the overall aim of producing the booking portal: "Why should our customers be bothered with all that complexity? We would like to take out some of that complexity – why is that we can't get online bills of lading, for instance?" Sørensen adds that the system will also make sure that when customers make a booking, a container is available. This is part of a wider Maersk programme to reduce the occurrence of customers booking space on a ship, but then not turning up with a container and reduce the need for shipping lines to overbook vessels to compensate. Maersk Line's Senior Director for Charge Management, Network and Product, John Nielsen, says that, on average, around 20% of containers fail to turn up for the voyage they are booked on. Yesterday Nielsen revealed exclusively to IFW that it plans to charge customers US\$100 per dry container and \$500 per reefer container that fails to turn up. But it is prepared to pay compensation of the same amounts if Maersk cannot pick up shipment because of overbooking, operational constraints or equipment shortages.

Going back to Maersk's manifesto, its third theme is the need for shipping to engage with governments on improving environmental performance. Sørensen says the industry must work to ensure that environmental legislation is global, rather than from individual governments, resulting in a patchwork of regimes.

She says: "We would like global legislation, so we need to participate in that. What we also do is try to focus on reducing our CO2. Shipping is still the least polluting transport mode, but it's still not that good. "We are doing everything we can to reduce our environmental impact. We have a target of reducing our emissions by 25% on a unit basis from 2010 to 2020, and we are already almost at 15%."

Part of meeting that target is the carrier's investment in 10 new ships – known as Triple Es – that at 18,000teu will be the world's biggest container vessels. And Kolding indicated that Maersk may order a further 10. "The Triple E is amazing," Sørensen says. "You can get 50% CO2 reduction on a unit basis compared with the industry average." She adds: "We also work on how much electricity our reefer containers are using and make sure we say no to tropical trees as flooring in our boxes." While the Maersk manifesto is undoubtedly a great PR coup, designed to promote strategy it had always planned to implement, it does sound like there is some meat on the bones. But, while welcoming the

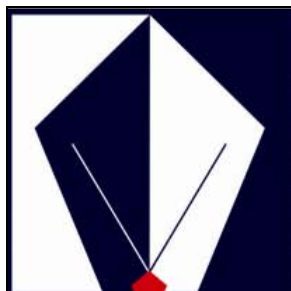
sentiment of the manifesto, the Secretary General of the European Shippers' Council (ESC), Nicolette van der Jagt, points out that the change Maersk Line has demanded must come quickly. "It will not be surprising that many shippers have become cynical about the true intentions of liner shipping operators when they speak of improving customer service and reliability," she says.



The **JERVIS BAY** seen arriving in Malaga – Photo : Jacob Versteeg (c)

"Maersk will, no-doubt, bear the brunt of this cynicism from many shippers as it finally espouses the sentiments shippers have been crying out for decades. But can it practice what it preaches?

"The ESC for one, certainly hopes so; and we will support actions which address the fundamental problems with the sector. "We hope Maersk can set a shining example for other carriers to follow by changing its business models to focus on customers' long-term needs. "But shippers are impatient for change, so the pressure is on for change to take place quickly." Source:IFW



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The **SAGA WIND** seen enroute Rotterdam – Photo : Piet Sinke (c)

Navy ship saves TN fishermen chased by Lankan navy

An Indian Navy ship on a patrol turned out to be the saviour of a large group of fishermen from here when they were allegedly being chased by Sri Lankan naval men close to the International Maritime Boundary Line (IMBL), fisheries officials said on Sunday. The fishermen had put out to sea in more than 600 boats on Saturday after calling off their three-day old strike protesting detention of 23 fellow fishermen by Sri Lankan Navy on June 20. As they reached the area close to IMBL, they were chased away by Sri Lankan naval personnel who came in their patrol boats, the officials said quoting the fishermen who returned to the shores in the wee hours today. However, the Sri Lankan naval men retreated on seeing the Indian Navy ship, they said, adding that the fishermen also told them they were able to fish without any trouble thereafter. "We could fish without any problem till mid night and return to the shore," one of the fishermen told officials.

The fishermen had a good catch as they put out to the sea after a gap of four days, officials said. Navy and Coast Guard officials said they have intensified patrolling in the region in the wake of arrest of the 23 fishermen by Sri Lankan naval men. Tamil Nadu Chief Minister J Jayalalithaa had taken up the fishermen arrest issue with Prime Minister and sought his intervention following which Sri Lanka assured that the fishermen would be released soon.

The Rameswaram fishermen withdrew their strike after talks with district and fisheries officials on June 23. **Source :** **Indianexpress**



Jumbo's **FAIRLOAD** sailed from King George Dock Hull on Saturday assisted by the SMS tug **YEOMAN**.
Photo : Simon Smith (c)

Crew of stranded ships breathes sigh of relief Sajila Saseendran

Life is becoming better for the crew of two of the three stranded ships belonging to Korean company Samho Shipping. The banks managing the ruined company's assets have paid the pending salaries and have arranged food, fuel and fresh water for those remaining on board the vessels off Rashid Port in Dubai. The ships' saga of miseries started after the company ran into rough weather following pirate attacks involving enormous ransoms on two ships including supertanker **Samho Dream**, one of the vessels stranded in Dubai for months. The other two are crude oil tanker Samho Crown, anchored in Dubai waters since January 28, and chemical tanker Samho Jasper, the last vessel that sought haven here a few weeks ago.

Some 30 members of the crew on board **Samho Crown** and **Samho Dream** have already been repatriated, as reported earlier by Khaleej Times. With the departure of the 14 Filipino crew to their homeland last week, Samho Dream had been deserted as the remaining seven Korean crew including the captain were also taken off the board after the ship ran out of fuel and fresh water. Having left abandoned at anchorage for a week, **Samho Dream** now has four of the Korean crew back on board as their salaries, along with those of others, have been credited to their accounts. Master of **Samho Dream**, Captain Son Huil said the four engineers agreed to go back to the ship after their families confirmed that their pending salaries for March and April were credited to their accounts.

"Now, only two cadets and I are here in the hotel. We are not going back to the ship. But, we haven't yet heard anything from the agent on our flight to Korea," Huil said from a Dubai hotel. According to him, four new Indian crew members have joined the Koreans aboard after the banks appointed a new manning agency to salvage the ship. Meanwhile, a spokesperson for International Tanker Management Company in Dubai, that manages **Samho Crown**, also confirmed the payment of crew salaries for April and May. "The bank (of Samho Shipping) has promised to send the June salary by the month end," he said. The crew of **Samho Crown** said three officials from the Indian Consulate in Dubai, including the Consul for Labour MP Singh, had visited them on board three days ago. "They promised the Indian crew members that the Consulate would facilitate everything that is needed if they wanted to fly home," said one of them. The ship's chief mate who corresponded with **Samho Jasper** through their internal communication system, said the crew aboard Jasper were yet to receive any intimation about their salaries. "They said they have not got their salaries for five months. But, they have now received some bunkers of fuel and food," he added. Khaleej Times could not reach **Samho Jasper** as the ship's satellite communication network has been cut off by her radio company due to non-payment of charges. Source : Khaleejtimes



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Filthy' Queen Mary 2 cruise liner fails sanitation inspection

Sanitation inspectors have branded the world's biggest cruise liner **Queen Mary 2** "filthy" five times in a report. Cunard's luxury cruise ship was inspected earlier this month by the U.S. government's Centers for Disease Control (CDC) and Prevention's Vessel Sanitation Program. On board inspectors discovered a series of sanitation failings and gave the ship an "unsatisfactory" score of 84. Anything higher than 86 is deemed "satisfactory" but 85 or lower is "not

satisfactory". In a report following the June 10 visit, when the ship was docked in New York, inspectors used the word 'filthy' five times to describe aspects of the ship's cleanliness. As well as "extremely dirty" water and floor tiling in the splash pool, they found a human hair in the ice machine, discovered chemicals were being stored near napkins as well



as paper cups and utensils, and spotted food residue on many surfaces which should have been wiped away. Inspectors also discovered four live fruit flies and four adults cockroaches on board the ship in a storage locker, according to cruise review website Cruise Critic.

The CDC conducts surprise cleanliness reviews twice a year.

Operator Cunard Line said the score was "an uncharacteristically low score" and said the line normally scored more than 95 and had scored 100 on three occasions. In July last year, it scored 98. Cunard spokesman Jackie Chase said she was confident the failings would not

happen again. In a statement she said: 'The poor assessment on 10 June resulted largely from one small area of the ship's overall operation. All the issues raised in the report were immediately addressed and have now been corrected.' She said managers had reviewed certain roles and responsibilities and improved the training schedule. According to Cruise Critic it is rare for large ships to fail the inspections. Since January, 16 ships have been awarded the top score. The **Norwegian Epic** came close in May with 89 but there have been no failings since **Albatross**, a private vessel, scored 69 in February 2010. Carolyn Spencer Brown, editor in chief of CruiseCritic.com, told CNN: 'The kind of violations found on board the **Queen Mary 2** are unacceptable, especially the dirty pool water.' She said she had been logging CDC scores for 14 years and this was "unusually bad". She added: 'What really bothered me was the use of the word 'filthy' five times.' Britain's **Queen Mary 2** first set sail in 2004 and is the biggest and most expensive cruise liner ever built. At 147 feet longer than the Eiffel Tower is tall, the ship cost £550 million to build and weighs 150,000 tonnes. It has 1,310 cabins, including four royal suites and six penthouses and can carry 1,620 passengers and is capable of speeds up to 34mph. **Source : DailyMail**

NAVY NEWS

An advertisement for Mammoet Salvage. It features a red truck with a crane lifting a large red container. In the background, there are several other red containers and a blue airplane. The text "MAMMOET Salvage" is prominently displayed in white on the truck. Below the image, there is a red banner with the text "24/7" in white. To the right, there is a grey box with the text "PHONE +31 (0)10 2042 445" and a black box with the text "salvage@mammoet.com www.mammoetsalvage.com". The top right corner of the image has the text "Smart solutions, united experience".

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Above and below seen the Dutch Navy Alkmaar Class Minehunters HNLMS **MIDDELBURG M858** and HNLMS **HAARLEM M853** (wearing NATO colours after she switched on NATO duties from Middelburg) leaving Grand Harbour, Malta on Friday 24th June, 2011.

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



US aircraft carrier crosses Suez Canal

Egyptian shipping sources said US aircraft carrier **USS Enterprise** crossed the Suez Canal on Friday coming from the Red Sea en route to the Mediterranean. They added that the ship, which is the US Navy's oldest and longest aircraft carrier, was accompanied by a guided missile destroyer and a supply ship.

See also : http://www.youtube.com/watch?v=iwIktHuTcPM&feature=player_embedded



Above seen the French Navy Durand Class Replenishment Ship **FS MEUSE A607** leaving Grand Harbour, Malta on Saturday 25th June, 2011. **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)**

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The **Taucher Wulf 5** seen enroute to IJmuiden with new build casco **Atlantic** build for Hartman Seatrade.

The photo is taken from Pilot Boat **Pioneer 7** nautical miles North West of IJmuiden

Photo : ploeg 2 crew Pioneer

Port problems halt Oz iron ore project

Port Strategy reports that delays in the construction of port and rail infrastructure has led China's Sinosteel to suspend its A\$2 billion (US\$2.1 billion) Weld Range iron ore project in Western Australia. Sinosteel is one of the foundation customers for the Oakajee port and rail project, which involves the construction of a deepwater port north of Geraldton and associated rail infrastructure.

But in a statement picked up by Bloomberg the company noted that "the completion date for the Oakajee port and rail project has pushed out from 2012 to a forecast not before the end of 2015, with further delays likely." A company spokesman told Reuters: "We are certainly not closing the door on Weld Range, however, we must make the right business decisions in order to protect our assets and ensure a realistic future for our organisation. "Unfortunately we have now had to draw a line in the sand," he added. The company also said the Oakajee delays were costing it A\$100 million a year. The state's opposition development spokesman, Mark McGowan, warned that Sinosteel's decision meant the Oakajee project was now in doubt. **Source : Dredging News Online**



Above seen the **RYNDAM** followed by the **ROTTERDAM** seen departing from Rotterdam yesterday afternoon
Photo : Piet Sinke (c)

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India makes play for global ports

IHS Fairplay says India is planning to set up a company to invest in overseas ports and container terminals, similar to Dubai's DP World and Singapore's PSA. Fairplay was told that the new company, to be called Indian Ports Global, will be established by port trusts owned by the government, according to a senior shipping ministry official. "The exact plans are yet to be structured," the official told Fairplay. "We have approached consultants to come up with a structured plan."



The **SEABOURN SPIRIT** seen moored in Zadar (Croatia) – Photo : Fred van Wijnen (c)

ABB wins order to power seismic vessels

ABB has won a \$24 million order to supply electrical power and propulsion systems for two next generation Ramform vessels, capable of 3D seismic data acquisition for sea bottom resource exploration, Motorship reported.

The ships will be constructed by Mitsubishi Heavy Industries, and delivered in 2013 to Norway's Petroleum Geo-Services ASA. The 'Ramform W-class' vessels are the newest generation in the Ramform series, featuring advanced 3D seismic data acquisition/analysis capability. At 104m long, the ships will feature an exceptionally wide breadth of 70m. For quiet operation, they will feature diesel electric main propulsion. ABB will supply an advanced complete power and diesel electric system package, consisting of medium voltage switchboards including power management systems, generators, transformers, frequency converters and motors. The systems will provide reliable and fuel efficient propulsion for the ships. Source: Port News



Above seen the LNG powered ferry **FANNEFJORD**, *Fjord 1*, connecting Molde / Vestnes Norway
Photo : Svetozar Catovic RRM (c)

Prince Rupert Port Authority looks to expand Fairview toward town, grow to second largest port in Canada

Prince Rupert Port Authority Vice-president of Operations Gary Paulson was busy last week providing information and soliciting feedback on the PRPA's 2020 Land Use Plan, with three meetings over two days on a plan that could put Prince Rupert near the top of the list when it comes to goods coming into and going out of the country.

"In 2020 what this plan envisages is 50 million tonnes moving through Prince Rupert. That would put us as the number two port in the country behind Vancouver but right up there with Montreal and blowing Halifax right out of the water," he told Port Edward council on Tuesday night after outlining plans for more bulk and liquid bulk terminals on Ridley Island, a possible vehicle import terminal and phase II of Fairview Terminal.

"All of the high value goods will be looking for the fastest, most efficient, most reliable gateway, and that is what we offer."



On the subject of phase II, Paulson said people shouldn't be surprised to see the container terminal expanding with another berth closer to town before expanding south toward Ridley Island. "These decisions will all be commercially driven. You can see that the expansion to the north and the creation of another berth would be significantly less expensive than expansion to the south," he told the Prince Rupert and District Chamber of Commerce on Wednesday afternoon, noting that those plans don't necessarily require the acquisition of the JS MacMillan property. "You can bet expansion to the north would be happening before expansion to the south because it is cheaper to do....I expect to hear some good things about Fairview Terminal in the near future," he told Port Edward council. And as these developments continue, Paulson said people should not expect to be able to continue to access Ridley Island and the beach areas on it.

"We wouldn't be honest if we said that we would be able to continue that...The challenge for Ridley Island is that people get very comfortable accessing it, but every six months or so I get a call from RTI or the grain saying people are on their property. Once construction starts out there, it becomes a safety concern," he said, noting that there are plans that could make up for the lost recreational opportunities. "A [crossing] to Lelu Island is something we've heard about from the community and at an executive level, and maybe that is the answer and compensation for restricting access to Ridley Island." As part of the 2020 Land Use Plan, work is already underway to see what would be needed to allow shipping vessels to access the side of Ridley Island facing Port Edward. "We are doing a study with respect to the entrance to Porpoise Harbour and possible dredging to allow bigger ships to access it. Right now it is limited to ships that are 187 metres, and we have consultants working to see what would have to happen to allow 220 metre ships that could enable automobile shipping," he explained. The draft 2020 Land Use Plan is available on the web at www.rupertport.com and the plan is to take feedback through the summer before seeking board approval in September. **Source : The Northern View**



The **FAR SAMSON** seen moored in Rotterdam-Europoort – Photo : Piet Sinke (c)

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The 1976 built Danish tug **LUNA (Ex bugsier 9)** towing the x cal/mac ferry 1974 built **JUPITER** at j lamonts port Glasgow, they are on the way to Grenaa Denmark (not sure if) for scrap, photo Brian Climie. (c)



Above seen the 1984 built BHS flag research vessel **HAWK EXPLORER** entering Grand Harbour, Malta on Friday 24th June, 2011 for demobilization. Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

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Above seen the Tokyo Marine tanker, **HOLLY GALAXY**, being assisted by the tug, Charles H. Cates 3, Burrard Inlet, Vancouver B.C. - June 25, 2011 Photo : Mike Zelt ©

.... PHOTO OF THE DAY



Above seen Crowley's **Commander** towing 3 Crowley barges in the South China sea. Photo is take while she got fuel from a fueltanker. 2 barges will be scrapped in China and one barge **C-455-7** will be onhire to Heerema for the North Rankin project. **Photo : Willem van Woercom ©**

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